

Airspace infringements

Airspace infringements by gliders are rare, but if we get distracted or didn't plan the flight properly it's not difficult, even with moving maps to infringe airspace. It's not possible to be invisible these days when flying and the glider is very likely to be spotted if it's in the wrong place. If this happens, what's the best plan to avoid the wrath of the authorities?

It's not just airways and control zones that are to be avoided. ATZs, Danger Areas, Drop zones, RA(T)s, Notams etc, all are airspace that can get us into trouble.

What to do after a possible infringement? It depends of course whether one realises it at the time, or later when looking at the flight trace. Even worse is a phone call or letter from the CAA.

Being open and honest is always the best plan in and it might help avoid CAA action. [The CAA are very strict these days on airspace](#), and at the least, a GASCO infringement course may be needed.

The recommended advice is:

1. Contact the relevant ATC provider if you know who it is. Possibly in the air but certainly as soon as you can afterwards.
2. [Submit a report on the Airspace & Safety Initiative \(ASI\) website](#).
3. Email the CAA at MOR-Responses@caa.co.uk

Prevention is key and the common causes of infringements according to the CAA are:

- Distraction
- Insufficient Planning – Insufficient or incorrect pre-flight planning
- Navigation – Misidentification of features or misreading charts
- Incorrect Pilot Actions – Pilot complacency or not employing good airmanship
- Lack of familiarity with aircraft or equipment