

Updates

While we understand that many pilots are currently unable to fly due to COVID-19 restrictions we aim to continue to release safety education and awareness material to support the GA community with the future return to flying and promote longer-term safety awareness. To meet that aim we are continuing to publish information relating to airspace infringement hot-spots.

Infringements of Aerodrome Traffic Zones (ATZ)

This update is the fourteenth in a series of narratives focusing on identified infringement hot-spots in the UK. It focuses on infringements of Aerodrome Traffic Zones (ATZ) and sets out the requirements to comply with Rule 11.

Introduction

An airspace infringement is the unauthorised entry of an aircraft into notified airspace and there is a requirement to report them. Notified airspace includes permanent and temporary controlled (CAT/TMA and CTR), prohibited and restricted airspace, permanent and temporary active danger areas, radio and transponder mandatory zones (RMZ and TMZ) and Aerodrome Traffic Zones (ATZ).

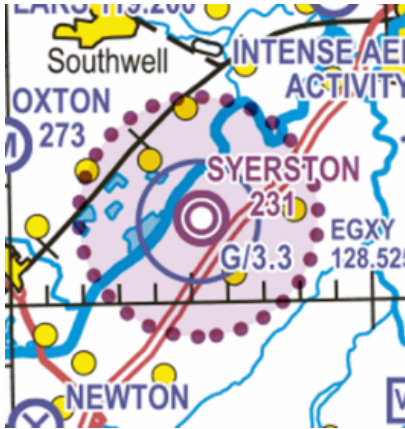
In 2019 there were 100 reported ATZ infringements across 45 ATZs. Reported figures are regularly published here: airspacesafety.com/facts-stats-and-incidents/ (<https://airspacesafety.com/facts-stats-and-incidents/>).

ATZs and Rule 11

- ATZs are established to protect traffic around an aerodrome.
- ATZ is defined in Article 5 of the Air Navigation Order 2016.
- ATZ are marked on a chart as a circle of magenta dots with the aerodrome name and elevation (in feet amsl).
- Aerodromes that are notified in the AIP are 'protected' by Rule 11

ATZ dimensions

ATZs normally extend from land surface to 2,000 feet agl. The radius depends on the length of the runway, either 2.5 NM or 2 NM from the midpoint of the longest runway. Offshore the dimensions are from sea level to 2,000 above mean sea level, with a radius of 1.5 nm. Some ATZ have non-standard dimensions. See Aerodrome Traffic Zones (<https://airspacesafety.com/wp-content/uploads/2019/04/AerodromeTrafficZone.pdf>), and UK AIP for more details.



(<https://airspacesafety.com/updates/atz-marked-on-a-chart/>)

ATZ marked on a chart

The applicability of Rule 11 depends on the type of aerodrome.

For **Government aerodromes** Rule 11 **applies at the times notified in the UK AIP (ENR 2.2) or when notified by NOTAM.**

ENR 2.2 OTHER REGULATED AIRSPACE

Name	Vertical Limits (Class of Airspace)	Sub-Providing Service	Category (Language, Hours of Service, Conditions of Use)	Frequency Channel Priority	Remarks
BARNSLEY HEATH ATZ A circle 2 NM radius, centred at 120047H 00000000 or longest notified runway (00/24) Upper limit: 3000 FT Lower limit: SFC Class: G		CRAMWELL	CRAMWELL APPROACH English Hours: 0600-1700 (0700-1400) Fri 0600-1700 (0700-1400) Sat-Sun/HL Other times by NOTAM	128.850 MHz	Elevation: 500 FT Runway length: 1.821 M Government aerodrome. Note: When Air Traffic Control Services are not available, control of the ATZ is transferred to Flying Club 120.120 MHz.
BIRMINGHAM ATZ A circle 2 NM radius, centred at 510040H 00000000 or longest notified runway (03/15) Upper limit: 3000 FT Lower limit: SFC Class: G		BIRMINGHAM	BIRMINGHAM ZONE English 031	120.600 MHz	Elevation: 200 FT Runway length: 1.821 M Government aerodrome. Note 1: ATZ crossing services only available to meet operational requirements, which may include night flying. Note 2: All aircraft are to avoid the ATZ if in contact with Birmingham Zone (120.600 MHz) or non-scheduled flying. An Ambulance & Police heli-ops PA.

(https://airspacesafety.com/updates/uk-aip-enr-2_2/)

Example listing from UK AIP ENR 2.2

For **an aerodrome that has an air traffic control unit or flight information service centre** Rule 11 applies **during the notified hours of watch** of the air traffic control unit or the flight information service centre

For a **national licensed aerodrome or an EASA certificated aerodrome having an air/ground communications service unit with aircraft** Rule 11 applies **during the notified hours of watch** of the air/ground communications (AGCS) service unit.

EGBE AD 2.17 AND TRAFFIC SERVICES AIRSPACE

Designation and Vertical Limits	Vertical Limits	Airspace Class	ATS unit (Language/ Language)	Transition Altitude	Hours of applicability	Remarks
COVENTRY ATZ A circle 2.5 NM radius, centred at 523311N 00000000 or longest notified runway (06/24)	Upper limit: 3000 FT Lower limit: SFC	G	COVENTRY TRAFFIC INFORMATION English	6000 FT		Coventry ATZ lies partly within the Birmingham CTR. Base of Birmingham CTR: 1500 FT QNH (1033 FT GPH). See AD 2.20.

(https://airspacesafety.com/updates/uk-aip-egbe-ad-2_17/)



What about MATZ? (<https://airspacesafety.com>)



A Military Aerodrome Traffic Zone (MATZ) provides a volume of airspace within which increased protection may be given to aircraft in the critical stages of circuit, approach and climb-out; a MATZ also contains an ATZ.

A MATZ has a circle of 5 NM radius up to 3,000 ft aal and with additional 'stubs' aligned with selected approach path provides a volume of airspace within which increased protection may be given to aircraft in the critical stages of circuit, approach and climb-out.

All military aircraft have to obtain permission to enter the MATZ . It is good airmanship for civil pilots to call for a MATZ penetration. And they have to comply with Rule 11 in respect of the ATZ that that lies within the MATZ.



(<https://airspacesafety.com/updates/atz-within-a-matz/>).

ATZ within a MATZ on a chart

Pilots intending to overfly Government aerodromes protected by an ATZ should be aware of some activities that extend above the vertical extent of the ATZ such as:

1. Aircraft conducting PFLs from above, but into, the ATZ. Aircraft such as the Tutor will climb to between 3,000 and 2, 500 feet aal to position to High Key to commence the PLF procedure.
2. Glider operations. Not only do some winch launch operations extend to above the ATZ eg 3,300 feet amsl at Syerston but intense gliding activity may be present in the airspace above the ATZ.

What is an Infringement of an ATZ?

An ATZ, and compliance with Rule 11, provides a safety barrier against mid-air collisions by enabling increased situation awareness to pilots operating in the aerodrome traffic pattern. This is essential in airspace where many of the other barriers such as air traffic control and radar supported by infringement warning tools (such as CAIT – Controlled Airspace Infringement Tool) are absent. Some 2/3 of Class G ATZ are not serviced by radar.

Rule 11 refers to Rule 11 of Rules of the Air 2015. Paragraphs 3, 4 and 5 set out conditions that must be met before an aircraft can fly, take-off or land within the ATZ. Failure to comply with one of these 3 paragraphs prior to entering the ATZ will mean that the pilot has infringed the airspace.

A pilot's responsibility prior to entering an ATZ depends on the type of service provision. An aircraft must fly, take off or land within the ATZ unless the commander of the aircraft has complied with paragraphs (3), (4) or (5) of Rule 11, as appropriate as follows:

1. If the aerodrome has an air traffic control unit the commander must obtain the permission of that unit to enable the flight to be conducted safely within the ATZ. (Rule 11, para 3)
2. If the aerodrome provides a flight information service the commander must obtain information from the flight information centre to enable the flight to be conducted safely within the ATZ (Rule 11, para 4).
3. If there is no flight information centre at the aerodrome the commander must obtain information from the air/ground communication service (AGCS) unit to enable the flight to be conducted safely within the ATZ (Rule 11, para 4).

To comply with point 1 above, the pilot simply needs to obtain a permission from ATC to enter the ATZ.

To comply with points 2 or 2 above, the pilot must achieve 2-way communication with the AFISO or AGCS. Listening to AFISO or ACCS transmissions to and regarding other aircraft does not satisfy the requirement to obtain information from the AFISO or AGCS to "enable the flight to be conducted safely". The location, altitude, speed, etc. of other aircraft within/into/out of the ATZ will be different to the flight in question. The pilot will not be informed about the airspace/air traffic environment, such as non-radio aircraft that have previously coordinated their arrival, by listening to information related to other aircraft and neither intended for nor necessarily relevant to his/her flight. Equally, the AFISO and other traffic within and around the ATZ will be unaware of 'listening only' aircraft and this reduces the wider situational awareness of aerodrome traffic.

The Rest of Rule 11

There is one more paragraph of Rule 11, (paragraph 6) and requires a pilot to:

1. maintain a continuous watch on the appropriate radio frequency notified for communications at the aerodrome; or
2. cause a watch to be kept for such instructions as may be issued by visual means if that is not possible; and
3. if the aircraft is fitted with a radio communicate the aircraft's position and height to the ATC unit, flight information centre or the ACGS unit (whichever is relevant) on entering the ATZ and immediately prior to leaving it.

If the pilot has complied with Rule 11 paragraphs 3, 4, or 5 but has not complied with point 3 above (Rule 11 para 6c), the pilot has not infringed the ATZ but has breached Rule 11 and has demonstrated poor airmanship.

In Summary

A pilot who has only obtained information by listening out rather than having obtained information by 2-way communications, and has not reported entering the ATZ, has committed an airspace infringement.



A pilot who has complied with the Rule 11 (2) – (5) but has not reported entering the ATZ iaw Rule 11 (6) has not infringed the ATZ but has demonstrated poor airmanship and not has not fully complied with the requirements of Rule 11. (<https://airspacesafety.com>).



What next?


The next step is to double check that you understand rules around an ATZ and know how to comply with Rule 11.

A comprehensive briefing for Pilots, ANSP and AGCS units has been shared by the CAA and is available here: [ATZ Brief. \(https://airspacesafety.com/updates/airspace-infringements-atz-brief-may2020-2/\)](https://airspacesafety.com/updates/airspace-infringements-atz-brief-may2020-2/).


The full set of hot-spot narratives can be found on this page: [Local area information \(https://airspacesafety.com/local-area-information/\)](https://airspacesafety.com/local-area-information/).

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The latest hot-spot narrative is now available: airspacesafety.com/updates/

It focuses on helping to prevent infringements of Aerodrome Traffic Zones [Top](#) ↑



(<https://airspacesafety.com>).

and sets out the requirements to comply with Rule 11.

A joint CAA, NATS, AOA, GA and MoD initiative to tackle major safety risks in UK airspace.

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