



Aerodrome Traffic Zones

Aerodrome Traffic Zones (ATZ) are established to give protection to aircraft at the critical stages of flight when departing, arriving and flying in the vicinity of an aerodrome.

Where the longest runway is greater than 1850 metres in length

The zone will normally extend from the surface to 2000 feet above ground level (agl) with a radius of 2.5 NM around the midpoint of the longest runway.

Where the longest runway is 1850 metres or shorter in length

The zone will normally extend from the surface to 2000 feet agl with a radius of 2.0 NM around the midpoint of the longest runway for aerodromes. (Also see ANO 2016 article 5(3)(a)).

Around an offshore installation

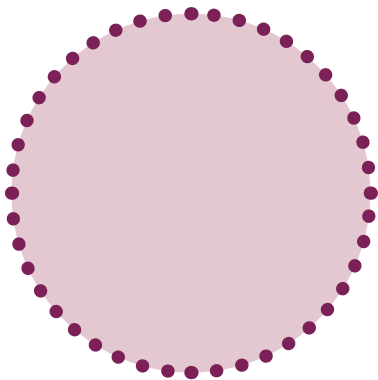
The zone will normally extend from the sea level up to 2000 feet above mean sea level with a radius of 1.5 NM.

ATZ with non-standard dimensions

**Biggin Hill | Boscombe Down | Fleetlands | Leeds East | Lee-on-Solent
Manchester (Barton) | Old Sarum | Redhill | Sherburn-in-Elmet**

i Refer to the United Kingdom Aeronautical Information Publication for details.

ATZ marked as a circle of dots with the aerodrome name and elevation (in feet amsl).



Rule 11 of The Rules of the Air Regulations 2015

Know the rules and apply them correctly – it's a UK requirement

↓ airspacesafety.com

Aerodrome Traffic Zones

Rule 11 of The Rules of the Air Regulations 2015

Flight within an ATZ

11.—(1) This rule applies in relation to such aerodromes described in Column 1 of the table as are notified for the purposes of this rule and at such times as are specified in Column 2 of the Table.

Column 1	Column 2
A Government aerodrome	At such times as are notified. UK AIP ENR 2.2 or by NOTAM
An aerodrome having an air traffic control unit or flight information service centre.	During the notified hours of watch of the air traffic control unit or the flight information service centre.
A national licensed aerodrome or an EASA certificated aerodrome having an air/ground communications service unit with aircraft.	During the notified hours of watch of the air/ground communications service unit.

To comply with Rule 11

1. An aircraft must not fly, take off or land within the ATZ of an aerodrome unless the commander of the aircraft has complied with paragraphs 2, 3 or 4 as appropriate.
2. 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.
3. 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.
4. If there is no flight information centre at the aerodrome the commander must obtain information from the air/ground communication service to enable the flight to be conducted safely within the ATZ.

In addition, the commander of an aircraft flying within the ATZ of an aerodrome must —

1. cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
2. if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
3. if the aircraft is fitted with means of communication by radio with the ground, communicate the aircraft's position and height to the air traffic control unit, the flight information centre or the air/ground communications service unit at the aerodrome (as the case may be) on entering the aerodrome traffic zone and immediately prior to leaving it.

Reduce the risk of a mid-air collision and avoid airspace infringements – Comply with Rule 11