



General Aviation Recovery Planning: Avoiding Airspace Infringements

Each year there are over 1,000 reported airspace infringements of notified airspace structures. There is usually an increase in reports after Easter as General Aviation sport and recreational flying increases after a winter lay-off.

This year, due to the COVID-19 restrictions, many GA pilots will have had an unusually long break from flying. This card gives advice and reminders to help avoid infringing airspace when you do return to flying:

Planning

Making an effective and detailed primary and secondary plan for every flight is essential

Plan by plotting the route on a moving map (and on an official current aeronautical chart as a back-up) and create, and print, a PLOG. Ensure all relevant aeronautical information is checked and understood when planning your flight including:

- **NOTAM** relating to the establishment, change or condition of aeronautical facilities, services or hazards.
- **Meteorology** including METAR, TAF, forecast weather and wind information using the METFORM 214 and 215
- **UK AIP, AICs and SUPPs** from the NATS AIS site <http://www.nats-uk.ead-it.com>
- **Other briefing material** relating to aerodrome procedures such as the UK AIP, aerodrome websites and aeronautical flight guides

The NATS Airspace User Portal is no longer available for the prenotification of Class D transits. This meant that full RT will be required for transit requests. Review CAP413 and the 'RT Kneeboard' at https://airspace-safety.com/infringement/rt_kneeboard/

If you require access to a CTR/CTA, you will be requested to file a flight plan prior to departure. More information on filing a flight plan is available at [Safety Sense Leaflet 20: VFR Flight Plans](#)

Threat and Error Management (TEM)

Apply Threat and Error Management during planning and in-flight

Threats are the events or things that occur outside your control which require your attention if safety is to be maintained.

Errors are the actions or inactions that lead to unwanted or unsafe deviation from the plan.

Include *airspace* in the identified Threats and *navigation* in potential Errors. In the recovery to 'normalised UK operations', the provision of air traffic services may be limited. Check NOTAM to know what services, and where, are not available.

Avoiding airspace infringements after an unusually long break from flying

Avoiding airspace infringements

Moving Maps

Always carry and use a moving map irrespective of the type or duration of the flight

Before take off check:

- Where the equipment is located so that it is visible at all times and less likely to overheat and shut down
- The latest chart/software updates are installed
- There is sufficient power for the duration of the flight
- The settings are correct to show all alerts and relevant airspace including aerial sporting sites
- The volume settings is loud enough for the required audible alarms but remember that under periods of stress, the sense of hearing is one of the first to reduce

Once airborne, consider:

- Double checking all alerts prior to accepting/closing them

Take 2

Plan to remain 2nm laterally from notified airspace and/or 200 feet vertically below

When able, plan to remain 2nm laterally from notified airspace and/or 200 feet vertically below (or above in the case of ATZ, Prohibited, Restricted or Danger Areas). In addition, ensure that you are flying on the most relevant altimeter setting. Avoid flying on the RPS in the vicinity of Control Areas and the TMAs and remember to change from the QFE when leaving the aerodrome pattern.

Avoid distractions

Pilot distraction is a significant factor in many infringements

A significant, and frequent, causal factor in many airspace infringements is pilot distraction leading to a loss of situational awareness and a subsequent airspace infringement. Common causes of distraction are passenger interaction, other aircraft and en-route checks.

Attention to engine noise/sounds in aircraft that have not been flown for some time may result in an additional distraction – to be safe, remember to AVIATE- NAVIGATE-COMMUNICATE. Reduce the risk by planning early flights after 'lockdown' away from controlled and other notified airspace.

Why not take time to review the material on the Airspace & Safety Initiative website at airspacesafety.com?

Review the narratives relating to infringement hotspots, the guidance in the infringement avoidance section and the resources in pre-flight planning section.

In addition, by reviewing instruction manuals and online videos you can refresh yourself on the operation/functionality of integrated avionics equipment in your aircraft before you have to operate it when flying.