


# Facts, stats and incidents

## 2019 infringements

	January	February	March	April
CTA (includes airways)	30	24	25	40
TMA	13	22	25	22
CTR	9	21	15	34
ATZ	6	4	6	9
Restricted/Prohibited/Danger Areas	2	0	7	2
Temporary Restricted/Prohibited/Danger Areas	0	0	0	1
TMZ	3	4	5	5
RMZ	1	3	2	4
<b>Total reported airspace infringements</b>	<b>64</b>	<b>78</b>	<b>85</b>	<b>117</b>

Rob Gratton, CAA lead for airspace infringements, stated that investigations show that many pilots involved in airspace infringements are not using moving map technology or failing to use it correctly. This is particularly evident in reports of infringements which occur during instructional or training flights. Other key factors include poor planning, failure to apply the [TAKE2](#)  principle and distraction caused by lack of familiarity with aircraft equipment or flying with passengers.

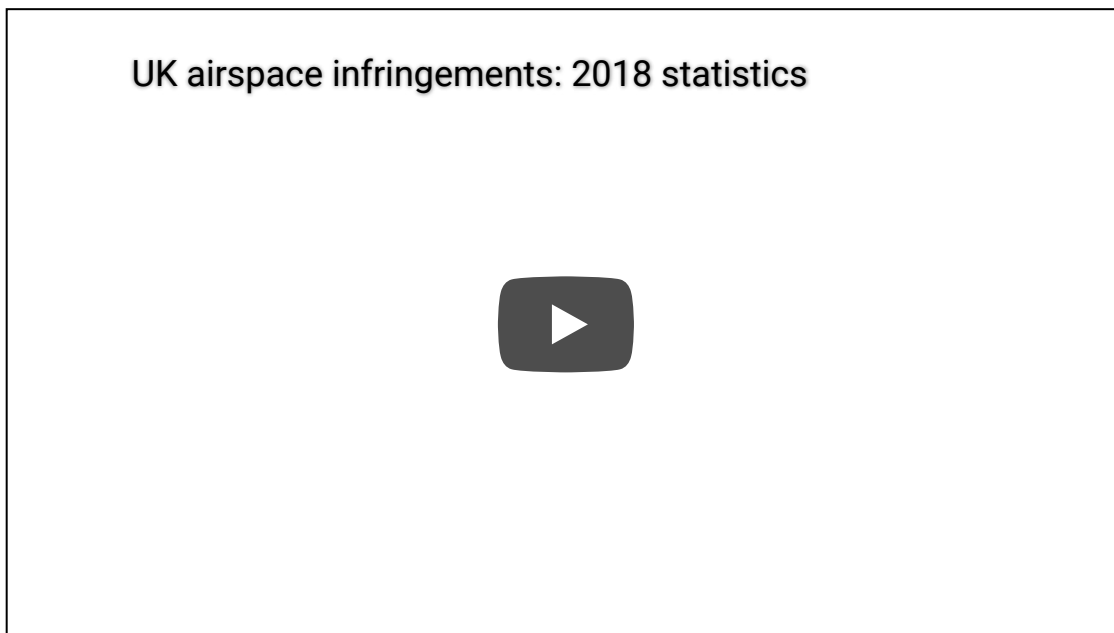
## Infringement statistics: 2017 and 2018

Year	2017	2018
Total reported airspace infringements	1162	1358

Airspace infringements reported December 2018		55
CTA (includes TMA and Airways) ( <a href="https://airspace-safety.com">https://airspace-safety.com</a> )	812*	706
CTR		285
* 2017 CTA and CTR combined		
ATZ	97	130
Restricted/Prohibited/Danger Areas (perm and temp)	81	87
TMZ	57	76
RMZ	115	74



## Airspace infringements: 2018 statistics





## Causal factor analysis of airspace infringements

Analysis of airspace infringement reports from 2017 has shown that the correct use of a moving map could have helped avoid 85% of airspace infringements.

Occurrence reports from private pilots were assessed against four key measures that could have helped prevent the infringement or reduced its impact on other air traffic or controllers:


- Use of moving maps with an airspace warning
- Use of a frequency monitoring code (FMC), also known as a listening squawk
- Recognition of/dealing with overload and distraction
- Better familiarity with aircraft and equipment


The report was carried out by a sub-group of the CAA's Airspace Infringement Working Group, made up of three experienced General Aviation pilots. 


Read the full report: <https://airspacesafety.com>  
Read the full report: [Causal Factor Analysis of Airspace Infringements 2017](#) 

## Airspace infringement series: A controller's story

### A series of controller's stories from NATS

Mark Davenport, an air traffic controller at Swanwick centre, talks about his experience with airspace infringements. [Airspace Infringement Series: A controller's story... \(20 May 2019\)](#) 

Brian Ringrose is an air traffic controller at Swanwick centre. He talks about his experience looking after airspace around Gatwick. [Airspace infringement series: A controller's story \(12 April 2019\)](#) 

Amanda Rhodes is an air traffic controller at Swanwick Centre. She talks about her experience looking after airspace around Luton Airport. [Airspace Infringement Series: A controller's story \(22 March 2019\)](#) 

[Radar replays \(https://airspacesafety.com/facts-stats-and-incidents/radar-replays/\)](https://airspacesafety.com/facts-stats-and-incidents/radar-replays/)

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- UK Flight



Restricted  
Area  
(Temporary)  
– Mauve  
AICs



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### Infringement

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### Contact

CAA Communications  
[content@caa.co.uk](mailto:content@caa.co.uk) ↗



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