

LOCAL PROCEDURES FOR TRAFFIC IN THE ILAS FIELD AREA OF OPERATIONS

The ILAS field area of operations consists of a circle with a radius of 1.5nm centred on the runway, extending from ground level to 1500ft AGL. This is Class G, uncontrolled airspace and simply highlights the need for pilots to pay particular attention to the traffic patterns of both airstrips. The air/ground frequency to be used within the area of operations of ILAS field is 123.75. This area of operations is marked on the aeronautical charts.

These local procedures arise from the development of a second airstrip in the Taghmon area which lies 1.6nm north of and on the extended centreline of the runway at ILAS field. The proximity of the airstrip at Cloonerane (now known as “Wexford Lakeview Airfield”) to ILAS field, introduces a collision hazard for traffic in the area which requires these procedures for mitigation.

At the present time (5th July 2018) no reply has been received from the operator of Cloonerane to these proposed procedures. In light of the fact that the runway at Cloonerane has been marked with runway edge cones and is being kept cut, it is felt that these local procedures should at least be put into use by those operating to/from ILAS field. Efforts will continue to get agreement with the owner of Cloonerane to these procedures and any changes that result will be notified to all interested parties.

PROCEDURES ARE BASED ON THE FOLLOWING ASSUMPTIONS

- a) The Wexford Flying Club requires the use of standard traffic pattern procedures both due to the training conducted through it’s RTF and also due to the significant level of activity generated by visiting aircraft.
- b) Planning conditions restrict Cloonerane activity to 20 movements per week. This means 20 take off or landings – 10 flights. The consultant has also stated that the site will not be a flying school or a base for enthusiasts. Adherence to the planning permission conditions is essential if the following procedures are to be effective.
- c) Pilots intending to visit either airstrip are required to obtain prior permission (PPR) which affords an opportunity to brief them on local procedures.

LOCAL PROCEDURES

- a) ILAS field will operate standard circuit procedures with an overhead join for arriving traffic. Note that right hand circuits may be in operation when cross wind conditions require an into wind base leg and/or to meet training requirements.
- b) ILAS traffic will not overfly the village of Taghmon.
- c) ILAS circuit traffic will remain south of a line between Taghmon village and a fishing lake in the vicinity of Horetown House as shown on the attached map.
- d) All circuits at Cloonerane will be operated to the north of the runway 07/25.
- e) There will be no overhead join for arrivals to Cloonerane. Arriving traffic will join downwind or base leg from the north, taking care not to cross the extended runway centreline.
- f) Traffic departing Cloonerane will turn north after the initial climb to 500ft AGL.

RADIO PROCEDURE ON 123.75 (ILAS RADIO)

- a) Inbound traffic to both airstrips will make a contact call on 123.75 at least 5 minutes before the estimated time of arrival using the callsign 'ILAS RADIO' and clearly indicating which airstrip they are intending to land at.

Example: ILAS Radio, this is EI-ABC inbound to ILAS from Kilrush, estimate the field at 55

Example: ILAS Radio, this is EI-ABC inbound to Cloonerane from Kilrush, estimate the field at 55

- b) An air/ground service is generally only provided at ILAS for Fly-in events. When such a service is being provided, the information given will be:

The active runway at ILAS

The surface wind direction and strength

The QFE

Joining instructions

- c) No air/ground service will be provided from Cloonerane.

- d) As a basic principle, pilots flying within the ILAS area of operations will use 123.75 and standard circuit position radio calls while also identifying which airstrip they are using.

- e) ARRIVALS AT ILAS

Descending deadside for left/right circuit runway 18/36 at ILAS

Joining left/right crosswind for runway 18/36 at ILAS

Left/right downwind for runway 18/36 at ILAS

Final runway 18/36 at ILAS

- f) ARRIVALS AT WEXFORD LAKEVIEW AIRFIELD, CLOONERANE

Joining left base runway 07 at Cloonerane

Joining right base runway 25 at Cloonerane

Final runway 07/25 at Cloonerane

- g) DEPARTURES FROM ILAS

E-BC departing runway 18/36 at ILAS, left/right turn after take off

- h) DEPARTURES FROM WEXFORD LAKEVIEW AIRFIELD, CLOONERANE

E-BC departing runway 07 at Cloonerane, left turn after take off

E-BC departing runway 25 at Cloonerane, right turn after take off