

Government ATZ

Submission
ACP 2021 083

7 June 2022

CAA

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Version: 1.0 Final



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Statement of Need

The statement of need for ACP 2021 083 was as follows,

Issue or Opportunity to be addressed.

Disparity between the data in the Military AIP and Civilian AIP.

Follow ICAO and ERNIP Part 1 guidelines to update and represent the data in a clear and concise manner.

Proposed change

Update ENR 2.2 Government ATZ section to follow the ICAO layout.

Add a paragraph to the ENR 2.2 government ATZ section to explain the applicability of ANO Rule 11 and the fields being described.

Update the data contained in ENR 2.2 Government ATZ.

Within column 6 – Title it “Hours of applicability (UK ANO Rule 11)”. Publish clear times in relation to the airspace volume that UK ANO Rule 11 applies.

Move the MATZ data in ENR 2.2 to the following section (Group all the Military sections together).

If possible, look to add bookmarks/headings within the ENR 2.2 section of the AIP.

Addition – Add references to Civil AD 2.17 for each aerodrome as required by the CAA ATZ policy.

Outside of scope of this ACP

This ACP follows the current policy in these areas and does not include any change to existing policy.

Submission

Coordination has taken place with the following Stakeholders before submission to the CAA under the CAP 1616 process. These stakeholders have agreed with the changes proposed in this submission,

Organisation	Name	Position	Date	Status
				Approve
				Approve

The files in support of this ACP are,

Type	Filename	Version	Note
Aerodata	Northolt ATZ	V1.1	This reintroduces the Northolt ATZ back into the Civilian AIP.

The submission for this ACP is as follows,

Proposed Change	Note	Status
Disparity between the data in the Military AIP and Civilian AIP.	CAA proposal on content submitted to DAATM for review. Reviewed by DAATM and changes to the AIP agreed between CAA and DAATM are captured in Appendix A	Completed
Follow ICAO and ERNIP Part 1 guidelines to update and represent the data in a clear and concise manor.	Data has been refreshed to present it in a clear and concise manor. Followed good practice and updated level information with AGL and AMSL tags where appropriate. Updated elevations. ICAO and ERNIP guidelines followed were possible, however a change to the AIP specification would be required to modify the layout – lead time approximately a year. Therefore, not captured in this ACP.	Partial
Change the section title of both sections to remove “En-route” from the title.	Captured.	Completed

Update ENR 2.2 Government ATZ section to follow the ICAO layout.	Not completed as would need a change to the AIP specification.	Not Completed
Add a paragraph to the ENR 2.2 government ATZ section to explain the applicability of ANO Rule 11 and the fields being described.	Captured.	Completed
Within column 6 – Title it “Hours of applicability (UK ANO Rule 11)”. Publish clear times in relation to the airspace volume that UK ANO Rule 11 applies.	Captured.	Completed
Move the MATZ data in ENR 2.2 to the following section (Group all the Military sections together).	Captured.	Completed
If possible, look to add bookmarks/headings within the ENR 2.2 section of the AIP.	Captured.	Completed
Addition – Add references to Civil AD 2.17 for each aerodrome as required by the CAA ATZ policy.	Pushed to ACP 2021 086. This was added in relation to the content of ENR 2.2. Policy and ICAO state that Civilian ATZ data should be published in ENR 2.2. This work has been deferred.	Pushed to ACP 2021 086

This ACP, if approved, will,

- align, and update the Government ATZ data in ENR 2.2.
- start to group relevant airspace volumes together within ENR 2.2.
- update incorrect language in ENR 1.4.
- follow the AGL AMSL labeling for heights and altitudes deployed recently to ENR 5.5.
- reinstate the Northolt ATZ
- remove the Lyneham ATZ and associated structures
- remove the Kinloss ATZ, associated structures including the MATZ
- identify if NOTAMs need to be submitted in the interim between now and implementation of this ACP

Further work will be needed around the AIS specification and data quality over the coming months and years, to include but not limited to how the CAA and NATS processes and workflows are adjoined and how is the data audited.

It is recommended that a complete review of ENR 1.4 and ENR 1.6 is conducted.

Appendix A – ENR 2.2 Changes

X GOVERNMENT AERODROME TRAFFIC ZONES

Government ATZs are defined in this section of the AIP. If a discrepancy exists between the details published in this section and the Military AIP, then for the purposes of a Civilian flights the data contained below shall be complied with.

Column 6, Hours of applicability, indicates when the ATZ is active for the purposes of UK AIP ENR 1.4 Section 2.7.2 and the ANO Rule 11. A Government Aerodrome may not be providing an ATS, but the ATZ may remain active in accordance with Column 6 below or NOTAM.

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BARKSTON HEATH ATZ A circle, 2 NM radius, centred at 525747N 0003337W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CRANWELL APPROACH 124.450 MHz English	6000ft	Mon-Thu 0830-1730 (0730-1630); Fri 0830-1700 (0730-1600); Sat-Sun SR-SS	Elevation: 367 FT AMSL. Note: When Air Traffic Control Services are not available, control of the ATZ is transferred to Flying Club 120.425 MHz.
BENSON ATZ A circle, 2 NM radius, centred at 513654N 0010545W on longest notified runway (01/19)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BENSON ZONE 120.900 MHz English	6000ft	H24	Elevation: 203 FT AMSL. Note 1: ATZ crossing service only available to meet operational requirements, which

						<p>may include night flying.</p> <p>Note 2: All aircraft are to avoid the ATZ if no contact with Benson Zone (120.900 MHz) as recreational flying, Air Ambulance & Police Heli ops H24.</p> <p>Note 3: Acft intending on landing at sites within the confines of the ATZ are to contact Benson Tower (127.150) prior to entering the ATZ with details of the route and landing site location</p>
<p>BOSCOMBE DOWN ATZ</p> <p>A circle, 2.5 NM radius, centred at 510912N 0014504W on longest notified runway (05/23)</p>	<p>Upper limit: 2000 FT AGL</p> <p>Lower limit: SFC</p>	G	<p>BOSCOMBE ZONE</p> <p>126.700 MHz</p> <p>English</p>	3000ft	<p>Mon-Fri 0730-2359 (0630-2300);</p> <p>Sat-Sun SR-SS</p>	<p>Elevation: 407 FT AMSL.</p> <p>Note: When EGDM MATZ is active, flights into Old Sarum are subject to local agreement between Old Sarum and Boscombe Down.</p>

BRIZE NORTON ATZ A circle, 2.5 NM radius, centred at 514500N 0013459W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	D	BRIZE ZONE 119.000 MHz English	3000ft	H24	Elevation: 287 FT AMSL.
COLERNE ATZ A circle, 2 NM radius, centred at 512628N 0021645W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	G	COLERNE APPROACH 120.075 MHz English	3000ft	By NOTAM	Elevation: 593 FT AMSL.
CONINGSBY ATZ A circle, 2.5 NM radius, centred at 530535N 0000958W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CONINGSBY APPROACH 119.200 MHz English	3000ft	Mon-Fri 0800-1700 (0700-1600)	Elevation: 24 FT AMSL.
COSFORD ATZ A circle, 2 NM radius, centred at 523826N 0021819W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	COSFORD APPROACH 135.875 MHz English	3000ft	Sat-Wed (Sep-Jun) 0900-1730; Mon-Fri (Jul-Aug) 0900-1730	Elevation: 272 FT AMSL. Note 1: AD active SR- 30 mins or 0700 Local, whichever is earlier, until 2300 Local. Note 2: Pilots wishing to transit the ATZ outside of ATC times may broadcast intentions on Cosford App 135.875, which is

						used as a common airfield frequency by resident flying units OOH.
CRANWELL ATZ A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CRANWELL APPROACH 124.450 MHz English	3000ft	Mon 0800-1730 (0700-1630); Tue-Thu 0800-0100 (0700-2359); Fri 0800-1700 (0700- 1600); Sat-Sun SR-SS	Elevation: 222 FT AMSL. Note: At weekends 124.450 MHz is monitored by Cranwell Tower and pilots may 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 AGL Lower limit: SFC	G	CULDROSE APPROACH 134.050 MHz English	3000ft	Mon-Thu 0830- 1700 (0730-1600); Fri 0830-1400 (0730-1300)	Elevation: 268 FT AMSL.

FAIRFORD ATZ A circle, 2.5 NM radius, centred at 514101N 0014724W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	D/G	BRIZE ZONE 119.000 MHz English	3000ft	H24	Elevation: 285 FT AMSL.
HALTON ATZ A circle, 2 NM radius, centred at 514732N 0004411W on longest notified runway (02/20)	Upper limit: 2000 FT AGL Lower limit: SFC	G	HALTON RADIO 130.425 MHz English	6000ft	0900 until 2000 or SS+15 whichever is later (0800 until 1900 or SS+15 whichever is later)	Elevation: 369 FT AMSL.
HONINGTON ATZ A circle, 2 NM radius, centred at 522036N 0004648E on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LAKENHEATH RADAR 128.900 MHz English	3000ft	Sat-Sun 0830-1700 (0730-1600)	Elevation: 174 FT AMSL. 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 AGL Lower limit: SFC	G	LOSSIE RADAR 119.575 MHz English	3000ft	Mon-Fri 0800-2200 (0700-2100)	Elevation: 22 FT AMSL.
LAKENHEATH ATZ	Upper limit: 2000 FT AGL	G	LAKENHEATH RADAR	3000ft	H24	Elevation: 32 FT AMSL.

A circle, 2.5 NM radius, centred at 522434N 0003340E on longest notified runway (06/24)	Lower limit: SFC		128.900 MHz English			Note: Sat-Sun 0001-0859 (0001 -0759) And Sat-Sun 1700-2359 (1600-2359) no ATS provided. ATZ remains active H24.
LEEMING ATZ A circle, 2.5 NM radius, centred at 541733N 0013207W on longest notified runway (16/34)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LEEMING ZONE 133.375 MHz English	3000ft	Mon-Thu 0800-1800 (0700-1700); Fri 0900-1700 (0800-1600)	Elevation: 132 FT AMSL.
LEUCHARS ATZ A circle, 2.5 NM radius, centred at 562230N 0025132W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LEUCHARS RADAR 126.500 MHz English	3000ft	H24	Elevation: 38 FT AMSL. Note: When no ATS provided. ATZ remains active H24.
LITTLE RISSINGTON ATZ A circle, 2 NM radius, centred at 515202N 0014139W on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	RISSINGTON RADIO 120.775 MHz English	6000ft	Sat-Sun 0900-1700 (0800-1600)	Elevation: 731 FT AMSL. Note: Mil AGCS available during notified hours. Further details available on 01400-264520.
LOSSIEMOUTH ATZ A circle, 2.5 NM radius, centred at 574218N 0032020W (Geometric centre of runways).	Upper limit: 2000 FT AGL Lower limit: SFC	G	LOSSIE RADAR 119.575 MHz English	3000ft	Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600)	Elevation: 40 FT AMSL.

LYNEHAM ATZ A circle, 2.5 NM radius, centred at 513019N 0015936W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	By NOTAM By NOTAM By NOTAM	By NOTAM	By NOTAM	Elevation: 513 FT AMSL. UK CAA reviewing this ATZ.
MARHAM ATZ A circle, 2.5 NM radius, centred at 523854N 0003302E on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	MARHAM DIRECTOR 124.150 MHz English	3000ft	H24	Elevation: 76 FT AMSL. Note: Outside of hours of ATS, ATZ remains active.
MERRYFIELD ATZ A circle, 2.5 NM radius, centred at 505747N 0025620W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	MERRYFIELD TOWER 122.100 MHz English	3000ft	Mon-Fri 0800-1600 (0700-1500)	Elevation: 144 FT AMSL.
MIDDLE WALLOP ATZ A circle, 2 NM radius, centred at 510828N 0013422W	Upper limit: 2000 FT AGL Lower limit: SFC	G	BOSCOMBE ZONE 126.700 MHz English	3000ft	H24	Elevation: 297 FT AMSL. Note: Outside of hours of ATS, ATZ remains active.
MILDENHALL ATZ A circle, 2.5 NM radius, centred at 522143N 0002911E on longest notified runway (11/29)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LAKENHEATH RADAR 128.900 MHz English	3000ft	H24	Elevation: 34 FT AMSL.
MONA ATZ	Upper limit: 2000 FT AGL	G	VALLEY RADAR 125.225 MHz	3000ft	Mon-Thu 0800- 2359 (0700-2300);	Elevation: 202 FT AMSL.

A circle, 2 NM radius, centred at 531533N 0042226W on longest notified runway (04/22)	Lower limit: SFC		English		Fri-Sun 0800-2200 (0700-2100)	
NETHERAVON ATZ A circle, 2 NM radius, centred at 511453N 0014517W on longest notified runway (11/29)	Upper limit: 2000 FT AGL Lower limit: SFC	G	NETHERAVON INFORMATION 128.300 MHz English	3000ft	H24	Elevation: 454 FT AMSL. Note: Acft flying within the ATZ are to call AFIS or DZ Radio on 128.300. If no answer make blind calls.
NORTHOLT ATZ A circle, 2 NM radius, centred at N51 33 09.77 W000 25 10.55 on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	D	NORTHOLT APPROACH 126.450 MHz English	6000ft	H24	Elevation: 126 FT AMSL. Note: When Northolt aerodrome is closed: Heli routes / ATZ transits are controlled by Heathrow Radar (125.625 MHz).
ODIHAM ATZ A circle, 2 NM radius, centred at 511403N 0005634W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	ODIHAM APPROACH 131.300 MHz English	6000ft	H24	Elevation: 405 FT AMSL. Note 1: Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on

						Frequency 125.250 MHz. Note 2: Outside of hours of ATS, ATZ remains active.
PORTSMOUTH/FLEETLANDS ATZ 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505007N 0011010W to 505054N 0011304W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W thence clockwi	Upper limit: 2000 FT AGL Lower limit: SFC	G	FLEETLANDS INFORMATION 135.700 MHz English	3000ft	Mon-Thu 0830-1700 or SS, whichever is earlier (0730-1600 or SS, whichever is earlier); Fri 0830-1500 or SS, whichever is earlier (0730-1400 or SS, whichever is earlier)	Elevation: 27 FT AMSL. Note: Aircraft operations may be encountered outside of published hours.
PREDANNACK ATZ A circle, 2 NM radius, centred at 500007N 0051354W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CULDROSE APPROACH 134.050 MHz English	3000ft	Mon-Fri 0800-1600 (0700-1500)	Elevation: 299 FT AMSL.
SCAMPTON ATZ A circle, 2.5 NM radius, centred at 531829N 0003303W on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WADDINGTON ZONE 119.500 MHz English	3000ft	May-Oct (incl): Mon-Sun 0700-2200 (0600-2100);	Elevation: 202 FT AMSL.

					Nov-Apr (incl): Mon-Fri 0815-1715 (0715-1615)	
SHAWBURY ATZ A circle, 2 NM radius, centred at 524737N 0024005W on longest notified runway (18/36)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SHAWBURY ZONE 133.150 MHz English	3000ft	Mon-Fri 0745-1815 (0645-1715); Sat-Sun SR-SS	Elevation: 248 FT AMSL.
SYERSTON ATZ A circle, 2 NM radius, centred at 530124N 0005442W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SYERSTON RADIO 128.525 MHz English	3000ft	Mon-Fri 0830-1700 (0730-1600); Sat-Sun 0830-SS+15 (0730-SS+15)	Elevation: 231 FT AMSL.
TERN HILL ATZ A circle, 2 NM radius, centred at 525223N 0023156W on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SHAWBURY ZONE 133.150 MHz English	3000ft	By NOTAM	Elevation: 285 FT AMSL. Note: Weekend and out of hours, contact Ternhill Radio for traffic information freq 122.100 MHz.
TOPCLIFFE ATZ A circle, 2 NM radius, centred at 541226N 0012250W on longest notified runway (02/20)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LEEMING ZONE 133.375 MHz English	3000ft	Sat-Sun 0800-SS+15 (0700-SS+15)	Elevation: 91 FT AMSL. Note: Yorkshire Air Ambulance operate 0700 - 2200 7 days a week.
VALLEY ATZ	Upper limit: 2000 FT AGL	G	VALLEY RADAR 125.225 MHz	3000ft	H24	Elevation: 37 FT AMSL.

A circle, 2.5 NM radius, centred at 531453N 0043207W on longest notified runway (13/31)	Lower limit: SFC		English			Note: Outside of hours of ATS, ATZ remains active.
WADDINGTON ATZ A circle, 2.5 NM radius, centred at 530958N 0003126W on longest notified runway (02/20)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WADDINGTON ZONE 119.500 MHz English	3000ft	Mon-Fri 0800-1800 (0700-1700)	Elevation: 230 FT AMSL.
WATTISHAM ATZ A circle, 2.5 NM radius, centred at 520737N 0005719E on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WATTISHAM APPROACH 125.800 MHz English	6000ft	By NOTAM	Elevation: 283 FT AMSL.
WITTERING ATZ A circle, 2.5 NM radius, centred at 523647N 0002833W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WITTERING ZONE 119.675 MHz English	3000ft	Mon-Fri 0800-1730 (0700-1630); Sat-Sun 0900-1700 (0800-1600)	Elevation: 273 FT AMSL. Note: Civilian traffic joining Wittering will be given Wittering Tower freq 127.975 MHz. On no account free-call Wittering Tower for ATZ crossing service.
WOODVALE ATZ A circle, 2 NM radius, centred at 533454N	Upper limit: 2000 FT AGL Lower limit: SFC	G	WOODVALE INFORMATION 121.000 MHz English	3000ft	Mon-Fri 0900 until 1745 or SS+30 whichever is earlier (0800 until 1645 or	Elevation: 37 FT AMSL. Note 1: AD may close earlier by NOTAM, AD

0030327W on longest notified runway (03/21)					SS+30 whichever is earlier)	status available from:Warton APP 129.530 MHz;Blackpool APP 119.955 MHz;Liverpool APP 119.855 MHz. Note 2: Police helicopter and other aerial activity H24. Aircraft requested to announce intentions and make standard R/T calls on 121.000 MHz.
YEOVILTON ATZ 505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W	Upper limit: 2000 FT AGL Lower limit: SFC	G	YEOVIL RADAR 127.350 MHz English	3000ft	H24	Elevation: 75 FT AMSL. Recreational flying and gliding takes place outside of published hours. Police/SAR/Air Ambulance are approved to transit the ATZ outside published hours. They should call Yeovil Tower 120.800 MHz which is monitored when activity is taking place.

Appendix B – ENR 2.2 Section List

Proposed directory structure for UK AIP ENR 2.2.

- ENR 2.2 Other Regulated Airspace
 - 1. GOVERNMENT ATZ
 - 1.1 Description
 - 1.2 List of Government ATZs
 - 2. MILITARY AERODROME TRAFFIC ZONES
 - 2.1 Description
 - 2.2 Procedures for Penetration of a MATZ
 - 2.3 Availability of the MATZ Penetration Service
 - 2.4 MATZ Participating Aerodromes
 - 3. TRANSPONDER MANDATORY ZONES
 - 3.1 Description
 - 3.2 List of TMZs
 - 4. RADIO MANDATORY ZONES
 - 4.1 Description
 - 4.2 List of RMZs
 - 5. FREE ROUTE AIRSPACE (FRA)
 - 6. OTHER AIRSPACE VOLUMES
 - 7. AIRSPACE WITHIN WHICH ATS IS DELEGATED
 - 7.1 The Areas Involved in the Transfer of ATS Responsibility Within the Northern North Sea at FL 85 and Below
 - 7.2 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea at FL 55 and Below
 - 7.3 The Area Involved in the Transfer of ATS Responsibility Within the North Sea High Area between FL 195 and FL 660 (inclusive)
 - 7.4 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea between FL 175 and FL 245 (inclusive)
 - 7.5 The Area Involved in the Transfer of ATS Responsibility Within the Amsterdam FIR.

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- 7.6 The Area Involved in the Transfer of ATS Responsibility Within the Southwestern Corner of the London UIR between FL 245 and FL 660 (inclusive)
 - 7.7 The Area Involved in the Transfer of ATS Responsibility Within the Irish Sea
 - 7.8 The Area Involved in the Transfer of ATS Responsibility Within the Shannon FIR/UIR
 - 7.9 The Area Involved in the Transfer of ATS Responsibility Within the North Atlantic
 - 7.10 The Area Involved in the Transfer of ATS Responsibility Within the Paris FIR – La Manche Low.
 - 7.11 The Area Involved in the Transfer of ATS Responsibility Within the Reims UIR – La Manche High Area.
 - 7.12 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – South-eastern Section of the English Channel.
 - 7.13 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – The Channel Islands.
 - 7.14 The Areas involved in the Transfer of ATS Responsibility are marked on the charts at ENR 6-44 to ENR 6-58.
8. SHANWICK OCEANIC CONTROL AREA (NORTH ATLANTIC REGION — NAT)
- 8.1 Description
 - 8.2 Air Traffic Service
 - 8.3 Flight Rules
 - 8.4 Separation of Aircraft within the Shanwick OCA
 - 8.5 NAT Organized Track System (NAT OTS)
 - 8.6 Flight Plans
 - 8.7 Clearance
 - 8.8 Requests for Oceanic Clearance
 - 8.9 Communications
 - 8.10 Air Ground Messages
 - 8.11 Special Procedures for In-flight Contingencies
 - 8.12 Procedure for Strategic Lateral Offsets in NAT Airspace
 - 8.13 Adherence to ATC Approved Routes
 - 8.14 Flight Information Service
 - 8.15 Air Traffic Services Messages
 - 8.16 Secondary Surveillance Radar (SSR)

-
- 8.17 Action in the event of Air-Ground Communication Failure
 - 8.18 Minimum Aircraft System Performance Specification (MASPS)
 - 8.19 Routes Between Northern Europe and Spain/Canaries/Lisbon FIRs
 - 8.20 Alerting and Search and Rescue Services
 - 8.21 Procedures — Westbound
 - 8.22 Procedures - In the Event of Shanwick Oceanic Area Control Centre Evacuation
 - 8.23 Enquiries and Comments
 - 8.24 Format of NAT Company Preferred Routing Messages (CPR PRM)
 - 8.25 Format of NAT Company Preferred Route Flight Plan day minus 1 (CPR FPL-1)
 - 8.26 DESTINATION ADDRESS CODE:
9. NORTH SEA REDUCED CO-ORDINATION AREA

Appendix C – ENR 2.2 Bookmarks

Whilst researching other countries standards and formats, within the Dutch AIP I noted that within a section they have added page bookmarks, with are also carried across into the eAIP navigation menu.

<div><div>- Part 2 EN ROUTE (ENR)</div><div><div>+ ENR 0</div><div>+ ENR 1 GENERAL RULES AND PROCEDURES</div><div>- ENR 2 AIR TRAFFIC SERVICES AIRSPACE<div>ENR 2.1 FIR, UIR, TMA AND CTA</div></div><div>- ENR 2.2 OTHER REGULATED AIRSPACE<div>- 1 DELEGATION OF THE RESPONSIBILITY FOR PROVISION OF ATS<div>1.1 ATS IN AREAS IN AMSTERDAM FIR DELEGATED TO ADJACENT STATES</div><div>1.2 ATS IN AREAS OUTSIDE AMSTERDAM FIR DELEGATED TO THE NETHERLANDS</div></div></div><div>2 FREE ROUTE AIRSPACE (FRA)</div><div>3 NORTH SEA OPERATIONS, FLIGHT INFORMATION SERVICE AND ALERTING SERVICE</div><div>4 RADIO MANDATORY ZONES</div><div>5 TRANSPONDER MANDATORY ZONES</div></div><div>+ ENR 3 ATS ROUTES</div><div>+ ENR 4 RADIO NAVIGATION AIDS/SYSTEMS</div><div>+ ENR 5 NAVIGATION WARNINGS</div><div>- ENR 6 EN-ROUTE CHARTS</div></div>
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The Dutch eAIP appears to be built using the same software (although it could be a different version/build). This feature could be utilised within the AIP to allow users to find information easily and quickly. I use ENR 2.2 as an example, I have added this as Appendix B with a proposed structure using the existing data.

Appendix D – ENR 1.4 Change to Rule 11 text

Proposed,

2.7.2 Aerodrome Traffic Zones and Notification for Rule 11

2.7.2.1 Aerodrome Traffic Zones (ATZs) are not included in the Airspace Classification System. An ATZ assumes the conditions associated with the Class of Airspace in which it is situated.

2.7.2.2 Every aerodrome at which an ATZ is established is notified for the purposes of Rule 11 of the Rules of the Air Regulations 2015. As a minimum therefore, when flying within an ATZ the requirements of Rule 11 must be complied with.

2.7.2.3 ATZs at civil licensed aerodromes are notified in the UK AIP within individual aerodrome entries. ATZs at other than civil licensed aerodromes are notified in the UK AIP at ENR 2-2.

2.7.2.4 Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 11 then those must be complied with in addition to the requirements of Rule 11 to enter the ATZ.

2.7.2.5 Aerodromes at which ATZs may be established are:

- a. A government aerodrome, at such times as are notified; or
- b. 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; or
- c. 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.

2.7.2.6 An aircraft must not fly, take off or land within the aerodrome traffic zone of an aerodrome unless the commander of the aircraft has complied with the following paragraphs, where appropriate,

- a. 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 aerodrome traffic zone.
- b. 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 aerodrome traffic zone.

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- c. 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 aerodrome traffic zone.

2.7.2.7 The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome must,

- a. cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
- b. if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
- c. 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.

2.7.2.8 Permanent or temporary changes/extensions to ATZ hours may be notified by United Kingdom NOTAM. Pilots should exercise caution, however, since some airfields may continue to operate outside of those notified and published hours.

For reference the old text states,

2.7.2 Aerodrome Traffic Zones and Notification for Rule 11

2.7.2.1 Aerodrome Traffic Zones (ATZs) are not included in the Airspace Classification System. An ATZ assumes the conditions associated with the Class of Airspace in which it is situated.

2.7.2.2 Every aerodrome at which an ATZ is established is notified for the purposes of Rule 11 of the Rules of the Air Regulations 2015. As a minimum therefore, when flying within an ATZ the requirements of Rule 11 must be complied with.

2.7.2.3 ATZs at civil licensed aerodromes are notified in the UK AIP within individual aerodrome entries. ATZs at other than civil licensed aerodromes are notified in the UK AIP at ENR 2-2.

2.7.2.4 Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 11 then those must be complied with. Thus, in Class G Airspace Rule 11 will be the relevant requirement, but in Class A Airspace the more onerous requirements of Class A take precedence.

2.7.2.5 Aerodromes at which ATZs may be established are those which:

- a. Are government aerodromes; or
- b. have an Air Traffic Control Unit; or
- c. have an Aerodrome Flight Information Unit; or
- d. are licensed and have a means of two-way radio communication with aircraft; and whose hours of operation are notified for the purposes of Rule 11.

2.7.2.6 Pilots should be aware that in order to comply with the provisions of Rule 11 they must adopt the following procedures:

- a. Before taking off or landing at an aerodrome within an ATZ or transiting through the associated airspace, obtain the permission of the air traffic control unit, or where there is no air traffic control unit, obtain information from the flight information service unit or air/ground radio station to enable the flight to be conducted with safety.
- b. Radio equipped aircraft must maintain a continuous watch on the appropriate radio frequency and advise the air traffic control unit, flight information unit or air/ground radio station of their position and height on entering the zone and immediately prior to leaving it.
- c. Non-radio aircraft operating within a notified ATZ must comply with any conditions prescribed by the air traffic control unit, flight information unit or air/ground radio station prior to the commencement of the flight with any instructions issued by visual means.

2.7.2.7 Failure to establish two-way radio communications with the air traffic control unit, flight information unit or air/ground radio station during their notified hours of operation must not be taken as an indication that the ATZ is inactive. In that event, except where the aircraft is in a state of emergency or is being operated in accordance with radio failure procedures, pilots should remain clear of the ATZ.

2.7.2.8 Rule 11 does not apply outside the notified hours of operation. Permanent changes or temporary extensions to ATZ hours may be notified by United Kingdom NOTAM. Pilots should exercise caution, however, since some airfields may continue to operate outside of those notified hours.