

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 14 March 2019 13:23  
**To:** Airspace Policy  
**Subject:** RE: 201900314 PIR - Establishment Of An Aerodrome Traffic Zone (ATZ) At Lee-On Solent

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** [REDACTED] Egress Switch: Unprotected

Good Afternoon [REDACTED],

I agree that the statements made by both Fleetlands and Lee on Solent are accurate and that whilst ATZ infringements continue to be of concern, the stated objective of the CAA decision has been achieved satisfactorily.

Cheers

[REDACTED]

Inspector ATS (Operations)  
Civil Aviation Authority  
Safety and Airspace Regulation Group (SARG)  
AAA Air Traffic Management (ATM)

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**From:** Airspace Policy  
**Sent:** 14 March 2019 13:01  
**To:** [REDACTED]  
**Subject:** 201900314 PIR - Establishment Of An Aerodrome Traffic Zone (ATZ) At Lee-On Solent

Good afternoon [REDACTED]

As you may be aware, I have been tasked with conducting the Post Implementation review of the establishment of an ATZ at Lee on Solent. The Director's decision was published in September 2012 but implementation was delayed until November 2017. Consequently the period under review is 28th November 2016 to 27th November 2017 (i.e. 12 months from the implementation date).

I understand that you were the ATM Inspector for Lee on Solent and Fleetlands during this period. I have been provided with the following statement from Lee on Solent (the Sponsor of the change) in response to a request for their comments on safety:

*"The Sponsor reports that they believe the ATZ has made a noticeable improvement to the airfield being recognised but cannot offer supporting evidence."*

I have also received a similar, supportive statement from Fleetlands in response to a similar question:

*"Fleetlands supported Lee's [on Solent's] application for an ATZ and still believe it is correct that the aircraft operating there are given the protection an ATZ provides."*

I am aware that there have been a number of reported airspace infringements during this period but do you agree with the statements made by Lee on Solent and Fleedlands?

I am also aware that there are a number of reported infringements after the PIR period. Would it be reasonable to state that although the CAA is aware of the reported infringement, they have been investigated via our normal safety management systems and do not conflict with our overall assessment that the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent satisfactorily achieved the objective and terms of the CAA's decision letter?.

For your information the Director's Decision Letter quotes the objective as:

"The objective for establishing the ATZ was to mitigate flight safety concerns generated by the routine occurrence of aircraft passing close to the Aerodrome without contacting the resident air/ground facility. Of particular concern was that the Aerodrome's geographical location and runway orientation meant that a steady flow of transit aircraft operating legitimately within Class G airspace and following the adjacent coastline, passed through the visual circuit and either the Runway 05 final approach or the Runway 23 climb-out lane."

Regards,



Airspace Regulator (Coordination)  
Airspace, ATM and Aerodromes  
Safety and Airspace Regulation Group  
Civil Aviation Authority