

Airspace infringements: Fact file

CAP 2125

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Summary

In the following six chapters, airspace infringement facts will be presented as responses designed to bust popular myths under the main headings below:

- On airspace and infrastructure
- Pre-flight and planning
- Issues around infringements
- The immediate follow up to an infringement
- The decision process following an infringement
- Action taken after an infringement

Chapter 1

On airspace and infrastructure

Why does the CAA always blame the pilot following an infringement rather than the airspace design or lack of ATC service?

We don't; we look at all MORs in an independent manner and take into account all relevant factors. The more information a pilot can include in their report, the more we can look at other issues and take into account the effect of airspace and ATS provision. We will always look at the causal factors and take those into account. We do go back to ATC providers where there are examples of poor service; they are investigated by the individual ANSP safety Management system. If required, they will take any action necessary to prevent reoccurrence. This action could be anything from a procedural change to controller education. Anything major would be given to the CAA ATM Regulation Team. Additionally, we have a new process to be able to look at how the airspace is used and if necessary, this could lead to airspace reclassification or alternate ATM measures to enable better access. We also encourage pilots to report to us if they are denied entry to airspace when requested (using our form on our website <https://apply.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=fcs1522>). We need that data to be able to follow up with ATC providers.

Why can't we have an FIS service like in France/USA that would stop infringements?

Unlike a lot of other countries, most ATC services in the UK are provided on commercial basis. Some ATC units may be prepared to offer a wider service but would charge for it.

Where an ATC provider wants to change airspace, we do seek to make sure they provide a useful service to airspace users and that can include making them provide a service in certain situations.

Examples of this are Farnborough, where they had to increase their controlling establishment to ensure the airspace was managed appropriately. Additionally, Norwich Airport was granted their airspace with a proviso that they had to provide access where possible and record when they couldn't (twice since 2015).

We are currently reviewing the current UK LARS service to see if it can be improved to better reflect the modern need and technical capability.