



Civil Aviation Authority
INFORMATION NOTICE
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Airspace Infringement Reporting Standards

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders
Air Traffic:	All ATC and FIS providers
Airspace:	All NATMAC Representatives
Airworthiness:	Not Primarily Affected
Flight Operations:	Not Primarily Affected
Licensed/Unlicensed Personnel:	All ATCOs and AFISOs

1 Introduction

1.1 Airspace infringements are held to pose a significant safety risk to aircraft and are reported by civil Air Traffic Service (ATS) units in accordance with Directive 2003/42/EC (on occurrence reporting in civil aviation), which requires airspace infringements to be reported. Military units follow similar military reporting requirements; reports are subsequently forwarded to the CAA for incorporation into its safety occurrence database.

1.2 An airspace infringement is considered to be a flight into a notified airspace that has not been subject to approval by the designated controlling authority of that airspace in accordance with international and national regulations. Such airspace is considered to be:

- Controlled airspace, namely International Civil Aviation Organization (ICAO) airspace classes A to E.

Note: Visual Flight Rules (VFR) traffic cannot infringe Class E airspace because under ICAO rules neither an Air Traffic Control (ATC) clearance nor a radio communication is required to enter or operate within it, unless filed national differences call for one or the other, or both. Instrument Flight Rules (IFR) traffic **can** infringe Class E airspace when not in receipt of a clearance to enter it.

- Aerodrome Traffic Zones, where these exist in Class G airspace.
- Airspace restrictions, such as: Prohibited, Restricted and Danger Areas, Temporary Reserved Airspaces or airspace notified by a restriction of flying in accordance with national requirements. Whilst not all Danger Areas are subject to Byelaws prohibiting

access to certain airspace users, it is considered necessary to monitor inadvertent entries into these to determine the risk of endangerment to all affected parties.

1.3 The IN supersedes IN-2013/022.

2 Airspace Infringement Reporting Standards

2.1 The adoption of more stringent reporting requirements by all ATS providers has led to a more accurate picture of the scale of the infringement problem. However, the content and quality of reporting remains variable. In many cases the information contained in reports is incomplete or imprecise. Such variability is not confined to any particular ATS provider or unit.

2.2 Improvements to the detail and content of infringement reports would contribute to gaining a better understanding of precisely where infringements occur, their causes, the risks posed by them and the barriers that most effectively prevent or mitigate such events.

2.3 The purpose of this guidance is to encourage greater consistency in the quality of infringement reports in order to foster a clearer understanding of the causes of infringements and to better target efforts to reduce them.

3 Infringement Reports - Key Information

3.1 It is strongly recommended that the following key details are included in airspace infringement reports:

- A precise statement as to the airspace infringed. For example, an infringement of the Smithtown Controlled Zone (CTR)/Controlled Area (CTA) is not to be reported as 'Smithtown CTR/CTA'. Where possible, information concerning the route subsequently flown by the infringing aircraft within the subject airspace including the ordered listing of subsequent breeches, i.e. 'Smithtown CTA1, Smithtown CTR and Smithtown CTA2'.
- An accurate position report as to the point of infringement and the point where the infringer exited the airspace, preferably Latitude and Longitude, or based on range and bearing from either the aerodrome served by the airspace in question, a Visual Reference Point, an airways reporting point, a navigation aid or another aerodrome. References to settlements should be avoided unless alternatives are not feasible.
- A brief statement as to whether the infringement resulted in an airprox or a loss of standard separation and why - e.g. late detection of aircraft on radar, limited surveillance capability, etc., or whether standard separation was maintained throughout the occurrence.
- A statement as to the other impacts of the infringement. This includes comments on any delays to aircraft in the air or on the ground (including avoiding action, holds, go arounds and diversions), the impacts upon sequencing, controller workload, Air Traffic Management (ATM) efficiency and, if applicable, capacity. 'No impact upon operations' is to be stated if this is the case.
- A statement as to whether the infringing aircraft was squawking or not. This is to include the code being used and clarification as to whether the aircraft had Mode C selected.
- A statement as to whether the infringing aircraft was in radio contact with the controlling authority of the infringed airspace (or with another ATS unit) at the time of the infringement.
- A statement as to the nature of the ATS (if any) being provided to the infringing aircraft at the time of the infringement, and the flight rules under which the aircraft was being flown.
- Pilot and ATC causal or contributory factors (where known). These will include navigation error, human factors (e.g. cockpit distraction), navigation systems difficulties, ATC aspects, weather factors, etc.