ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit ProvidingService**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Frequency** **Channel** **Purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
CRANWELL ATZ A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26) Upper limit: 2000 FT Lower limit: SFC Class: G	CRANWELL	CRANWELL APPROACH English Mon & Thu 0800-1800 (0700-1700); Tue & Wed 0800-2359 (0700-2300); Fri 0800-1700 (0700-1600); Sat-Sun HJ. Other times by NOTAM.		Elevation: 222 FT. Runway length: 2081 M. Government Aerodrome. Note: At weekends 124.450 MHz is monitored by Cranwell Tower and pilots are requested to only make contact if requiring an ATZ/MATZ crossing. No radar services available at weekends. When Air Traffic Control Services are not available, control of the ATZ is transferred to Cranwell Gliding Club 129.980 MHz (Cranwell Gliders).
CULDROSE ATZ A circle, 2.5 NM radius, centred at 500507N 0051515W on longest notified runway (12/30) Upper limit: 2000 FT Lower limit: SFC Class: G	CULDROSE	CULDROSE APPROACH English H24	134.050 MHz ATC	Elevation: 267 FT. Runway length: 1899 M. Government Aerodrome.
FAIRFORD ATZ A circle, 2.5 NM radius, centred at 514101N 0014724W on longest notified runway (09/27) Upper limit: 2000 FT Lower limit: SFC Class: D	BRIZE NORTON	BRIZE RADAR English H24	119.000 MHz	Elevation: 286 FT. Runway length: 3046 M. Government Aerodrome. Note: Airspace Class: D/G. Partly within Brize Norton CTR.
HALTON ATZ A circle, 2 NM radius, centred at 514732N 0004411W on longest notified runway (02/20) Upper limit: 2000 FT Lower limit: SFC Class: G	HALTON	HALTON RADIO English 0900-2000 (0800-1900) or SS+15.		Elevation: 370 FT. Runway length: 1130 M. Government Aerodrome.
HONINGTON ATZ A circle, 2 NM radius, centred at 522036N 0004648E on longest notified runway (08/26) Upper limit: 2000 FT Lower limit: SFC Class: G	LAKENHEATH	LAKENHEATH RADAR English Sat-Sun 0830-1700 (0730-1600). Other times by NOTAM.		Elevation: 174 FT. Runway length: 1800 M. Government Aerodrome. Note 1: Western side of ATZ overlaps the Lakenheath/Mildenhall CMATZ. Note 2: Traffic may be transferred to 122.100 MHz, callsign 'Honington Radio'.
KINLOSS ATZ A circle, 2.5 NM radius, centred at 573858N 0033338W on longest notified runway (07/25) Upper limit: 2000 FT Lower limit: SFC Class: G	LOSSIEMOUTH	LOSSIE RADAR English H24	119.575 MHz ATC	Elevation: 22 FT. Runway length: 2375 M. Government Aerodrome.
LAKENHEATH ATZ A circle, 2.5 NM radius, centred at 522434N 0003340E on longest notified runway (06/24) Upper limit: 2000 FT Lower limit: SFC Class: G	LAKENHEATH	LAKENHEATH RADAR English H24	128.900 MHz ATC	Elevation: 32 FT. Runway length: 2743 M. Government Aerodrome.

to maintain the safety of the aircraft and/or its occupants.

2.2.4 Subject to paragraph 2.2.5, when crossing a MATZ or CMATZ it is the responsibility of the pilot to ensure that permission is obtained to transit each individual ATZ embedded therein. The pilot, in his request for approval to transit the MATZ/CMATZ, may ask the controller to obtain such permission on his behalf. When issuing any approval to cross a MATZ or CMATZ controllers are, where appropriate, to articulate clearly any permission to transit embedded ATZs.

2.2.5 Whilst specific permission is not required to transit an ATZ that is not served by an ATC unit, flights within such ATZs are nevertheless subject to the pilot obtaining information from the associated flight information service unit or air/ground unit to enable the flight to be conducted safely (Rule 11 of the Rules of the Air Regulations 2015 refers). In such cases the pilot may ask the controller to obtain relevant information on his behalf.

2.2.6 If appropriate, controllers will endeavour to co-ordinate flights with the controlling authority of an adjacent MATZ, but pilots should not assume approval to penetrate another MATZ until it is explicitly given.

Note: *Given that military aircrew observance of a MATZ and associated ATC requirements are mandatory, MATZ penetration by a military aircraft is subject to specific permission/clearance.*

2.2.7 To enable vertical separation to be applied, all aircraft will be given an altimeter setting to use within the MATZ. Normally this will be the aerodrome QFE, with the exception of the following:

a) Within the Odiham MATZ the transit pressure setting will be the Farnborough QNH.
b) Within the Warton MATZ the setting will be the Warton QNH.
c) Within the Lakenheath/Mildenhall MATZ the setting will be the Lakenheath QNH.
d) In the case of overlapping MATZs, the altimeter setting to be used will be the QFE of the higher or highest aerodrome of the CMATZ. This will be passed as the 'Clutch QFE'.

2.3 Availability of the MATZ Penetration Service

2.3.1 A MATZ Penetration Service will be available during the published hours of watch of the respective ATS Units. However, as many units are often open for flying outside normal operating hours, pilots should call for the penetration service irrespective of the hours of watch published. If, outside normal operating hours, no reply is received after two consecutive calls, pilots are advised to proceed with caution. Information on the operation of aerodromes outside their normal operating hours may be obtained by telephone from the Distress and Diversion (D & D) cell at the London ATCC. Telephone: 01489 612406.

2.4 MATZ Participating Aerodromes

2.4.1 Details of participating aerodromes are given in ENR 2-2 paragraph 2.4 (Table).

Note 1: *This aerodrome is open on very limited occasions when advised by NOTAM or Supplement.*

Note 2: *Non-standard north-easterly stub SFC to 3000 FT.*

Note 3: *Helicopters tasked to operate in EG D208 are required to call Lakenheath ATC to notify intended entry to EG D208 prior to penetrating the CMATZ. No restrictions will be imposed by Lakenheath on helicopters which operate within that portion of their north-easterly stub which is also within the lateral limits of EG D208, provided that the aircraft remain at or below 800 FT AMSL.*

Note 4: *Non-standard extension to both stubs - 5 NM south of extended centre-lines.*

Note 5: *Non-standard demarcation of the 5 NM circles which are joined by a straight line at their most easterly points.*

Note 6: *Non-standard reference point aligned with common radar touchdown point.*

Note 7: *Non-standard MATZ with the following dimensions:*

Lateral — A rectangle of airspace, 20 NM x 6 NM. The major axis is centred on the Aerodrome Reference Point (ARP), aligned with the major runway headings 071° (T)/251° (T) and off-set 1 NM to the south.

Vertical — The portion of the rectangle contained within the part circle radius 5 NM centred on the ARP extends from the surface to 3000 FT AAL. The remainder extends from 1000 FT AAL to 3000 FT AAL.

Warning *— The northern sector of the ATZ is not wholly contained within the MATZ.*

Note 8: Warning *— 5 NM radius portion of MATZ co-incident with EG R313.*

Note 9: *If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.700 MHz.*

Note 10: *Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz.*

Note 11: *If Lossiemouth is closed, a MATZ penetration service will be provided by Kinloss Tower on 122.100 MHz (Alternate Frequency 119.575 MHz).*

Note 12: *Weekend and out of hours, contact Ternhill Radio for Traffic Information on Frequency 122.100 MHz.*

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Note 13: *Civilian traffic joining Wittering will be given Wittering Tower freq 127.975 MHz. On no account free-call Wittering Tower for zone crossing service.*

MATZ	Mid-point of the Longest Runway	AD Elevation (ft)	Stub Heading(s) °T to AD	Controlling Aerodrome	Frequency to be used (MHz)	Remarks
1	2	3	4	5	6	7
Barkston Heath	525746.74N 0003337.16W	367	058 (2 NM stub)	Cranwell	124.450	MATZ 3 NM radius. Stub extends from SFC to 3000 FT AAL.
Benson	513654.14N 0010545.05W	203	008/188	Benson	120.900	
Boscombe Down	510911N 0014504W	407	230/050	Boscombe Down	126.700	Note 9.
Coningsby	530535N 0000958W	24	252	Coningsby	119.200	
Cranwell	530147.04N 0002933.91W	222	263	Cranwell	124.450	
Culdrose	500507.43N 0051514.66W	267	293	Culdrose	134.050	
Fairford	514101N 0014725W	286	268	Brize Norton	119.000	Note 1.
Kinloss	573857.87N 0033338.12W	22	—	Lossiemouth	119.575	Note 11.
Lakenheath	522433.85N 0003339.64E	32	056/236	Lakenheath	128.900	Notes 2 and 3.
Leeming	541733N 0013207W	132	156	Leeming	133.375	
Leuchars	562229.61N 0025131.61W	38	262/082	Leuchars	126.500	
Lossiemouth	574223.97N 0032016.40W	42	224	Lossiemouth	119.575	
Marham	523854N 0003302E	77	237/057	Marham	124.150	
Merryfield	505747.29N 0025619.73W	146	—	Yeovilton	127.350	MATZ 3 NM radius.
Middle Wallop	510827.54N 0013421.62W	297	256 (3 NM stub)	Boscombe Down	126.700	Notes 6 and 9.
Mildenhall	522142.96N 0002911.06E	33	103/283	Lakenheath	128.900	Notes 4 and 5.
Mona	531533.48N 0042226.44W	202	—	Valley	125.225	
Odiham	511403.09N 0005634.11W	405	093	Odiham	131.300	Note 10.
Predannack	500006N 0051355W	295	—	Culdrose	134.050	
Scampton	531828N 0003303W	202	041	Waddington	119.500	Note 8.
Shawbury	524737N 0024004W	249	180/360	Shawbury	133.150	
Ternhill	525223.38N 0023155.89W	272	—	Shawbury	133.150	Note 12.
Topcliffe	541226.09N 0012249.91W	91	—	Leeming	133.375	
Valley	531453.40N 0043207.20W	36	130	Valley	125.225	
Waddington	530958N 0003126W	231	202	Waddington	119.500	
Warton	534442N 0025300W	54	—	Warton	129.530	Note 7.
Wattisham	520738N 0005723E	284	228/048	Wattisham	125.800	
Wittering	523647.00N 0002833.26W	273	253/073	Wittering	119.675	Note 13.
Yeovilton	510029.77N 0023843.77W	75	263/083	Yeovilton	127.350	

3 SHANWICK OCEANIC CONTROL AREA (NORTH ATLANTIC REGION — NAT)

3.1 Description

Name	Lateral Limits	Vertical Limits and Classification (See note 2)	Controlling Authority
Shanwick Oceanic Control Area (OCA)	610000N 0300000W - RATSU (610000N 0100000W) - 543400N 0100000W - DOGAL (540000N 0150000W) - DINIM (510000N 0150000W) - LESLU (510000N 0080000W) - 450000N 0080000W - 450000N 0300000W - 610000N 0300000W.	UNLTD ——— FL 55 Class A	Shanwick Oceanic. 'Shanwick Oceanic' For Comms see ENR 2.2 para 3.9.11