

# What to do if you infringe

## In-flight tips and post-flight actions

An airspace infringement is the unauthorised entry of an aircraft into notified airspace. This includes controlled airspace, prohibited and restricted airspace, special use airspace, aerodrome traffic zones, radio mandatory zones and transponder mandatory zones.

Infringements are a safety risk and impact UK airspace operations. Utilising a transponder and the appropriate Frequency Monitoring Code can help prevent and resolve infringement events.

### Steps to recover from an airspace Infringement

**Keep Calm - Remember...**

**Aviate, Navigate and Communicate**

#### **If you know your exact position**

- > Leave notified airspace by the quickest and safest route – taking into account factors such as terrain, other aerodromes, adjacent airspace etc.
- > If in contact with an Air Traffic Service Unit (ATSU) or Air Ground Communication Service (AGCS) inform them of the infringement as soon as possible.

#### **If you are unsure of your position**

- > Seek help from the ATSU – either from the unit you are speaking to, the unit controlling the airspace or the D&D cell (callsign London Centre) on 121.500MHz.
- > If you have a transponder, make sure it is turned on and set to ALT (Mode C) – be seen to be safe. Unless advised otherwise by the ATSU, maintain existing squawk.
- > If not in contact with an ATSU and squawking conspicuity, squawk 0030 (FIR Lost).

#### **If you were informed of the infringement by the ATSU**

- > If safe, follow instructions from the ATSU – If it is not possible or you are unable to, inform the ATSU as soon as possible.

## When your flight is complete...

Spend some time reviewing the flight and try to establish the factors that may have led to the infringement. It is important that you then complete a Mandatory Occurrence Report (MOR).

Occurrence reporting is mandated by UK Regulation 376/2014 and promotes the principles of a Just Culture. The purpose of occurrence reporting is to allow the aviation community to learn from events and reduce the probability of reoccurrence. To satisfy this requirement and to assist in identifying ways of preventing or mitigating infringements and improving safety in the future, pilots are encouraged to use the form at [airspace-safety.com/infringement/infringement-form/](http://airspace-safety.com/infringement/infringement-form/)

This will then supplement the MOR that will be submitted by the reporting air navigation service provider (ANSP) or controlling authority for the airspace in question.

- > **Pilots of UK Part 21** aircraft are required to submit an MOR following an airspace infringement.

In lieu of an MOR via ECCAIRS 2 [aviation-reporting.eu/en](http://aviation-reporting.eu/en), the Airspace Infringement team will accept reporting through the Airspace Safety Initiative website.

- > **For non-UK Part 21** aircraft, occurrence reporting remains voluntary; however, pilots are strongly encouraged to submit an MOR (or complete the questionnaire) to enable the CAA to carry out a full, independent review of the event and to understand if future infringements similar to the reported occurrence could be prevented.

The submission of a Pilot Questionnaire / MOR allows the reporter to share their account, including causal and contributory factors.

- > **CAP1404** The aim of [CAP1404](#) is to clearly outline how the CAA deals with an Airspace Infringement report and make it transparent to those who are going through, or may go through, the process

For further information and additional resources, please visit Airspace & Safety Initiative: [airspace-safety.com](http://airspace-safety.com)