

Policy Statement

Establishment and Dimensions of Aerodrome Traffic Zones (ATZ)

1. Scope

- 1.1 The following Policy Statement sets out the Civil Aviation Authority position regarding the establishment of ATZs. The revised Policy Statement is issued co-incident with the UK Air Navigation Order (ANO) amendment that allows for flying training to be conducted at unlicensed aerodromes.

2. Definition

- 2.1 An ATZ is airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic (ICAO). ICAO defines 'aerodrome traffic' as "all traffic on the manoeuvring area of the aerodrome and all aircraft flying in the vicinity¹ of the aerodrome".
- 2.2 In the UK, an ATZ is established for the purposes of Rule 45² of the Rules of the Air Regulations.
- 2.3 The meaning of the term ATZ is set out in Article 258 of the Air Navigation Order (ANO) 2009 as follows:
- (1) The ATZ of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as 1,850 metres or less shall be, subject to paragraphs (2) and (5), the airspace extending from the surface to a height of 2,000 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 2 nautical miles.
 - (2) Where the ATZ specified in paragraph (1) would extend less than 1½ nautical miles beyond the end of any runway at the aerodrome and this paragraph is notified as being applicable, the ATZ shall be that specified in paragraph (3) as though the length of the longest runway at the aerodrome were notified as greater than 1,850 metres.
 - (3) The ATZ 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 1,850 metres shall be, subject to paragraph (5), the airspace extending from the

¹ An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.

² Applications for exemptions from the requirements of Rule 45 are co-ordinated by the Safety Regulation Group (Air Traffic Standards Division).

surface to a height of 2,000 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 2 ½ nautical miles.

- (4) The ATZ of a notified aerodrome which is on an offshore installation shall be, subject to paragraph (5), the airspace extending from mean sea level to 2,000 feet above mean sea level and within 1 ½ nautical miles of the offshore installation.
- (5) The ATZ of a notified aerodrome shall exclude any airspace, which is within the ATZ of another aerodrome which is notified for the purposes of this article as being the controlling aerodrome.

3. Policy

- 3.1 The establishment of an ATZ will be progressed in accordance with the process described within CAP 724 Airspace Charter Annex G³ (<http://www.caa.co.uk/docs/33/CAP724.PDF>).
- 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. Hours of ATZ activation will be as promulgated.
- 3.4 The CAA will consider the establishment of an ATZ at a licensed aerodrome at which an air traffic control service, flight information service or air/ground communication service 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.
- 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. Hours of ATZ activation will be limited to the notified hours of watch of the air traffic service unit.
- 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.

³ Given that an ATZ assumes the classification of the airspace within which it is established, the full application of the Airspace Change Process is deemed inappropriate.

4 Flying Training at Unlicensed Aerodromes⁴

- 4.1 Notwithstanding the April 2010 amendment of the UK ANO that allows flying training at unlicensed aerodromes, the level of ATC, AFIS or air/ground support that an aerodrome requires to support an ATZ remains unchanged (Rule 45). In line with the above, in respect of non-Government aerodromes, the level of ATC, AFIS or air/ground 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” (air/ground) to support an ATZ, an unlicensed aerodrome requires the support of an ATC or AFIS unit. The difference is associated with regulatory oversight. An unlicensed aerodrome and an unregulated ‘service’ (air/ground) 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. Unless supported by ATC or AFIS, an existing ATZ will necessarily be withdrawn on revocation of the aerodrome licence.

5. DAP Point of Contact:

Off Route Airspace 5
Directorate of Airspace Policy
CAA House
45-59 Kingsway
London
WC2B 6TE

Telephone: 0207 453 6545

⁴ CAP 793 (Safe Operating Practices at Unlicensed Aerodromes (Including Helicopter Landing Sites & Aerodromes Used For Flying Training) refers.