Updates

Preventing ATZ infringements at Manchester Barton Aerodrome

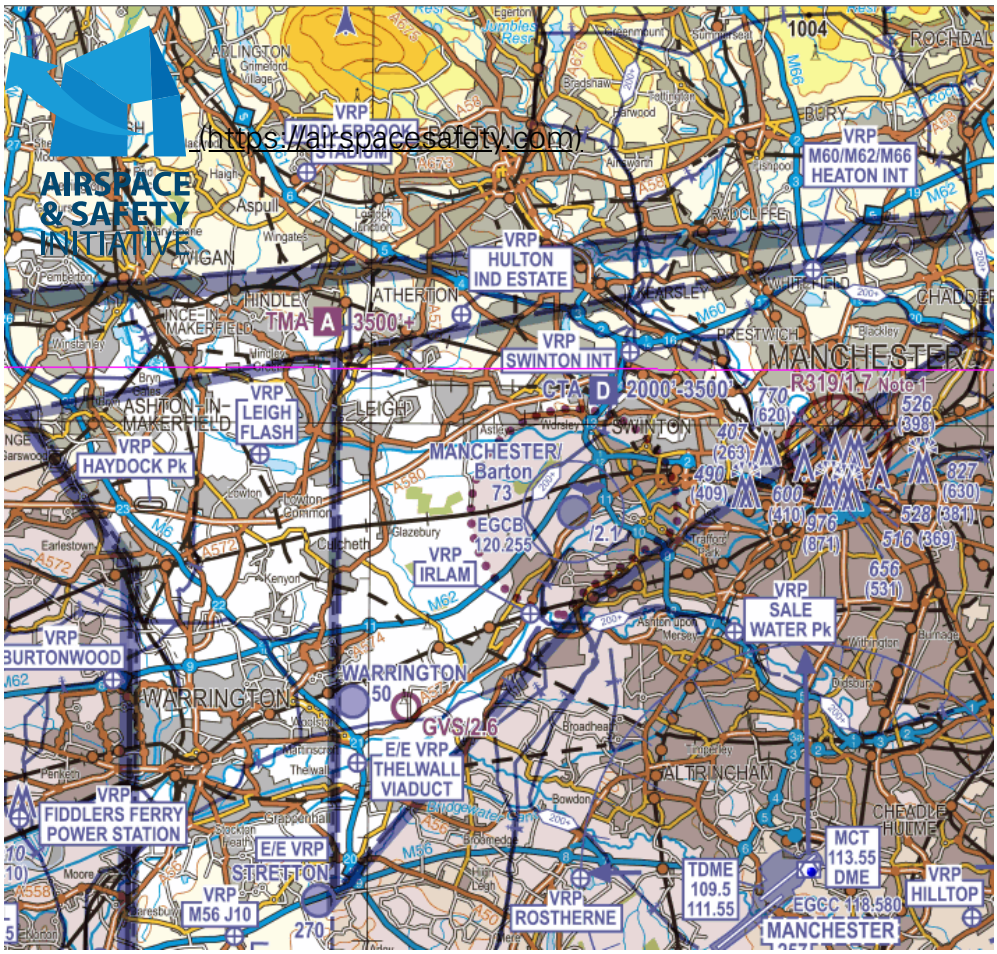
This infringement update is the seventh in a series of narratives focusing on identified infringement 'hot-spots' in the UK. It has been written by the Aerodrome Flight Information Service Officers (AFISO) at Manchester Barton Aerodrome who are members of the Northwest LAIT.

Whilst ATZ infringements have always been reportable as an occurrence (a breach of Rule 11 of The Rules of the Air Regulations 2015 (https://airspacesafety.com/wp-content/uploads/2019/04/AerodromeTrafficZone.pdf)), in recent years the national focus on Airspace Infringements prevention and improved reporting have identified a number of common contributary factors which have led to such infringements. In 2018 there were 130 reported infringements of ATZ in the UK; to 17 December 2019 there were 100. This type of airspace infringement is a particular risk to the operation at Manchester (Barton) Aerodrome. This article is intended to give helpful guidance and useful tips to assist pilots in preventing an ATZ infringement at the Aerodrome and may also be relevant at other ATZs elsewhere.

The Barton ATZ has a 2nm radius and extends to 2,000 feet above aerodrome level. It sits underneath the Manchester Control Area (CTA with vertical limits of 2,000 feet – 3,500 feet Manchester QNH) and against the Manchester CTR (Surface to 3,500 feet Manchester QNH) as depicted below; it is a non-standard ATZ as it excludes the portion of the circle that lies within the Manchester CTR. The ATZ is active during the published hours of the Aerodrome Flight Information Service as per the entry in the UK AIP at EGCB AD 2.17. The ATZ is established to give protection to aircraft at the critical stages of flight when departing, arriving and flying in the vicinity of the aerodrome and it can be a busy area of airspace. Compliance with Rule 11 is essential to ensure that the ATZ's protection is an effective mitigation against a mid-air collision.

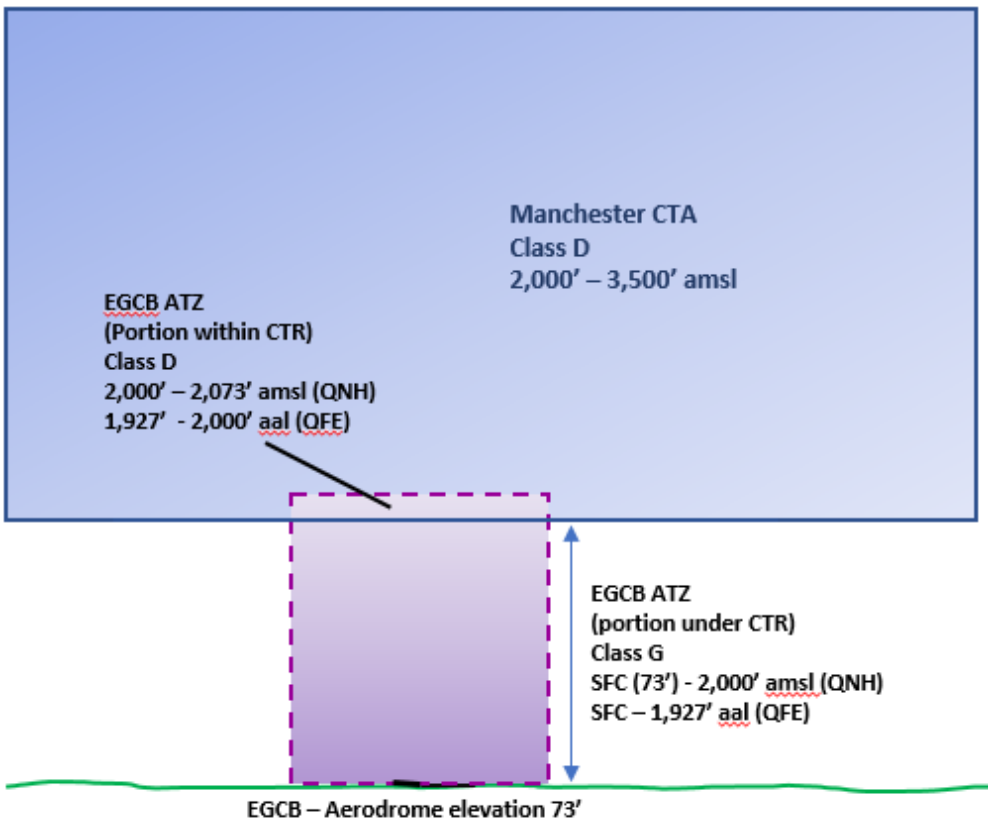
The ATZ lies primarily within Class G airspace, however the top of the ATZ lies above the base of the Class D Manchester CTA (aerodrome elevation is 73 feet amsl). This also means that it is impossible to transit at the top height (2,000 feet agl) or above the Barton ATZ without clearance from Manchester ATC. Aircraft arriving to, and flying visual circuits at Barton will do so on the Barton QFE; departing aircraft will be issued the Manchester QNH.

Top



(https://airspacesafety.com/updates/manchester-barton-aerodrome/)

Barton ATZ has a 2nm radius and extends to 2,000 feet above aerodrome level



(https://airspacesafety.com/updates/egcb-atz-and-manchester-cta/)

The ATZ lies primarily within Class G airspace, however the top of the ATZ lies above the base of the Class D Manchester CTA

Top

Between January to December 2018, there were 25 reported infringements of the Barton ATZ and from January to December 2019, there were 12. The majority of these infringements involved aircraft that were inbound to land with a small number by aircraft not landing but flying within the vicinity. These are further broken down as follows:

(https://airspacesafety.com)

	Inbound		Local Area Transits
	Locally-based aircraft	*Visiting aircraft*	*Non-Barton based*
2018	13	8	4
2019	6	4	2

Manchester Barton Aerodrome is a member of the Northwest Local Airspace Infringement Team. Significant local awareness and education has been made and a large reduction in the number of infringements involving locally-based aircraft has been evident as this awareness and education has taken effect. This additional information aims to further extend this awareness and educational to pilots around the country who may be visiting the aerodrome or passing the vicinity.

A study of the infringements breaks down the majority of causal factors into the following areas:

- **Lack of awareness of Rule 11** – A number of pilots were unaware that if asked to "Standby" they must not enter the ATZ (even if they have previously remained on frequency in the local area) until the AFISO has passed updated Aerodrome Information. Some incidences cited busy RTF as a contributary reason or distraction from passengers.
- **Lack of pre-flight planning** – It was evident that in some cases, non -Barton based aircraft transiting or operating within the immediate local area had not completed an adequate pre-brief for their intended flight. In some cases, these aircraft had also not completed PPR.
- **Distraction** – The pilot may have been distracted, either by passengers or whilst under instruction, in the latter cases allowing the student to continue to infringe without taking preventative or corrective action in good time.

Tips on preventing ATZ infringements at Barton

A number of local VRPs are established in the vicinity of the aerodrome which are referenced below and may provide assistance in judging a suitable distance at which communications and aerodrome information should be established and received.

- **Inbound from the South (via the Manchester Low-Level Route)**
  Plan to make your initial call at or before reaching the VRP at Thelwall Viaduct. Be sure not to initiate any climb until you have passed this VRP and are well clear of the Low-Level Route. In the event that you are unable to establish two-way communications, you could remain 3-4 nm from the ATZ and route Northbound until this is established.

Top

- **Inbound from the Northwest, North and Northeast**

Your first place to make your initial call is in the vicinity of VRP's at Leigh Flash, Middlebrook Stadium or M61 J4 / M66 Heaton Interchange. These all allow 5+ nm before reaching the ATZ.

Transiting Southwest to Northeast and reverse

The aerodrome and ATZ can become extremely busy. Should a transit of the ATZ be necessary, ensure that a call is made in good time at least 5 miles before reaching the boundary to allow you to receive aerodrome and specific traffic information. We would suggest, when busy, that it may be more prudent to remain at least 3-4 nm from the Aerodrome, therefore well outside the ATZ and route around via the West and North side of the ATZ. The Barton AFISO can provide a basic service and will advise of any traffic that may be of relevance to your routing.

Plan ahead – Especially during busy periods, the frequency may be busy and so sufficient time should be allowed in order to establish two-way communication and aerodrome information. If you are asked to standby, you must not enter the ATZ; in addition, it would be best practice not to orbit immediately adjacent to the ATZ, so an early call ten miles out will be beneficial. Have a backup plan should you be unable to establish contact. This may involve re-routing or holding within the local area, being careful of other airspace in the vicinity.

Use a Moving map – A moving map display will give you a good clear indication of the ATZ and adjacent airspace giving you the ability to maintain situation awareness.

Transponder Code – When in communication with Barton Information, aircraft can be expected to be allocated a specific transponder code. This code is designed to assist Manchester ATC in identifying any aircraft that are in communications with the Barton AFISO, enabling improved and swift resolution should any infringements of the Manchester or other nearby airspace occur.

Relevant Traffic Information – The AFISO is responsible for providing traffic information to aircraft within the ATZ and immediate vicinity. Therefore, by ensuring a timely call to the AFISO with accurate position and height well before entering the ATZ, he/she is then able to provide a much more complete 'picture' of relevant traffic to both yourself and other aircraft in or near the ATZ, assisting all pilots in situational awareness and reducing risk of collisions.
(Note: The airfield is also participating in an Airspace4All GA Airfield ATS ADS-B Traffic Display Trial – this helps provide the AFISO with additional situational awareness and provides a further tool in which the AFISO can help pilots avoid ATZ or other controlled airspace infringements)

Local Procedure Changes – On 26 March 2020, the overhead join height will be reduced from 1800ft agl to 1500ft agl. This aims to give additional separation from the Manchester CTA above and in the vicinity of the aerodrome reducing potential for inadvertent vertical infringements of the Manchester CTA. Circuit height will remain at 1000ft agl.

Further information, local procedures and online PPR can be found within the Operational section at www.cityairportandheliport.com

6. Preventing airspace infringements of the Hawarden Radio Mandatory Zone (RMZ)

Top