

OCCURRENCES



Photo for illustration purposes only

Photograph: NATS

JUST CULTURE VIEW

[CAP 1404 \(Airspace Infringements: review & actions process\)](#) states the CAA has an obligation to minimise the possibility of an infringement occurring, and for all parties to learn from previous events. The purpose of the Infringement Coordination Group (ICG) is to improve safety by ensuring that reported infringements are reviewed and assessed in a consistent way and, if an infringement is found to have occurred, to identify appropriate remedial training and education actions to prevent reoccurrence to support the information given during flight training, by the CAA's safety partners and provided on the Airspace & Safety Initiative website at www.airspacesafety.com

The ICG recognises that there are many reasons as to why an infringement might occur, and the severity of such an incident sits on a scale where there is no single solution to cover each case.

Consequently, there are numerous outcomes to an infringement being reported, ranging from no action, through to the request for further training and, in extreme cases, provisional suspension of a licence. With a Just Culture in place, each outcome aims to enhance the knowledge and capability of the pilot and/or to ensure both the pilot and the public are kept safe.

For this specific infringement the ICG agreed the event was underpinned by lapses in pre-flight planning and in the application of Threat & Error Management (TEM) and the overall management of the flight. This was attributed to the pilot not turning away from controlled airspace when they decided that they were unable to initiate a descent and in not requesting a VFR entry into the controlled airspace despite being on the appropriate frequency/Frequency Monitoring Code.

Taking all the case file information, which included radar traces and the pilot's report, into consideration the ICG agreed the pilot would, under CAP 1404, benefit from some remedial education and training with the best option being agreed to complete the Airspace Infringement Awareness Course (AIAC).

The pilot subsequently completed the AIAC and provided post-course feedback, saying they found the content and value of the training excellent, and that it would be beneficial for all pilots to have access to the course and not just those who have infringed.

Note: In 2023 to 30 September, where pilot action/inaction was determined to be the root cause of an airspace infringement occurrence, the CAA closed 67% of cases with a letter to the pilot containing advice and education to prevent a recurrence, 6% of pilots were required to complete the online tutorial and test, 5% required to complete remedial practical flight and/or groundschool training, 20% of pilots were required to complete the AIAC and 2% of pilots were subject to provisional suspension of licence privileges until training was completed."

Managing threats & errors

Sometimes the 'obvious' course of action isn't necessarily the only one

THE REVIEW

This incident occurred during what was described by a GA pilot as a local recreational VFR flight. The aircraft was observed by Air Traffic Control to enter a Terminal Control Area (TMA) indicating 2,200 feet, where the base level of the controlled airspace was 2,000 feet AMSL. The aircraft was displaying the relevant Frequency Monitoring Code and the controller made multiple blind transmissions over a significant period of time to both warn of the impending infringement but without success and then to subsequently advise the pilot of the event. The aircraft was eventually descended, but not before Traffic Information was passed to another VFR aircraft in the area.

The incident was reviewed by the Infringement Coordination Group (ICG) and a pilot report was requested. The pilot said that on approach to the infringement location the aircraft's electronic positional awareness system alerted them to another aircraft some 300ft below. However, the pilot couldn't visually acquire it so they maintained their height for safety until they were able to see the other aircraft. When they spotted it the pilot descended, but not in time to avoid infringing the TMA.

As part of their post-infringement suggested action to prevent a recurrence, the pilot conceded that after spotting the other aircraft a better course of action would have been to call ATC to advise them of their altitude and position, or to orbit while looking for the other aircraft before reaching the TMA.

UK MANDATORY OCCURRENCE REPORTING

Mandatory occurrence reporting is aimed at continued learning from aviation occurrences. It's aimed at improving safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated, and analysed. It is not to attribute blame or liability. Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community.

What should I report? In a nutshell any occurrence you feel could impact on aviation safety, this will ensure that we always review and learn from events.

How can I report? Reporters should submit MORs to the UK CAA in the following ways: Aviation Reporting Portal at: <https://aviationreporting.eu/> Further details about how reports can be submitted using the reporting portal can be found in [CAP1496](#).