
IRELAND
SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
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**AERONAUTICAL
NOTICE**

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The establishment of Aerodrome Traffic Zones (ATZ)

1. Introduction

- 1.1 This Aeronautical Notice is to advise all stakeholders of the basis for and composition of Aerodrome Traffic Zones (ATZ), the required process for their establishment and the rules associated with the operation of flights within them.
- 1.2 An ATZ may be established, by the Safety Regulation Division (SRD) of the Irish Aviation Authority (IAA), around licenced aerodromes when the activities conducted at those aerodromes make it undesirable for other aircraft, not engaged in these activities, to penetrate or otherwise disturb the traffic pattern. In this case, the ATZ is primarily established to make overflying aircraft avoid the ATZ and to reserve it for use by departing and arriving aircraft; however, an ATZ, will only be established where the activities are of a sufficiently frequent duration and involve a reasonably large number of aircraft.¹
- 1.3 Nothing in this notice shall preclude the establishment of an airspace structure, if the IAA SRD determine that its establishment is in the interest of safety.

2. Definitions

- 2.1 'Aerodrome traffic'. In Regulation (EU) 923/2012 (SERA), as amended, 'aerodrome traffic' means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.
- 2.2 'Aerodrome Traffic Circuit'. ICAO Document 9426 (ATS Planning Manual), defines the 'Aerodrome Traffic Circuit' as "*The specified path to be flown by aircraft operating in the vicinity of an aerodrome*".
- 2.3 'Aerodrome Traffic Zone'. An ATZ is defined by ICAO Document 9426 (ATS Planning Manual)² and by Regulation (EU) 923/2012 (SERA), as amended, as "*an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic*".
- 2.4 'Vicinity'. ICAO Annex 2 (Rules of the Air), states that "*an aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*"³

1 ICAO Doc ICAO 9426 ATS Planning Manual Part I.- Planning Factors Section 2, Chapter 3.-

2 ICAO Doc ICAO 9426 ATS Planning Manual Part I.- Planning Factors Section 2, Chapter 3.- Airspace organization 1-2-3-3

3 Regulation (EU) 923/2012 and ICAO Annex 2

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- 2.5 'Radio Mandatory Zones'. An airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

3. Legal Framework

- 3.1 Regulation (EC) 551/2004 (Airspace Regulation), as amended, provides for certain types of airspace design, including ATZ establishment, to be dealt with at national level.
- 3.2 Regulation (EU) 923/2012 (SERA), as amended, states that the objective of the Regulation is to establish the common rules of the air and operational provisions regarding services and procedures in air navigation that shall be applicable to general air traffic within the scope of Regulation (EC) No 551/2004.
- 3.3 Regulation (EU) 923/2012 (SERA), as amended, provides for the Authority to establish Radio Mandatory Zones (RMZ), which is an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory
- 3.4 Statutory Instrument No. 72 of 2004 (Rules of the Air), allows for the "appropriate ATS authority" to define and establish the dimensions of an ATZ "around an aerodrome for the protection of aerodrome traffic".
- 3.5 Statutory Instrument No.72 of 2004 (Rules of the Air), requires that an aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone comply with any additional rules which may be prescribed by the Authority.
- 3.6 Statutory Instrument No. 856 of 2004 (Air Traffic Control Standards), provides for the Authority to, in the interests of safety, to direct the person in charge of an aerodrome to provide a means of two-way radio communication as the Authority considers appropriate.

4. Required Composition of an Aerodrome Traffic Zone (ATZ)

An ATZ;

- 4.1 Shall be an airspace of defined dimensions extending from the surface to a specified height in feet above mean sea level, the lateral extent within the area boundaries defined by Point Sequence, Point Name/Description, Latitude, Longitude, Line Type, Centre Latitude, Centre Longitude and/or Radius (NM).
- 4.2 Shall be only established around Aerodromes licenced by the Authority.
- 4.3 Shall assume the classification of the airspace in which it is established.
- 4.4 Shall have a RMZ established coincident with the ATZ.
- 4.5 Shall have an assigned and published Aeronautical frequency for the aerodrome, an appropriate means of two-way air to ground radio communication and a means of recording such communication.
- 4.6 Shall have its details promulgated in AIP Ireland within the following sections:
- 4.6.1 ENR 2.2 'Other Regulated Airspace'
- 4.6.2 AD 2 AERODROMES. The entry shall include details of the ATZ dimensions, hours of activation, days of activation, VHF frequency communications, ICAO airspace classification and contact details at the associated Aerodrome.

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- 4.7 Shall be active during the hours of operation of the associated aerodrome.
 - 4.8 Shall have documented agreements with adjacent ANSP's, aviation organisations and aerodrome operators, where appropriate.

5. Flight within Aerodrome Traffic Zones (ATZ) and Radio Mandatory Zones (RMZ)

- 5.1 An aircraft must not fly, take off or land within the ATZ or a RMZ, unless the pilot has complied with 5.2 and 5.3 below;
- 5.2 Before entering an ATZ / RMZ, the pilot shall make an initial call to obtain information from the air/ground communication service, to enable the flight to be conducted safely within the ATZ / RMZ. The pilot shall include the designation of the station being called, the aircraft's position, height and the intentions of the flight.
- 5.3 The pilot of an aircraft flying or intending to get airborne within the ATZ / RMZ, shall—
 - 5.3.1 When flying, cause a continuous watch to be maintained on the appropriate radio frequency notified for communications; and
 - 5.3.2 Before getting airborne, communicate the aircraft's position, and the intentions of the flight to the air/ground communications service unit, unless previously communicated to the air / ground service.

6 Aerodrome Operators Requirements for an Aerodrome Traffic Zone (ATZ) and Radio Mandatory Zone (RMZ)

- 6.1 The establishment of any ATZ will be subject to IAA / SRD assessment, which will take into account the type and level of activity at an aerodrome, and the needs of other airspace users and neighbouring aerodromes, including the military.
- 6.2 Applications for the establishment of an ATZ, should only be made by operators of licenced aerodromes.
- 6.3 Applicants should, in the first instance, provide a rationale, which supports their application for the establishment of an ATZ. The rationale should address issues such as;
 - 6.3.1 Safety concerns, supported by a safety risk assessment
 - 6.3.2 Number of air traffic movements at the aerodrome
 - 6.3.3 Complexity of air traffic aircraft movements at the aerodrome
 - 6.3.4 Number of flight training organisations located at aerodrome, if applicable
 - 6.3.5 Environmental considerations in the vicinity of the aerodrome
 - 6.3.6 Proximity to other aerodromes and areas of Military activity
- 6.4 The procedures for the operation of the ATZ/RMZ shall be contained within the Aerodrome Manual of the aerodrome associated with the ATZ/RMZ. The manual shall contain at least the following items;
 - 6.4.1 A list of radio users with Radio Telephony Competence. Persons who hold or have held a pilot licence or an air traffic services licence may be considered competent to operate air / ground two-way radio communications equipment. Note – this is not a Flight Information Service

6.4.2 Altimeter setting procedures for the ATZ/RMZ.

6.4.3 Instructions for aerodrome ground / air radio users. It should be noted that it is not within the authority of the aerodrome operator, or the ground radio user, to refuse permission to an aircraft to enter an ATZ. Once information is passed from the ground user to the pilot, then the pilot will make a determination if the flight may be conducted safely within the ATZ.

6.5 The applicant shall follow the process specified in Aeronautical Services Advisory Memorandum (ASAM) Number 019, 'Guidance Material on Airspace Change Proposal Process'.

6.6 Where an aerodrome operator does not conform to the conditions of the ATZ associated with their aerodrome, then the IAA may alter those conditions or disestablish the ATZ.

7 **Further Information and applications**

To make an application for an ATZ or to request further information, please write to IAA SRD at the following email address: ansdinfo@iaa.ie

EU Regulations are available from the EC legislation website EUR-lex at;
<http://eur-lex.europa.eu/en/index.htm>

State legislation is available on the Irish Statute Book website at;
<http://www.irishstatutebook.ie/>

IAA Aeronautical Notices and ASAMs are available on the IAA website at;
<https://www.iaa.ie/publications>

**Chief Executive
Irish Aviation Authority**