

MILITARY AERODROME TRAFFIC ZONES (MATZ)

Military Aerodrome Traffic Zones (MATZ) are established to provide increased protection to aircraft in the critical stages of circuit, approach and climb-out. Normally these zones comprise:

- (a) The airspace within 5 nm radius of the mid-point of the longest runway extending from the surface to 3000ft aal.
- (b) The airspace within a 'stub' (or at some aerodromes 2 stubs) projected from the above airspace having a length of 5 nm along its centre-line, aligned with a selected final approach path, and a width of 4 nm (2 nm either side of the centre-line), extending from 1000ft aal to 3000ft aal. Note: Exceptions to the above do exist).

Where two or more MATZ are grouped together and one AD is designated the Controlling AD, the upper limit of each MATZ within the Combined MATZ (CMATZ) is determined with reference to the elevation of the highest AD in the CMATZ.

An ATZ (Aerodrome Traffic Zone as defined in the Air Navigation Order currently in force) exists within a MATZ. Although civil recognition of a MATZ is not mandatory, pilots are to comply with the provisions of Rule 11 of the Air Regulations 2015 in respect of the MATZ.

Routine hours of activity for each MATZ are listed overleaf, however it should be noted that where a Military AD extends its operating hours by NOTAM the MATZ will also be extended for the same period.

MATZ Penetration procedures for Civil Aircraft

A MATZ Penetration Service is available from the controlling aerodromes listed overleaf for the provision of increased protection for RTF equipped aircraft. Pilots wishing to penetrate a MATZ and where required the associated ATZ, are requested to observe the following procedures:

- (a) When 15 nm or 5 mins flying time from the MATZ boundary, whichever is the greater, establish a 2-way RTF communication with the controlling aerodrome on the appropriate frequency using the phraseology:
'..... (controlling aerodrome), this is (aircraft callsign), request MATZ (and ATZ) penetration'.
- (b) When asked for flight details, pass the following information:
Callsign, Aircraft type, Position, Heading, Altitude, Intentions (eg destination and the intention to route through one or more ATZ).
- (c) Comply with any instructions issued by the controller.
- (d) Maintain a listening watch on the allocated frequency until the aircraft is clear of the MATZ/ATZ.
- (e) Advise the controller when clear of the MATZ/ATZ.

Flight conditions are not required unless requested by the controller.

Terrain clearance will be the responsibility of the pilot.

Since compliance is not compulsory for civil aircraft some aircraft within the MATZ may not be known to the controller. All pilots should therefore maintain a good look out at all times.

Full details of Military Aerodrome Traffic Zones are given in the UK AIP ENR 2.2-13 (-19)

MILITARY AERODROME TRAFFIC ZONES (MATZ)

MATZ	Mid Point of the Longest Runway	Controlling Aerodrome	Frequency to be used
Barkston HeathN52 57.73 W000 33.70Cranwell.....124·455 <i>Op hours Mon-Thu 0815-1715 (0830-1730) Fri 0815-1645 (0830-1700).</i>			
BensonN51 36.98 W001 05.75Benson120·905 <i>Op hours Mon-Thu 0900-0300, Fri 0900-1715.</i>			
Boscombe Down *1N51 09.18 W001 45.07Boscombe Down ...126·705 <i>Op hours Mon-Thu 0830-1730, Fri 0830-1630.</i>			
ConingsbyN53 05.58 W000 09.97Coningsby119·205 <i>Op hours Mon-Fri 0800-2300.</i>			
CranwellN53 01.80 W000 29.57Cranwell.....124·455 <i>Op hours Mon-Thu 0800-1730, Fri 0800-1700.</i>			
Culdrose *2.....N50 05.13 W005 15.25Culdrose134·055 <i>Op hours Mon-Thu 0830-0300, Fri 0830-1500.</i>			
FairfordN51 41.02 W001 47.42Brize Norton119·005 <i>Op hours Mon-Fri 1000-1600.</i>			
Lakenheath *3, *4.....N52 24.55 E000 33.67Lakenheath.....128·900 <i>Op hours Mon-Thu 0600-2300, Fri 0600-1800.</i>			
LeemingN54 17.55 W001 32.12Leeming.....133·380 <i>Op hours Mon-Thu 0900-1800, Fri 0900-1700.</i>			
LeucharsN56 22.50 W002 51.48Leuchars.....126·505 <i>Op hours Mon-Fri 0900-1700.</i>			
LossiemouthN57 42.42 W003 20.25Lossiemouth119·580 <i>Op hours Mon-Fri 0800-2300.</i>			
MarhamN52 38.90 E000 33.03Marham.....124·155 <i>As per NOTAM details of airfield opening hours.</i>			
MerryfieldN50 57.78 W002 56.22Yeovilton.....127·350 <i>As per NOTAM details of airfield opening hours.</i>			
Middle Wallop *1,*5....N51 08.37 W001 34.12Boscombe Down ...126·705 <i>Op hours Mon-Thu 0800-0200, Fri 0800-1730.</i>			
Mildenhall *4, *6, *7 ...N52 21.70 E000 29.18Lakenheath.....128·900 <i>Op hours Mon-Thu 0600-2300, Fri 0600-1800.</i>			
MonaN53 15.55 W004 22.45Valley125·230 <i>Op hours Mon-Fri 0830-1600.</i>			
Odiham *8.....N51 14.05 W000 56.57Odiham131·305 <i>Op hours Mon-Thu 0800-0300, Fri 0800-1800.</i>			
Predannack *2.....N50 00.10 W005 13.92Culdrose134·055 <i>Op hours Mon-Thu 0830-0300, Fri 0830-1500.</i>			
ShawburyN52 47.62 W002 40.07Shawbury133·155 <i>Op hours Mon-Thu 0845-1700 (0845-1715) Fri 0845-1700.</i>			
Ternhill *9.....N52 52.42 W002 31.92Shawbury133·155 <i>Op hours Mon-Thu 0845-1645 (0845-1700), Fri 0845-1645.</i>			
Topcliffe *10.....N54 12.33 W001 22.92Leeming.....133·380 <i>Op hours Sat-Sun and PH, SR-SS+15</i>			
ValleyN53 14.83 W004 32.02Valley125·230 <i>Op hours Mon-Fri 0830-1600.</i>			
WaddingtonN53 09.97 W000 31.43Waddington.....119·505 <i>Op hours Mon-Fri 0800-1000.</i>			

MATZ	Mid Point of the Longest Runway	Controlling Aerodrome	Frequency to be used
Warton *11 N53 44.70 W002 53.03 Warton 129•530 <i>Op hours Mon-Thu 0730-1900, Fri 0730-1700.</i>			
Wattisham N52 07.63 E000 57.38 Wattisham 125•805 <i>Op hours Mon-Thu 0830-0130, Fri 0830-1800.</i>			
Wittering *12 N52 36.75 W000 28.60 Wittering 119•680 <i>Op hours Mon-Fri 0800-1730, Sat-Sun 0900-1700.</i>			
Yeovilton N51 00.48 W002 38.75 Yeovilton 127•355 <i>Op hours Mon-Thu 0800-0300, Fri 0800-1600.</i>			

Notes:

- * 1 If Boscombe Down closed, but Middle Wallop open, a CMATZ penetration service will be provided by Wallop Approach on 126•705.
- * 2 Culdrose combined MATZ is formed with the Predannack MATZ based on the Culdrose QFE.
- * 3 Helicopters tasked to operate in EG D208 are required to call Lakenheath ATC to notify entry to EG D208 prior to penetrating the CMATZ.
No restrictions will be imposed 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 800ft amsl.
- * 4 Within the Lakenheath/Mildenhall MATZ the transit pressure setting will be the Lakenheath QNH.
- * 5 Non-standard reference point aligned with common radar touchdown point.
- * 6 Non-standard extension to both stubs - 5 nm south of extended centre-lines.
- * 7 Non-standard demarcation of the 5 nm circles which are joined by a straight line at their most Easterly points.
- * 8 Odiham Approach, except weekends and PHs, when the task may be carried out by Farnborough on 125•250. Within the Odiham MATZ the transit pressure setting will be the Farnborough QNH.
- * 9 Weekend and out of hours, freecall Ternhill Radio for Traffic Information on 122•100.
- * 10 At times when Topcliffe are operating and Leeming ATC are closed, 133•380 will be monitored by Topcliffe radio who can provide pertinent information of current activity within the MATZ.
- * 11 Non-standard MATZ with the following dimensions:
 Lateral: A rectangle of airspace, 20 nm x 6 nm. The major axis is centred on the 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 3055ft alt. The remainder extends from 1055ft alt to 3055ft alt.
Warning: The northern sector of the ATZ is not wholly contained within the MATZ.
 Within the Warton MATZ the transit pressure setting will be the Warton QNH.
- * 12 Caution: Unlit aircraft operate at night.