



17 February 2016

Policy Statement

Establishment and Dimensions of Aerodrome Traffic Zones (ATZ)

1 Scope

1.1 The following Policy Statement sets out the Civil Aviation Authority policy and guidance regarding the establishment of ATZs.

2 Definition and Meaning of an ATZ

2.1 Regulation (EU) No. 923/2012 ('Standardised European Rules of the Air' (SERA)) Article 2(11)¹ defines an ATZ as an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

2.2 Regulation (EU) No. 923/2012 Article 2(09) defines 'aerodrome traffic' as all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome².

2.3 In the UK, an ATZ is established for the purposes of Rule 11 of the Rules of the Air Regulations 2015.

2.4 The meaning of ATZ is set out in Article 258 of the Air Navigation Order (ANO) 2009 as follows:

(1) Subject to paragraphs (3) and (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as 1850 metres or less is that specified in paragraph (2).

(2) The aerodrome traffic zone at an aerodrome referred to in paragraph (1) is the airspace extending from the surface to a height of 2000 feet above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two nautical miles.

(3) Paragraph (4) applies if:

(a) the aerodrome traffic zone specified in paragraph (2) would extend less than 1½ nautical miles beyond the end of any runway at the aerodrome; and

(b) this paragraph is notified as being applicable.

¹ Commission Implementing Regulation (EU) No. 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No. 1035/2011 and Regulations (EC) No. 1265/2007, (EC) No. 1794/2006, (EC) No. 730/2006, (EC) No. 1033/2006 and (EU) No. 255/2010.

² An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.

(4) The aerodrome traffic zone is that specified in paragraph (5) as though the length of the longest runway at the aerodrome were notified as greater than 1850 metres.

(5) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as greater than 1850 metres is that specified in paragraph (6).

(6) The aerodrome traffic zone is the airspace extending from the surface to a height of 2000 feet above the level of the aerodrome within the area bounded by a circle centred on the notified midpoint of the longest runway and having a radius of 2½ nautical miles.

(7) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is on an offshore installation is the airspace extending from mean sea level to 2000 feet above mean sea level and within 1½ nautical miles of the offshore installation.

(8) The aerodrome traffic zone of a notified aerodrome excludes any airspace which is within the aerodrome traffic zone of another aerodrome which is notified for the purposes of this article as being the controlling aerodrome.

3 Establishment of ATZ

- 3.1 The establishment of an ATZ will be progressed in accordance with the process described within CAP 724 'Airspace Charter' Appendix G.
- 3.2 In accordance with the underlying policy for any proposed changes to the UK airspace structure, the establishment of any ATZ is subject to the CAA's assessment that its introduction will be to the overall benefit of the UK aviation community. Such assessment will necessarily take into account the type and level of activity at an aerodrome but must also take account of the needs of other airspace users and neighbouring aerodromes.
- 3.3 The CAA will consider the establishment of an ATZ at a government aerodrome. Details of such ATZs, including hours of ATZ activation, will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.4 The CAA will consider the establishment of an ATZ at an EASA certificated aerodrome or a national licensed aerodrome at which an Air Traffic Control service (ATC), Aerodrome Flight Information Service (AFIS) or Air/Ground Communication Service (AGCS) is provided. Hours of ATZ activation will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service, as published in the UK AIP AD2 in individual aerodrome entries at AD2.18, and for heliports in AD3 at AD3.16.
- 3.5 The CAA will consider the establishment of an ATZ at an unlicensed aerodrome at which an air traffic control service or flight information service is provided. Details of such ATZs, including hours of ATZ activation (will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service), will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.6 The CAA will consider the temporary establishment of an ATZ at any aerodrome in general accordance with the policy described herein, except that in the interest of expediency, the related process will not routinely involve industry-wide consultation. The

operator/licensee of an aerodrome at which an ATZ is established will be required to ensure that the appropriate air traffic control service, flight information service or air/ground communication service is provided throughout the promulgated periods of ATZ activation.

4 ATS Provision at Non-government Aerodromes

- 4.1 In line with Rule 11, in respect of non-government aerodromes, the level of ATC/AFIS or ACGS support that an aerodrome requires to be considered for the establishment or retention of an ATZ will depend upon its licensed status. Whereas a licensed aerodrome need only be served by a “means of two-way radio communication” (AGCS) to support an ATZ, an unlicensed aerodrome requires the support of an ATC or AFIS unit.
- 4.2 The difference is associated with regulatory oversight. An unlicensed aerodrome and an unregulated ‘service’ (i.e. AGCS) would result in an unacceptable lack of regulatory oversight aimed at ensuring that the airspace was being appropriately managed. In order to prevent such a situation an unlicensed aerodrome will need a minimum of AFIS for the establishment or maintenance of an ATZ to be considered.
- 4.3 In accordance with 4.1 and 4.2 above, unless supported by ATC or AFIS, an existing ATZ will necessarily be withdrawn on revocation of the national aerodrome licence or EASA certification (as applicable).

5 Exemptions

- 5.1 Applications for exemptions from the requirements of Rule 11 are co-ordinated by the Safety and Airspace Regulation Group (AAA, Airspace Regulation).

6 SARG Point of Contact:

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