

Communications Department  
External Information Services



5 June 2019  
Reference: F0004247

Dear

Thank you for your request of 12 May 2019, for the release of information held by the Civil Aviation Authority (CAA). We have considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA).

*Please could you kindly supply the following information regarding airspace infringements.*

**For Jan-Mar 2018:**

*Total airspace infringements*

*Airspace infringements by airspace type*

*- CTA (includes TMA and airways)*

*- CTR*

*- ATZ*

*Restricted/Prohibited/Danger areas*

*Other (includes RMZ and TMZ)*

*Please could you also supply the above numbers for **Jan-Mar 2019**.*

Please see the information enclosed.

*For each of the above two periods, please supply the numbers of each type of infringement which resulted in*

- the pilot being sent a warning letter*
- the pilot being sent to the online tutorial and exam*
- the pilot being sent to the GASCO seminar*
- the pilot being sent for further action*

*Please could you also supply the total number of pilots who were sent to the GASCO seminar during the whole year 2018 and a breakdown of the reasons.*

Infringements are reported to the CAA under the Mandatory Occurrence Reporting (MOR) scheme. An occurrence means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person.

Occurrence reports are held by the CAA in accordance with Regulation (EU) No. 376/2014 on the reporting, analysis and follow up of occurrences in civil aviation ("the Regulation"). The aim of this is to improve aviation safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated and analysed. The potential outcomes for the pilot involved that you mention in your request are part of the follow up of an occurrence report.

The civil aviation safety system is established on the basis of feedback and lessons learned from accidents and incidents. Occurrence reporting and the use of occurrence information for the improvement of safety depend on a relationship of trust between the reporter and the entity in charge of the collection and assessment of the information.

The purpose of protecting safety information from inappropriate use, and of limiting access to occurrence information solely to interested parties participating in the improvement of civil aviation safety, is to ensure the continuing availability of safety information so that appropriate and timely preventive action can be taken and aviation safety improved. The Regulation requires that appropriate measures are put in place to ensure that information collected through occurrence reporting schemes is kept confidential, and that such information is not made available or used for any purpose other than for the maintenance or improvement of aviation safety.

The CAA therefore considers that the disclosure of occurrence information, including the follow up of occurrences, into the public domain in response to a FOIA request is not permitted by the Regulation and that the information you have requested is exempt from disclosure under section 44(1)(b) of the FOIA. Under section 44(1)(b), information is exempt information if its disclosure is incompatible with any EU obligation.

Disclosure of information for the purpose of maintaining or improving aviation safety

However, if you consider that you require the information for the purpose of maintaining or improving aviation safety, you are able to make an application to the CAA on that basis using the form at [www.caa.co.uk/srg1605](http://www.caa.co.uk/srg1605).

*Finally, please advise the time period after which a repeat offence is no longer a repeat offence. CAP1404 does not list this.*

A previous airspace infringement will be taken into account for two years from the date on which the Airspace Infringement Coordination Group determines the appropriate course of action for the infringement, unless the airspace infringement results in criminal action.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk  
Head of External Information Services  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
Gatwick  
RH6 0YR

[caroline.chalk@caa.co.uk](mailto:caroline.chalk@caa.co.uk)

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office  
FOI/EIR Complaints Resolution  
Wycliffe House  
Water Lane  
Wilmslow  
SK9 5AF  
<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at <http://publicapps.caa.co.uk/modalapplication.aspx?appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Stevens', written in a cursive style.

Mark Stevens  
External Response Manager

**CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE**

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

**Freedom of Information Act: Section 44**

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

- (a) is prohibited by or under any enactment,
- (b) is incompatible with any Community obligation, or
- (c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

Jan-18

CTA (inc. Airways)	9
CTR	8
TMA	6
ATZ	6
Restricted/Danger/Prohibited Areas	4
TMZ	1
RMZ	0
Temporary Restricted/Danger/Prohibited Areas	0
Total:	34

\* includes one in both TMA and CTR

Feb-18

CTA (inc. Airways)	21
CTR	20
TMA	6
ATZ	8
Restricted/Danger/Prohibited Areas	5
TMZ	4
RMZ	0
Temporary Restricted/Danger/Prohibited Areas	0
Total:	64

Mar-18

CTA (inc. Airways)	21
CTR	15
TMA	8
ATZ	2
Restricted/Danger/Prohibited Areas	3
TMZ	3
RMZ	4
Temporary Restricted/Danger/Prohibited Areas	0
Total:	56

\* includes 2 in both TMA and CTR

Jan-19

CTA (inc. Airways)	30
CTR	9
TMA	13
ATZ	6
Restricted/Danger/Prohibited Areas	2
TMZ	3
RMZ	1
Temporary Restricted/Danger/Prohibited Areas	0
<b>Total:</b>	<b>64</b>

Feb-19

CTA (inc. Airways)	24
CTR	22
TMA	22
ATZ	4
Restricted/Danger/Prohibited Areas	0
TMZ	4
RMZ	3
Temporary Restricted/Danger/Prohibited Areas	0
<b>Total:</b>	<b>79</b>

\* includes one in both TMA and CTR

Mar-19

CTA (inc. Airways)	25
CTR	15
TMA	25
ATZ	6
Restricted/Danger/Prohibited Areas	7
TMZ	5
RMZ	2
Temporary Restricted/Danger/Prohibited Areas	0
<b>Total:</b>	<b>89</b>