


Facts, stats and incidents

2019 reported infringements

	January	February	March	April	May	June	July	August	September
CTA (includes airways)	30	24	25	40	65	39	59	64	51
TMA	13	22	25	22	32	39	37	41	38
CTR	9	21	15	34	32	30	36	39	31
ATZ	6	4	6	9	13	13	18	12	10
Restricted/Prohibited/Danger Areas	2	0	7	2	6	8	5	4	3
Temporary Restricted/Prohibited/Danger Areas	0	0	0	1	2	3	9	2	1
TMZ	3	4	5	5	7	5	11	6	4
RMZ	1	3	2	4	5	9	4	10	5
Total reported airspace infringements	64	78	85	117	162	146	179	178	137

October ICG meeting data

Each month the CAA will publish statistical data of infringement Mandatory Occurrence Reports (MORs) processed under [CAP1404](#)  by the CAA's Infringement Coordination Group (ICG). The ICG is a cross-organisational Regulatory Group comprising members of the CAA and one member of the Military Aviation Authority (MAA); details of composition can be found in CAP1404.

The MORs processed do not correspond numerically to those reported in the same month due to the time taken to collate MOR, pilot and supporting supplementary reports and for the investigation to be completed.

The MORs processed by the ICG were subject to one or more of the following criteria:

- Loss of separation
- Safety Intervention Measures implemented such as (but not exclusive to) avoiding action, radar vectors, cessation of departures, holding etc
- Repeat Infringement by registration/callsign
- Repeat Infringement by pilot-in-command

ICG decisions made in October 2019

Course of action	Number	Summary
Closed with No Further Action	5	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no infringement occurred (1) • Student (4)
Warning letter	56	<ul style="list-style-type: none"> • includes (43) warning letters to close the occurrence – see note below (*)
On-line test	8	
Flight training	2	<ul style="list-style-type: none"> • Poor standard of navigation requires practical training (2)
Airspace Infringement Awareness Course (AIAC)	22	<ul style="list-style-type: none"> • Loss of Separation (6) • Safety Intervention measures applied (9) • Multiple airspace infringements in one flight (1) • Failure of online-test (CAP1404 escalatory measure) (1) • Repeat infringing pilot NOT previously attended AIAC (CAP1404 escalatory measure) (4) • PIC request to attend in lieu of online test to improve knowledge (1)
Provisional suspensions	4	<ul style="list-style-type: none"> • Major Infringement with multiple factors (1) • Repeat infringing pilot previously attended AIAC (CAP1404 escalatory measure) (2) • Repeat (4) infringing pilot (1)

Opening suspensions (https://airspacesafety.com)	8	
AIRSPACE & SAFETY Revocation	0	



(*) Warning letters

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With effect from 1 June 2019, all other pilots subject of airspace infringement MORs are contacted by the CAA to notify them of their airspace infringement and a pilot report requested. Once the investigation is complete, and if an airspace infringement is confirmed, the pilot will be sent a warning letter to close the occurrence.


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ICG decisions made in September 2019



ICG decisions made in September 2019

Course of action	Number	Summary
Closed with No Further Action	6	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no infringement occurred (2) • Student (4)
Warning letter	56	<ul style="list-style-type: none"> • includes (50) warning letters to close the occurrence – see note below (*)
On-line test	6	
Flight training	1	<ul style="list-style-type: none"> • Poor standard of navigation requires practical training
Airspace Infringement Awareness Course (AIAC)	11	<ul style="list-style-type: none"> • Loss of Separation (1) • Safety Intervention measures applied (8) • Multiple airspace infringements resulted in safety intervention measure (1) • Failure of online-test (CAP1404 escalatory measure) (1)
Provisional suspensions	0	

 Ongoing Investigations _ (https://airspacesafety.com)	3	
AIRSPACE SAFETY INITIATIVE Revocation	0	



(*) Warning letters

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With effect from 1 June 2019, all other pilots subject of airspace infringement MORs are contacted by the CAA to notify them of their airspace infringement and a pilot report requested. Once the investigation is complete, and if an airspace infringement is confirmed, the pilot will be sent a warning letter to close the occurrence.


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ICG decisions made in August 2019



ICG decisions made in August 2019

Course of action	Number	Summary
Closed with No Further Action	9	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no infringement occurred (2) • Transponder unserviceability confirmed by licenced engineer, TMZ infringement occurred (1) • Insufficient evidence available (1) • Student (5)
Warning letter	74	<ul style="list-style-type: none"> • includes (48) warning letters to close the occurrence – see note below (*).
On-line test	14	
Flight training	2	<ul style="list-style-type: none"> • Poor standard of navigation requires practical training (2)



Airspace infringement Airspace (AIAC) https://airspace-safety.com	22	<ul style="list-style-type: none"> • Loss of Separation (3) • Safety Intervention measures applied (13) • Safety impact/other where training deemed required (3) • Repeat AI having not already attended AIAC (1) • Multiple airspace infringements resulted in safety intervention measure (2)
Provisional suspensions	4	<ul style="list-style-type: none"> • Major airspace infringements including multiple safety intervention measures applied (1) • Pilot repeat infringer – Previously attended AIAC (2) • Pilot repeat infringer – Previously attended AIAC; latest infringements resulted in safety intervention measure (1)
Ongoing investigations	8	
Licence revocation	0	



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(*) Warning letters


With effect from 1 June 2019, all other pilots subject of airspace infringement MORs are contacted by the CAA to notify them of their airspace infringement and a pilot report requested. Once the investigation is complete, and if an airspace infringement is confirmed, the pilot will be sent a warning letter to close the occurrence.

ICG decisions made in July 2019



ICG decisions made in July 2019

Course of action	Number	Summary
Closed with No Further Action	1	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no infringement occurred



Warning letter (https://airspacesafety.com/)	60	<ul style="list-style-type: none"> includes (45) warning letters to close the occurrence – see note below (*).
On-line test	1	
Flight training	1	
Airspace Infringement Awareness Course (AIAC)	15	<ul style="list-style-type: none"> Loss of separation (4) Safety Intervention measures applied (4) Safety impact/other where training deemed required (2) Double airspace infringement including loss of separation (1) Double airspace infringement due to poor planning (2) Instructor positioned aircraft into infringement situation to test student's awareness/knowledge; student AND instructor failed to resolve (1) Pilot previously infringed (1)
Provisional suspensions	4	<ul style="list-style-type: none"> Major infringement with significant safety risk (1) Additional infringements having previously attended AIAC (3)
Ongoing investigations	13	
Licence revocation	0	

(*) Warning letters

With effect from 1 June 2019, all other pilots subject of airspace infringement MORs are contacted by the CAA to notify them of their airspace infringement and a pilot report requested. Once the investigation is complete, and if an airspace infringement is confirmed, the pilot will be sent a warning letter to close the occurrence.

ICG decisions made in June 2019

ICG decisions made in June 2019




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Course of	Number	Summary
 (https://airspace-safety.com)		
Cases with No Further Action	5	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no infringement occurred (3) • Investigation confirmed no infringement occurred (1) • Student (1)
Warning letter	19	<ul style="list-style-type: none"> • includes (10) warning letters to close the occurrence – see note below (*).
On-line test	1	
Flight training	1	<ul style="list-style-type: none"> • Safety intervention measures applied
Airspace Infringement Awareness Course (AIAC)	18	<ul style="list-style-type: none"> • Loss of separation (4) • Safety intervention measures applied (7) • Safety impact/other where training deemed required (5) • Repeat airspace infringement having not already attended AIAC (2)
Provisional suspensions	5	<ul style="list-style-type: none"> • Infringed active danger area resulting in suspension of live firing. Pilot flying without a valid licence (1) • Infringement of Controlled Airspace whilst flying without a valid licence (1) • Pilot repeat infringer – previously attended AIAC (1) • Pilot repeat infringer – previously attended AIAC (1). Infringements resulted in safety intervention measures and a loss of separation. • Multiple (4) airspace infringements in 2 flights over 2 days including safety intervention measures applied (1)
Ongoing investigations	4	
Licence revocation	0	





(* <https://airspace-safety.com>)



Pilots who are the subject of airspace infringement MORs that do not meet the criteria of those processed by the ICG are contacted by the CAA to notify them of their potential infringement and to request a pilot report.

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Once the investigation is complete, and if an airspace infringement is confirmed, the pilot will be sent a warning letter to close the occurrence.

This action has been in effect since the 1 June 2019.

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ICG decisions made in May 2019



ICG decisions made in May 2019

Course of action	Number	Summary
Closed with No Further Action	7	<ul style="list-style-type: none"> Pilot did not infringe; MOR based on visual sighting report (1) Student pilots (5) Transponder unserviceability confirmed by licenced engineer (1)
Warning letter	7	
On-line test	0	
Airspace Infringement Awareness Course (AIAC)	23	<ul style="list-style-type: none"> Loss of separation (7) Safety intervention measures (12) Safety impact/other (2) Repeat infringing pilot having not already attended AIAC (2)
Provisional suspensions	3	<ul style="list-style-type: none"> Repeat infringing pilot causing stop on departures; pilot previous attended AIAC Repeat Infringing pilot; previously attended AIAC Repeat (3) infringing pilot plus other safety related data

Ongoing investigations (https://airspacesafety.com)	2	
AIRSPACE & SAFETY INITIATIVE Licence revocation	0	



ICG decisions made in April 2019




ICG decisions made in April 2019

Course of action	Number	Summary
Closed with No Further Action	0	
Warning letter	4	
On-line test	1	
Airspace Infringement Awareness Course (AIAC)	15	<ul style="list-style-type: none"> • Safety intervention measures (7) • Safety impact/other (5) • Multiple airspace infringements in one flight (2) • Repeat airspace infringement having not already attended AIAC (1)
Provisional suspensions	0	
Ongoing investigations	2	
Licence revocation	0	

ICG decisions made in March 2019



ICG decisions made in March 2019



Course of action	Number	Summary
Closed with No Further Action	3	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no airspace infringement (3)
Warning letter	4	
On-line test	3	
Airspace Infringement Awareness Course (AIAC)	13	<ul style="list-style-type: none"> • Loss of separation (3) • Safety intervention measures (5) • Safety impact/other (5)
Provisional suspensions	1	<ul style="list-style-type: none"> • Second airspace infringement having attended AIAC
Ongoing investigations	5	
Licence revocation	0	



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ICG decisions made in February 2019



ICG decisions made in February 2019

Course of action	Number	Summary
Closed with No Further Action	2	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no airspace infringement (1) • Investigation proved no infringement (1)
Warning letter	12	
On-line test	4	



Airspace infringement Airspace (AIAC) https://airspace-safety.com	10	<ul style="list-style-type: none"> • Loss of separation (2) • Safety intervention measures (2) • Safety impact/other (1) • Repeat airspace infringement having not already attended AIAC (2) • Multiple airspace infringements in one flight (1) • Pilot previously assigned online test but unable to operate a computer (1) • Pilot previously failed online test (1)
Provisional suspensions	3	<ul style="list-style-type: none"> • Airspace infringement plus multiple safety related MOR • Double airspace infringement on one flight requiring multiple safety intervention measures • Third airspace infringement having attended AIAC
Ongoing investigations	3	
Licence revocation	0	



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ICG decisions made in January 2019



ICG decisions made in January 2019

Course of action	Number	Summary
Closed with No Further Action	1	<ul style="list-style-type: none"> • Transponder unserviceability confirmed by licenced engineer, no airspace infringement (1)
Warning letter	4	
On-line test	2	



Airspace infringement Areas (AIAC)	17	<ul style="list-style-type: none"> • Loss of separation (2) • Safety intervention measures (4) • Safety impact/other (10) • Repeat airspace infringement having not already attended AIAC (1)
Provisional suspensions	1	<ul style="list-style-type: none"> • Pilot infringed controlled airspace without a valid licence
Ongoing investigations	6	
Licence revocation	0	



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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)	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: [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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