

17 June 2014
FOIA reference: F0001941

Dear XXXX

I am writing in respect of your recent request of 23 May 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

“for all infringements of controlled airspace from aircraft routing into the UK from overseas, this would tend to be light aircraft infringing control zones in the UK whilst en-route to their destinations for 2012 & 2013”.

Our response:

Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are pleased to be able to provide the information below.

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order (ANO) 2009. Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

Having clarified your request, we have searched the UK CAA database for all occurrences that have involved an infringement of UK Controlled Airspace where the infringement has been caused by an aircraft routing to the UK from overseas for the years 2012 and 2013 inclusive, and provided a summary of those reports. We have, however, removed identifying information from these reports as this information is exempt from disclosure under Section 44 (1) (a) of the FOIA.

Section 44 (1) (a) of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an ANO is prohibited from disclosure (a copy of this exemption can be found below).

For more information about the Mandatory Occurrence Reporting scheme, please refer to CAP382 which can be found at www.caa.co.uk/cap382.

Civil Aviation Authority

Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 foirequests@caa.co.uk

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Freedom of Information Act: Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

- (a) is prohibited by or under any enactment,
- (b) is incompatible with any Community obligation, or
- (c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

UTC date	File number	Make/mdl/srs	Location of occ	Headline	Narrative text
08/03/2012	201202435	OTHER	Luton (LUT)	Infringement of Luton CTA by unknown a/c. Two other a/c in the vicinity affected and separation was lost. Avoiding action given to B737.	Infringing a/c suspected to have Mode C problems.
08/03/2012	201202435	737	Luton (LUT)	Infringement of Luton CTA by unknown a/c. Two other a/c in the vicinity affected and separation was lost. Avoiding action given to B737.	Infringing a/c suspected to have Mode C problems.
10/03/2012	201202486	MD11	RESNO	MD11 crossed Shanwick airspace without coordination. Gander ATC had erroneously input the estimate of 0201hrs instead of 2001hrs which meant Shanwick were not aware of the a/c crossing.	At 2245hrs, Shannon queried the crossing a/c with Shanwick, however the a/c was not seen. The a/c had not highlighted in SAATS, and therefore no overdue messages had been created. The a/c had not passed any voice messages as the crew assumed they were making automatic position reports via CPDLC. Subsequently it was stated by Shannon that the flight history shows the a/c making a SELCAL check and connecting to CPDLC, where a system message was passed that an inactive flight was logged on with Shanwick at 2141hrs. Investigations revealed that an incorrect estimate was typed into GAATS by the Gander planner. The Gander planner ignored the warning message that the estimate had changed by more than 5mins as he expected it. The Shanwick enroute controller deleted both warning messages generated by SAATS, assuming it was one of the many SAATS alert messages that require no action. The warning messages produced are rare and at the time of the incident there were no associated tasks to resolve the situation. □ CAA Closure: Appropriate unit action including an SI detailing the action to be taken in the event of warning messages generated by SAATS. The Gander estimate warning now indicates how many minutes the estimate has changed by.
26/05/2012	201205702	OTHER	Lydd (LYD)	Infringement of the LTMA (Class A) by a motor glider at FL65. Appropriate ATC action taken.	Motor glider called London FIS on frequency, reporting at LYD VOR at FL65. ATC immediately instructed motor glider to remain outside of CAS, and informed pilot the base of CAS was 5500ft. ATC then requested motor glider to descend. Motor glider began to descend to 3000ft.
25/05/2012	201205802	HR200	Biggin (BIG)	Infringement of the Biggin Hill ATZ (Class G) by an a/c at 1800ft. A/c later identified as a Robin 200. Traffic info given. Standard separation maintained.	LARS East had given Robin 200, QNH, a 5022 squawk and a BS. A few minutes later Biggin Hill ATC contacted LARS East regarding an infringer with 5022 squawk. LARS East subsequently alleged that Robin 200 had continued on to slightly infringe the Heathrow CTZ.
31/05/2012	201206117	SR22	Castlemartin	Infringement of Danger Area D113A (Castlemartin) by an SR22 at approx 300ft AMSL. Check fire all ranges.	CAA Closure: French DGAC informed. Registration will be monitored for future incidents.

10/05/2012	201204982	A340	D701	A340(1) and an A340(2) entered Oceanic airspace at the wrong levels. Separation lost. A340(1) also entered active Danger Area D701 during a period of high ATC workload.	Controller believes that he did not receive any electronic warning that a/c were entering Oceanic airspace at the wrong levels. Traffic info and avoiding action given. There were three separate events within this MOR, all of which happened within PC Central Sector airspace one following the other. (1) A B747 entered Shanwick Airspace through BALIX at the incorrect level due to the CEN controllers (trainee and mentor) forgetting to climb the a/c to the correct level. (2) Two A340's lost Oceanic separation when both had passed 10W but still under the control of Central Sector. This was due to one A340 not being able to make its cleared level by GOMUP and the other A340 being vectored clear of a DA. (3) The second A340 was vectored back into domestic airspace to provide separation against the first A340 but its wide rate of turn resulted in an infringement of DA701. The casual factors in these incidents were: (1a) Trainee and OJTI forgot to climb B747, (1b) B747 crew requested late climb due tailwind but knew they had to be higher at BALIX. (2a) First A340 did not maintain minimum rate of climb, (2b) Crew of first A340 stated they would be level at GOMUP, (2c) controller allowed A340 to continue towards GOMUP even with slow rate of climb, (2d) second A340 taken within
10/05/2012	201204982	A340	D701	A340(1) and an A340(2) entered Oceanic airspace at the wrong levels. Separation lost. A340(1) also entered active Danger Area D701 during a period of high ATC workload.	Controller believes that he did not receive any electronic warning that a/c were entering Oceanic airspace at the wrong levels. Traffic info and avoiding action given. There were three separate events within this MOR, all of which happened within PC Central Sector airspace one following the other. (1) A B747 entered Shanwick Airspace through BALIX at the incorrect level due to the CEN controllers (trainee and mentor) forgetting to climb the a/c to the correct level. (2) Two A340's lost Oceanic separation when both had passed 10W but still under the control of Central Sector. This was due to one A340 not being able to make its cleared level by GOMUP and the other A340 being vectored clear of a DA. (3) The second A340 was vectored back into domestic airspace to provide separation against the first A340 but its wide rate of turn resulted in an infringement of DA701. The casual factors in these incidents were: (1a) Trainee and OJTI forgot to climb B747, (1b) B747 crew requested late climb due tailwind but knew they had to be higher at BALIX. (2a) First A340 did not maintain minimum rate of climb, (2b) Crew of first A340 stated they would be level at GOMUP, (2c) controller allowed A340 to continue towards GOMUP even with slow rate of climb, (2d) second A340 taken within
17/05/2012	201205337	YAK52	London-Heathrow - LHR	Infringement of the London CTR (Class A) on two separate occasions (1308hrs and 1313 hrs) by a YAK52. Separation lost. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.
17/05/2012	201205337	A320	London-Heathrow - LHR	Infringement of the London CTR (Class A) on two separate occasions (1308hrs and 1313 hrs) by a YAK52. Separation lost. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.
13/06/2012	201206534	AA1	Stansted	Infringement of the Stansted TMZ2 (Class G) by an GrummanAA1 squawking 1177. No Mode C. Traffic info given.	The investigation has revealed that the pilot was fully aware of the TMZ restrictions and believed that Mode C was operating and was not aware of any transponder fault. Pilot had been advised to contact Farnborough LARS to get the transponder checked.
13/06/2012	201206534	737	Stansted	Infringement of the Stansted TMZ2 (Class G) by an GrummanAA1 squawking 1177. No Mode C. Traffic info given.	The investigation has revealed that the pilot was fully aware of the TMZ restrictions and believed that Mode C was operating and was not aware of any transponder fault. Pilot had been advised to contact Farnborough LARS to get the transponder checked.
17/07/2012	201208098	737	SALCO	B737 entered live firing Danger Area EGD008 at FL300.	Brest ACC were alerted but the a/c still infringed. When the a/c contacted LACC it was instructed to make a tight right turn to vacate the Danger Area by the fastest route. Pilot advised that live firing was taking place.

11/06/2012	201206793	A320	D013	A320 entered Danger Area D013.	Investigations have revealed that an off route status was coordinated for the A320 between LAC S6/9/36 and the military. The A320 routed outside D017 and D023 but penetrated D013 which was active to 37000ft. The civil sector team had assumed D013 was cold on the basis of the coordination that had been agreed. Correct information was available on SIS. □ CAA Closure: Appropriate ATC unit action has been taken as a result of this incident.
29/06/2012	201207335	SR20	Wethersfield	Infringement of the Stansted CTA (Class D) by an SR20 at 2100ft squawking 7000. Standard separation maintained.	
26/07/2012	201208774	JABIRU	Manston	Infringement of the Manston CTR (Class D) by a Jabiru. Standard separation maintained. London FIR were working the a/c but had poor communication with it.	
27/07/2012	201209266	R44	Headcorn / Lashenden	Infringement of Restricted Area R112 by an R44.	Appropriate CAA action is being taken as a result of this incident.
25/07/2012	201209304	A320	Luton (LUT)	UK AIRPROX 2012/114 - A320 and a glider at 5000ft left hand downwind R/W08 whilst in the Luton Control Area CTA-8 (Class D).	In certain circumstances CTA-8 is available for use by RAF Halton and Dunstable Downs gliding site up to 4500ft but Luton must be using R/W26. Luton were using R/W08 all morning prior to the AIRPROX report. A section of airspace to the South of CTA-8 is delegated to Dunstable Downs on request during R/W08 operations but only up to 3500ft. Although a primary contact was visible on radar using the Heathrow 10cm, there was no primary contact visible using the MRT picture. Even if the primary contact had been visible on the MRT, the Luton Radar controller would have assumed that any a/c associated with the contact would have been operating below 3500ft, beneath CAS. □ CAA Closure: The Luton Radar controller was unable to provide instructions or advice that would have provided assistance in avoiding the conflict. The glider involved remains unidentified. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
25/07/2012	201209304	OTHER	Luton (LUT)	UK AIRPROX 2012/114 - A320 and a glider at 5000ft left hand downwind R/W08 whilst in the Luton Control Area CTA-8 (Class D).	In certain circumstances CTA-8 is available for use by RAF Halton and Dunstable Downs gliding site up to 4500ft but Luton must be using R/W26. Luton were using R/W08 all morning prior to the AIRPROX report. A section of airspace to the South of CTA-8 is delegated to Dunstable Downs on request during R/W08 operations but only up to 3500ft. Although a primary contact was visible on radar using the Heathrow 10cm, there was no primary contact visible using the MRT picture. Even if the primary contact had been visible on the MRT, the Luton Radar controller would have assumed that any a/c associated with the contact would have been operating below 3500ft, beneath CAS. □ CAA Closure: The Luton Radar controller was unable to provide instructions or advice that would have provided assistance in avoiding the conflict. The glider involved remains unidentified. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

14/08/2012	201209659	ERJ190	ScACC	Distraction caused by Prolonged Loss Of Comms (PLOC) with EMB190 resulted in an infringement of Danger Area D323C by another a/c.	Several attempts were made to establish contact with EMB190 without success. A/c eventually transmitted on PC East frequency and was transferred to Montrose. During the increased workload, another a/c entered the Danger Area. EMB190 subject to PLOC within the PC MON sector. Numerous methods employed to regain communication. EMB190 eventually called another sector and was transferred back to MON. PLOC caused distraction and high workload for MON controller and during the PLOC incident a B737 penetrated D323C. Military informed and B737 vectored clear. Investigation determined that the EMB190 had been transferred to the wrong frequency by Swanwick and then the EMB190 did not check in on the frequency they had been transferred to. □ CAA Closure: Appropriate lesson learning and action at both ATC units and with the EMB190 operator.
14/08/2012	201209659	8K2	ScACC	Distraction caused by Prolonged Loss Of Comms (PLOC) with EMB190 resulted in an infringement of Danger Area D323C by another a/c.	Several attempts were made to establish contact with EMB190 without success. A/c eventually transmitted on PC East frequency and was transferred to Montrose. During the increased workload, another a/c entered the Danger Area. EMB190 subject to PLOC within the PC MON sector. Numerous methods employed to regain communication. EMB190 eventually called another sector and was transferred back to MON. PLOC caused distraction and high workload for MON controller and during the PLOC incident a B737 penetrated D323C. Military informed and B737 vectored clear. Investigation determined that the EMB190 had been transferred to the wrong frequency by Swanwick and then the EMB190 did not check in on the frequency they had been transferred to. □ CAA Closure: Appropriate lesson learning and action at both ATC units and with the EMB190 operator.
02/01/2012	201200006	Military	SUNOT/AGORI	Infringement of the Shanwick CTR (Class A) by a military a/c. Standard separation maintained.	A/c had been cleared to route IBROD by Shannon Radar but took a heading towards ERAKA. Original flight plan had ERAKA as the exit point.
11/01/2012	201200316	CITATIONJET	London-Gatwick - LGW	Infringement of the Gatwick CTA (Class D) by a C525 at 1800ft. Departures stopped. Standard separation maintained.	No traffic delayed as result of the infringement. The pilot subsequently contacted ATC and acknowledged that he had mis-read the base of the Gatwick CTA as 1800ft (actual base 1500ft).
15/01/2012	201200416	UNKNOWN	Stansted	Infringement of the Stansted CTA (Class D) by an unknown a/c squawking 7000 and indicating 2000ft. Separation lost with a B737 on approach. Traffic info given.	Infringer subsequently descended outside the CTA and disappeared.
15/01/2012	201200416	737	Stansted	Infringement of the Stansted CTA (Class D) by an unknown a/c squawking 7000 and indicating 2000ft. Separation lost with a B737 on approach. Traffic info given.	Infringer subsequently descended outside the CTA and disappeared.
16/01/2012	201200449	OTHER	Leeds Bradford (LBA)	Infringements of the Leeds Bradford CTA (Class D) and the IOM CTR (Class D) by a SBACH 342.	On being informed of entering Leeds CAS without a clearance, pilot denied having received the instruction, despite having given two readbacks. It then appears to have transited the IOM CTR without RT contact.
13/01/2012	201201101	PA28	Portsmouth	Infringement of active Danger Area EG D037 by a PA28 squawking 7000 at FL60. Traffic and avoiding action given.	The pilot had been talking to London Information but failed to provide accurate routeing information and therefore did not request a DACS or DAAIS. The routeing given to them would have taken the a/c around the active danger areas. Plymouth ATC recognised that the report was inaccurate and asked London FISO to transfer control to them. PA28 was then given steers to safely transit to the FIR boundary for onward flight to his destination in France. Pilot informed of his errors.
11/02/2012	201201578	SA365	Manston	Infringement of the Manston ATZ (Class G) by an AS365 at 1100ft.	

03/09/2012	201210535	FLIGHT DESIGN	Southampton (SAM)	Infringement of the Solent CTA-6 (Class D) by a CTSW squawking 0430 at 3300ft. Departing EMB195 was delayed approx 2mins and then released on a new heading.	The CTSW was observed to enter the Solent CTA-6 (2500ft-5500ft) at an altitude of 3300ft on a Farnborough squawk 0430. The controller contacted Farnborough who then instructed the CTSW to descend below CAS. Farnborough were providing a BS and not monitoring the a/c. □ CAA Closure: It has not been possible to obtain any feedback from the CTSW pilot regarding the causal factors for this incident and therefore no further investigation is considered appropriate.
03/09/2012	201210535	ERJ190	Southampton (SAM)	Infringement of the Solent CTA-6 (Class D) by a CTSW squawking 0430 at 3300ft. Departing EMB195 was delayed approx 2mins and then released on a new heading.	The CTSW was observed to enter the Solent CTA-6 (2500ft-5500ft) at an altitude of 3300ft on a Farnborough squawk 0430. The controller contacted Farnborough who then instructed the CTSW to descend below CAS. Farnborough were providing a BS and not monitoring the a/c. □ CAA Closure: It has not been possible to obtain any feedback from the CTSW pilot regarding the causal factors for this incident and therefore no further investigation is considered appropriate.
20/03/2012	201202917	TEAMEUROSTAR UK	Aberporth	Infringement of active Danger Area EG D201 (Aberporth) by Eurostar squawking 4537 at 3000ft. Range operations suspended until a/c was clear.	Pilot had been told to remain outside of D201, prior to the range becoming active. □ CAA Closure: Pilot contacted. Remedial advice dispensed.
07/09/2012	201210813	172	Stansted CTA	Infringement of the Stansted CTA (Class D) by a C172. Separation lost with an LJ35 inbound to Stansted. Traffic info and avoiding action given.	The a/c contacted Cambridge whilst still within the CTA and Cambridge alerted Stansted FIN to inform them that they were talking to the a/c and had requested it to descend immediately.
07/09/2012	201210813	A	Stansted CTA	Infringement of the Stansted CTA (Class D) by a C172. Separation lost with an LJ35 inbound to Stansted. Traffic info and avoiding action given.	The a/c contacted Cambridge whilst still within the CTA and Cambridge alerted Stansted FIN to inform them that they were talking to the a/c and had requested it to descend immediately.
07/09/2012	201211124	200	SE of Southend	Infringement of the LTMA by a formation of two PA28's at 4500ft SE of Southend. Appropriate action taken by Southend ATC.	
07/09/2012	201211124	PA28	SE of Southend	Infringement of the LTMA by a formation of two PA28's at 4500ft SE of Southend. Appropriate action taken by Southend ATC.	
07/09/2012	201211125	161	Southend	Infringement of the LTMA by a PA28 at 4000ft. Action taken by Southend ATC to descend a/c out of CAS. Pilot language issues. ATC workload was high and was increased by this event.	
30/06/2012	201207303	GLASAIR	Wethersfield	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.
30/06/2012	201207303	737	Wethersfield	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.
30/06/2012	201207303	ATR72	Wethersfield	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.

02/07/2012	201207426	737	ORIST	Alleged infringement of Danger Area D036 by a B737 and an A319 following radar vectors issued by ATC.	The a/c in question were under the control of the S19 and S22 controller and being vectored to enable descent. A review of the radar recordings showed that the B737 entered the Northwest section of the Danger Area but the A319, although close to the Danger Area, did not enter it. □ CAA Closure: Appropriate ATC unit action has been taken.
02/07/2012	201207426	A319	ORIST	Alleged infringement of Danger Area D036 by a B737 and an A319 following radar vectors issued by ATC.	The a/c in question were under the control of the S19 and S22 controller and being vectored to enable descent. A review of the radar recordings showed that the B737 entered the Northwest section of the Danger Area but the A319, although close to the Danger Area, did not enter it. □ CAA Closure: Appropriate ATC unit action has been taken.
11/07/2012	201207830	EMB145	GOMUP	Infringement of Danger Area EGD701A (Hebrides) by an EMB145 squawking 4226 at FL290.	The a/c had called the PC CEN controller when 4mins from GOMUP to say that his HF was not working and therefore they could not enter the Ocean. ATC then erroneously turned the a/c North (to avoid the OCA) to take him through RATSU instead for his destination, overlooking the active status which had been given in the handover. The Tactical's attention was also distracted with other traffic. On being given clearance the EMB145 transited northbound through the Danger Area climbing to FL340. Apologies passed to Range control and there were no reported immediate safety concerns. □ CAA Closure: Appropriate ATC unit action has been taken.
09/07/2012	201207920	UNKNOWN	Portland	Infringement of active Danger Area EG D023 by an airliner at FL310.	A/c had been transferred to Brest VS Sector climbing to FL330. Brest had been notified of DA activity. There was insufficient time to instruct the ship to cease firing. Investigation established that Brest issued an appropriate routing but missed an incorrect readback, resulting in the infringement. Then, due to the busy nature of the sector, the controller did not react when the infringement occurred. □ CAA Closure: Details of this incident will be covered instaff briefings at Brest ACC, with the necessity to avoid Danger Areas emphasised to controllers.
18/07/2012	201208193	35	R005	Infringement of Restricted Area R005 by a BE35 squawking 7000. The a/c was given clearance to transit D026 (Lulworth) and diverted to Exeter due to weather.	A/c also infringed the Haverfordwest ATZ (Class G) during this flight and Danger Area D012. Appropriate CAA action being taken as a result of this incident.
10/08/2012	201209557	DR400	CDLH	Infringement of the Channel Islands CTR (Class A) by a DR400. Standard separation maintained.	
14/08/2012	201209634	SR20	ORIST	Infringement of Airway Q41 (Class A) by an SR20. It appears that the pilots chart did not have this Airway marked. Standard separation maintained.	
16/08/2012	201209688	TB20	ORTAC	Infringement of the Jersey CTA (Class D) and Airway Q41 by an unknown a/c squawking 7000 at FL65. A/c later identified as a TB20. Standard separation maintained.	Jersey ATC, observing the 7000 squawk change to 1177 squawk, telephoned London Information asking them to turn the a/c to avoid CAS. London Information transferred the TB20 back to Jersey due to FIS not being able to issue an executive instruction. TB20 called Jersey ATC as they entered Airway Q41. TB20 was given a squawk, instructed to descend to FL35 and informed of the infringement. Pilot apologised. Jersey ATC commented that Airways in France can be used by VFR traffic and controller believed pilot may have thought the same applied in UK airspace.
27/09/2012	201211883	A319	D138 (Shoeburyness)	Infringement of the Danger Area D138 (Shoeburyness) by an A319 due to ATC heading. Standard separation maintained.	TC controller transferred A319 to LAM on a heading which controller believed would keep the A319 within Danger Area D138A, however, having given the descent, the A319 infringed the Northern corner of D138. Controller stated they did not spot the infringement until it was too late.

27/09/2012	201211987	S61	Aberporth EG D201	Infringement of the Aberporth EG D201 Danger Area by a helicopter squawking 7000 at 200ft. A/c later identified as an S61.	ATC called Dublin, who in turn contacted Shannon but no details relating to the infringer were found. Further attempts were made to trace the a/c including making blind calls, contacting D&D cell and London Information. The return was subsequently noted to be in communication with a marine channel, and identity of a/c was established as an S61 believed to be involved in a practice search and rescue exercise. S61 identity was also confirmed with Dublin. Blind call requesting S61 crew contact them, however no call was received. Pilot error acknowledged and an apology offered.
20/10/2012	201212825	SR22	Doncaster	Infringement of the Doncaster CTA (Class D) by a Cirrus SR22 at 3600ft. Traffic info given. Standard separation maintained.	
29/01/2013	201300881	UNKNOWN	OTBUN	Infringement of Airway L602 (Class A) by a military a/c at FL160. Avoiding action was passed to traffic inbound to Newcastle. Separation minima was maintained.	
29/01/2013	201300881	Military	OTBUN	Infringement of Airway L602 (Class A) by a military a/c at FL160. Avoiding action was passed to traffic inbound to Newcastle. Separation minima was maintained.	
15/02/2013	201301582	R44	EGKK (LGW): London/Gatwick	Infringement of the Gatwick CTR (Class D) by an R44 at 1800ft. Two inbound a/c vectored clear of the infringer. Standard separation maintained.	
17/02/2013	201301681	RV8	EGSS (STN): London/Stansted	Infringement of the LTMA (Class A) by a Vans RV8 at 4900ft squawking 7000. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
20/02/2013	201301747	AS350	EGGW (LTN): London/Luton	Infringement of the Luton CTR (Class D) by an AS350 at 1000ft. Controller imposed a check all and made several blind transmissions. Pilot called and a/c positively identified. Standard separation maintained.	The pilot is to be de-briefed before his return flight.
09/03/2013	201302831	A109	VEXEN	Infringement of Airway Q41 (Class A) by an Agusta 109. A/c checked in advising present position VEXEN requesting a BS and with a reported altitude of 3500ft on QNH 1002. Base of CAS FL35.	Controller advised pilot to ROCAS with reference to Q41 and its base level. A/c descended to 1500ft. Controller states that the pilot was heavily accented making it difficult to establish the current position and destination of the a/c, which were confirmed by acquisition of the flight plan. □ CAA Closure: The company responsible for this flight have ceased trading. No further action possible.

19/03/2013	201302877	720	Danger Area D036	Infringement of active Danger Area D036 by a PA42 at FL280.	A/c flight plan REVТУ - ORIST - SAM. A/c failed to turn at REVТУ for ORIST and appeared to be heading direct towards KATHY. Contact was eventually established with the a/c. Pilot was instructed to turn left onto heading 260deg and advised of the active Danger Area. The a/c entered the Danger Area by approx 1nm during the turn and then vacated. Pilot was unable to offer an explanation as to why he failed to turn at REVТУ. Investigation confirmed that, due to Danger Area activity, the a/c was required to route REVТУ - ORIST. However, subsequent interview with the pilot established that route complacency resulted in him focussing on his arrival (listening to ATSI) following his clearance to REVТУ, rather than checking the filed route. □ CAA Closure: As well as reminding the pilot of his responsibilities, the operator has issued a notice to all crews reminding pilots of the possible consequences of route familiarity and especially those associated with a home base arrival. The operator has reviewed SOPs in relation to the prioritisation of navigation awareness and monitoring of nav equipment, specifically at FIR boundaries. Additionally, the operator continues to work
11/04/2013	201303755	UNKNOWN	EGJJ (JER): Jersey, Channel Is.	Infringement of the Channel Islands CTR (Class A) by an unknown helicopter at 1500ft. The contact did not show on the primary or secondary airfield radars. Another a/c in the area was vectored onto right base to avoid conflict. Traffic info was passed and separation minima was maintained.	The controller reports the traffic situation as complex due to diversions and weather avoidance. Jersey radar controllers attempted to contact the infringer but to no avail. Approx 30mins later the helicopter returned to infringe the area in the approx same position at 100ft. A/c was subsequently identified as a helicopter receiving an information service from Brest. Operator has been contacted and informed of the correct procedure for entering the zone. Commander of the a/c apologised for the incident.
11/04/2013	201303755	UNKNOWN	EGJJ (JER): Jersey, Channel Is.	Infringement of the Channel Islands CTR (Class A) by an unknown helicopter at 1500ft. The contact did not show on the primary or secondary airfield radars. Another a/c in the area was vectored onto right base to avoid conflict. Traffic info was passed and separation minima was maintained.	The controller reports the traffic situation as complex due to diversions and weather avoidance. Jersey radar controllers attempted to contact the infringer but to no avail. Approx 30mins later the helicopter returned to infringe the area in the approx same position at 100ft. A/c was subsequently identified as a helicopter receiving an information service from Brest. Operator has been contacted and informed of the correct procedure for entering the zone. Commander of the a/c apologised for the incident.
10/04/2013	201303759	UNKNOWN	EGLL (LHR): London/Heathrow	Infringement of the London TMA (Class A) by an unknown a/c with no Mode S squawking 7000 resulting in loss of separation with Heathrow inbound A321 and A319. CAIT activated. No avoiding action given.	
10/04/2013	201303759	A321	EGLL (LHR): London/Heathrow	Infringement of the London TMA (Class A) by an unknown a/c with no Mode S squawking 7000 resulting in loss of separation with Heathrow inbound A321 and A319. CAIT activated. No avoiding action given.	
10/04/2013	201303759	A319	EGLL (LHR): London/Heathrow	Infringement of the London TMA (Class A) by an unknown a/c with no Mode S squawking 7000 resulting in loss of separation with Heathrow inbound A321 and A319. CAIT activated. No avoiding action given.	

19/04/2013	201304129	MS733	EGSS (STN): London/Stansted	Infringement of the Stansted CTR (Class D) and the Southend ATZ (Class G) by an MS733 at 1500ft. Traffic info given. Standard separation maintained.	A/c infringed the Stansted zone resulting in an impending departure being stopped, a check all imposed and an inbound A320 being broken off the approach. Comms were established albeit with difficulty and protracted due to a suspected poor radio. Further attempts to establish comms with the a/c were unsuccessful. A/c continued a track towards Southend and TC contacted Southend Approach. A/c subsequently infringed the Southend ATZ. An inbound A319 was given traffic info. A319 pilot confirmed visual with the infringer and elected to continue the approach. Tower visual with both a/c. Appropriate CAA action is being taken as a result of this incident.
02/05/2013	201304781	436	GOMUP	Infringement of Danger Area by a B747. Controller had lost two way comms with the a/c, once re-established the a/c was given a turn to exit the area. A/c had previously reported a PAN. Separation minima was maintained.	
25/05/2013	201305928	EV97	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	Infringement of the East Midlands CTA (Class D) by an unknown aircraft with a London FIS squawk at 4200ft. Aircraft identified as an EV97. No other aircraft affected.	London FIS were contacted and requested transfer of the unknown aircraft to East Midlands ATC. Aircraft was subsequently identified by the allocation of East Midlands squawk 4550. EV97 pilot was reminded of their responsibility to obtain clearance. Pilot apologised.
25/05/2013	201305957	PA32	DET	Infringement of the London TMA (Class A) by a PA32 with Mode C indicating 3900ft. Standard separation maintained.	A/c remained within CAS for several mins. Squawk later changed to 5026 and a/c quickly descended out of CAS. Pilot subsequently reported that the flight had been particularly bumpy due to strong Northerly winds and that he had been distracted keeping the a/c straight and level.
05/06/2013	201306483	300	EGGW (LTN): London/Luton	Infringement of the Luton CTA (Class D) by a BE300 with a Farnborough LARS squawk and Mode C indicating 2600ft, resulting in loss of separation with a Luton inbound A320. CAIT activated. Traffic info and avoiding action given.	TC controller stated the BE300 appeared to continue to climb to 3000ft before exiting the lateral limits of the CTA. □ CAA Closure: Belgian CAA written to but no response forthcoming. Closed due to elapsed time.
05/06/2013	201306483	A320	EGGW (LTN): London/Luton	Infringement of the Luton CTA (Class D) by a BE300 with a Farnborough LARS squawk and Mode C indicating 2600ft, resulting in loss of separation with a Luton inbound A320. CAIT activated. Traffic info and avoiding action given.	TC controller stated the BE300 appeared to continue to climb to 3000ft before exiting the lateral limits of the CTA. □ CAA Closure: Belgian CAA written to but no response forthcoming. Closed due to elapsed time.
27/06/2013	201307627	A	SANDY	C185 infringed the LTMA (Class A) 3nm N of SANDY at FL60. Aircraft had been advised of the airspace and instructed to remain clear.	The aircraft was subsequently informed that it had entered CAS and instructed to descend immediately. Standard separation maintained.
01/07/2013	201307789	SR22	EGLD : Denham	Infringement of the Heathrow CTR (Class A) by an SR22. The SR22 appears to have mistaken Northolt for Denham and reached one mile final for R/W25 at Northolt before turning clear.	Northolt and Heathrow traffic affected. The pilot concerned has been contacted prior to his return flight and will receive a full briefing regarding departure procedures.
03/07/2013	201307890	200	NAKID	Infringement of active Danger Area EG D008 (Plymouth) by a B777 at FL360 due to a direct routing instruction issued to the B777 by Brest ACC.	Investigation established that the Brest controller issued the direct routing too early, without informing LACC. □ CAA Closure: Brest ACC investigated and apologised for the incident.
07/07/2013	201308086	182	NELSA	Infringement of the Manchester TMA (Class A) by a C182 squawking 1177 at FL70 with a FIS label. CAIT activated. Standard separation maintained. Pilot informed.	C182 in receipt of a Basic Service had been asked by the FISO for a position and altitude report. Pilot had responded by saying POL at 7000ft. At this time the other FISO was already speaking with Manchester who said they believed him to be infringing Leeds Airspace. Aircraft was immediately transferred to Leeds frequency.

11/07/2013	201308345	BO209	D201	A Bo209 infringed a live Danger Area (D201). No aircraft were airborne at the time.	The Aberporth controller established two-way comms with the pilot and enabled him to route clear of the danger area. The pilot was very apologetic and thanked the controller for his assistance.
11/07/2013	201308360	200	Danger Area D201	Infringement of active Danger Area D201 (Aberporth) by A330 at FL360 routing along UL18. D201 active up to FL660. Traffic info and avoiding action given.	A330 had called on frequency and requested direct to PIKL, but declined by S35 Tactical. Due to traffic situation, the aircraft was routed via UL18. SIS info had indicated that South and North were not active. Aircraft was turned to avoid by LACC at the request of Range controller and subsequently appeared to re-join the Airway system and continue West towards Strumble. Target UAV run broken off and turned North as this was considered best option rather than terminate it.
13/07/2013	201308481	EUROPA	EGLL (LHR): London/Heathrow	Infringement of the Stansted CTR (Class D) and the Heathrow CTR (Class A) by an aircraft squawking 7000. CAIT activated. Traffic info given. Standard separation maintained.	Disruption to traffic resulted. Appropriate CAA action is to be taken as a result of this incident.
13/07/2013	201308481	UNKNOWN	EGLL (LHR): London/Heathrow	Infringement of the Stansted CTR (Class D) and the Heathrow CTR (Class A) by an aircraft squawking 7000. CAIT activated. Traffic info given. Standard separation maintained.	Disruption to traffic resulted. Appropriate CAA action is to be taken as a result of this incident.
13/07/2013	201308504	A36	EGJJ (JER): Jersey, Channel Is.	Infringement of the Channel Islands CTA (Class A) by a BE36 at FL105. Traffic info was passed and separation minima was maintained.	An inbound aircraft was instructed to stop descent at FL120 in order to remain clear of the infringing aircraft. The pilot had been requested by his previous ATC agency to contact Jersey for zone entry.
12/07/2013	201308505	DR400	Wethersfield	Infringement of the Wethersfield Gliding Site (Class G) by a DR400 at 800ft squawking 7000.	The DR400 flew directly over the glider launching winch as one of the course trainees was completing their first solo landing. Reporter stated that a NOTAM was issued indicating that midweek gliding operations at Wethersfield could occur from sunrise to sunset and pilots were advised to avoid the area.
12/07/2013	201308505	Military	Wethersfield	Infringement of the Wethersfield Gliding Site (Class G) by a DR400 at 800ft squawking 7000.	The DR400 flew directly over the glider launching winch as one of the course trainees was completing their first solo landing. Reporter stated that a NOTAM was issued indicating that midweek gliding operations at Wethersfield could occur from sunrise to sunset and pilots were advised to avoid the area.
12/07/2013	201308617	JU52	Wethersfield	Infringement of the Wethersfield Gliding Site (Class G) by a Ju52 at 700ft.	Ju52 flew East to West, directly over the glider launching winch, which resulted in one glider having their launch delayed.
09/07/2013	201308627	AN2	EGJJ (JER): Jersey, Channel Is.	Two An2 aircraft infringed the Channel Islands CTR (Class A) at 3000ft and 4000ft respectively. There were no other aircraft in the area at the time of the incident.	Both aircraft had been notified to remain clear of CAS, but both aircraft continued their route and infringed the CTR. Shortly afterwards, one aircraft suffered radio failure for a short while, before regaining two-way communications.
09/07/2013	201308627	AN2	EGJJ (JER): Jersey, Channel Is.	Two An2 aircraft infringed the Channel Islands CTR (Class A) at 3000ft and 4000ft respectively. There were no other aircraft in the area at the time of the incident.	Both aircraft had been notified to remain clear of CAS, but both aircraft continued their route and infringed the CTR. Shortly afterwards, one aircraft suffered radio failure for a short while, before regaining two-way communications.
15/07/2013	201308701	PA28	EG D036	Infringement of active Danger Area EG D036 (Portsmouth) by an unknown aircraft squawking 3661. Aircraft identified as a PA28.	Military ATC established that the PA28 had been under Solent Radar, but was now being worked by Bournemouth ATC, who confirmed they were talking to the aircraft. PA28's squawk subsequently changed to 7000 and PA28 contacted Military ATC requesting a Basic Service. When questioned, PA28 confirmed they had not received clearance to enter EG D036. Reporter stated that no hazardous activities were taking place in EG D036 at the time of the infringement.

17/07/2013	201308714	112	EGLC (LCY): London city	Infringement of the London City CTA (Class D) by a Rockwell 112 at 1800ft. Standard separation maintained.	
18/07/2013	201308762	B	EGAA (BFS): Belfast/Aldergrove	An EC120B infringed the Belfast CTR (Class D). There were no other aircraft reported to be in the area at the time of the incident.	The aircraft had been instructed to stay clear of the CAS a few minutes before the infringement occurred.
16/07/2013	201308788	RUTAN	LAT/LON 6100N/01300W	Infringement of Oceanic airspace (Class A) by a Rutan Cozy at FL50. Aircraft had been cleared eastbound at FL80 via RATSU.	Flight was not HF equipped so any contact was via relay on GUARD. Reykjavik did not have the flight on radar at the time but called later to advise that aircraft was tracking direct to Stornoway at FL60 at approx 140kts. Aircraft was subsequently contacted by a flight via RATSU who passed domestic frequency for Scottish Control. Flight coordinated by the en-route controller and contact was established with Scottish control at 10W. The pilots report states that the weather deteriorated and the pilot decided to divert around some CBs ahead to stay in VFR conditions. The crew could not contact ATC at this time due to their position. They did try to relay through an airliner.
04/08/2013	201309768	CP320	EGSS (STN): London/Stansted	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	
04/08/2013	201309768	800	EGSS (STN): London/Stansted	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	
04/08/2013	201309768	A319	EGSS (STN): London/Stansted	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	
06/08/2013	201309808	A36	EGSS (STN): London/Stansted	Infringement of the Stansted CTA (Class D) by an aircraft identified via Mode S as a BE36 indicating 2200ft, resulting in loss of separation with a Stansted inbound B737.	The a/c also infringed on the return flight at 1640UTC. BE36 pilot admitted to and apologised for the infringements, stating that he does most of his flying IFR and conceding that he needs to refresh his understanding of VFR processes, particularly within the UK. The second infringement, during the return flight, was attributed to an incorrectly set autopilot which resulted in the aircraft heading South instead of East. This was corrected as soon as the error was realised. □ CAA Closure: Lesson learned. Pilot will prepare more meticulously for future flights.
06/08/2013	201309808	800	EGSS (STN): London/Stansted	Infringement of the Stansted CTA (Class D) by an aircraft identified via Mode S as a BE36 indicating 2200ft, resulting in loss of separation with a Stansted inbound B737.	The a/c also infringed on the return flight at 1640UTC. BE36 pilot admitted to and apologised for the infringements, stating that he does most of his flying IFR and conceding that he needs to refresh his understanding of VFR processes, particularly within the UK. The second infringement, during the return flight, was attributed to an incorrectly set autopilot which resulted in the aircraft heading South instead of East. This was corrected as soon as the error was realised. □ CAA Closure: Lesson learned. Pilot will prepare more meticulously for future flights.
14/07/2013	201309986	Military	Brize Norton	UK AIRPROX 2013/102 - Military aircraft and BE76, 6.7nm Southeast of Brize Norton. BE76 infringed Brize Norton CTR (Class D). BE76 pilot had become distracted by a door latch problem. Military aircraft received/complied with TCAS RA. Traffic info given.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the BE76 pilot entering the Brize Norton CTR without clearance and flying into conflict with the military aircraft. Contributory Factor(s): □ 1. Insufficient planning by the BE76 pilot. 2. Brize Norton ATC did not comply with Class D separation minima against unknown traffic.

14/07/2013	201309986	76	Brize Norton	UK AIRPROX 2013/102 - Military aircraft and BE76, 6.7nm Southeast of Brize Norton. BE76 infringed Brize Norton CTR (Class D). BE76 pilot had become distracted by a door latch problem. Military aircraft received/complied with TCAS RA. Traffic info given.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the BE76 pilot entering the Brize Norton CTR without clearance and flying into conflict with the military aircraft. Contributory Factor(s): <input type="checkbox"/> 1. Insufficient planning by the BE76 pilot. 2. Brize Norton ATC did not comply with Class D separation minima against unknown traffic.
08/08/2013	201309992	A36	EGJJ (JER): Jersey, Channel Is.	A BE36 infringed the Channel Islands CTR (Class A). No other traffic were reported to be in the area at the time of the incident.	The controller made a few blind calls to no avail. Shortly after the aircraft called where the controller informed him he had entered CAS without clearance. Subsequently the aircraft was passed to Guernsey.
28/08/2013	201310897	VARIEZE	EGHI (SOU): Southampton	Infringement of the Solent CTA (Class D) by a Rutan Varieze at 4300ft. Southampton departure suspended. Blind calls made with no response. Standard separation maintained.	
31/08/2013	201311041	OTHER	EGSX : North Weald	A Verhees Delta infringed the Stansted CTA (Class D) at 1900ft. Traffic info was passed to two inbound aircraft and separation minima was maintained.	Believed that the a/c was in formation with a Europa. Possible incorrect QNH setting.
31/08/2013	201311041	EUROPA	EGSX : North Weald	A Verhees Delta infringed the Stansted CTA (Class D) at 1900ft. Traffic info was passed to two inbound aircraft and separation minima was maintained.	Believed that the a/c was in formation with a Europa. Possible incorrect QNH setting.
05/09/2013	201311285	Military	EGKK (LGW): London/Gatwick	Infringement of the LTMA (Class A) by an unknown fast moving contact, resulting in loss of separation with Gatwick traffic. Traffic info and avoiding action given.	A B737 was broken off approach to R/W26L and climbed to 5000ft before orbiting left and commencing a second approach. An A319 had their descent stopped at 6000ft. A second A319 was also given an orbit. Investigation established that the military crew had a lack of understanding of the airspace in which they were flying and the nature of the air traffic service they were receiving. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Foreign military to ensure that their crews operating outside of their own airspace, receive adequate training.
05/09/2013	201311285	436	EGKK (LGW): London/Gatwick	Infringement of the LTMA (Class A) by an unknown fast moving contact, resulting in loss of separation with Gatwick traffic. Traffic info and avoiding action given.	A B737 was broken off approach to R/W26L and climbed to 5000ft before orbiting left and commencing a second approach. An A319 had their descent stopped at 6000ft. A second A319 was also given an orbit. Investigation established that the military crew had a lack of understanding of the airspace in which they were flying and the nature of the air traffic service they were receiving. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Foreign military to ensure that their crews operating outside of their own airspace, receive adequate training.
05/09/2013	201311285	A319	EGKK (LGW): London/Gatwick	Infringement of the LTMA (Class A) by an unknown fast moving contact, resulting in loss of separation with Gatwick traffic. Traffic info and avoiding action given.	A B737 was broken off approach to R/W26L and climbed to 5000ft before orbiting left and commencing a second approach. An A319 had their descent stopped at 6000ft. A second A319 was also given an orbit. Investigation established that the military crew had a lack of understanding of the airspace in which they were flying and the nature of the air traffic service they were receiving. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Foreign military to ensure that their crews operating outside of their own airspace, receive adequate training.

05/09/2013	201311285	A319	EGKK (LGW): London/Gatwick	Infringement of the LTMA (Class A) by an unknown fast moving contact, resulting in loss of separation with Gatwick traffic. Traffic info and avoiding action given.	A B737 was broken off approach to R/W26L and climbed to 5000ft before orbiting left and commencing a second approach. An A319 had their descent stopped at 6000ft. A second A319 was also given an orbit. Investigation established that the military crew had a lack of understanding of the airspace in which they were flying and the nature of the air traffic service they were receiving. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Foreign military to ensure that their crews operating outside of their own airspace, receive adequate training.
03/09/2013	201311345	A	EGTO (RCS): Rochester	An RV9A infringed the LTMA (Class A) at 4300ft. No other traffic was reported to have been affected by this incident.	
10/09/2013	201311521	DR100	EGKK (LGW): London/Gatwick	Infringement of the Gatwick CTA (Class D) by a Jodel DR100 squawking 7047 at 1900ft. Traffic info and avoiding action given, inbound EMB190 broken off approach but re-positioned when the infringer changed its track. Separation lost.	Jodel DR100 pilot believed that he had remained clear of CAS and was very apologetic. <input type="checkbox"/> CAA Closure: German LBA advised.
10/09/2013	201311521	ERJ190	EGKK (LGW): London/Gatwick	Infringement of the Gatwick CTA (Class D) by a Jodel DR100 squawking 7047 at 1900ft. Traffic info and avoiding action given, inbound EMB190 broken off approach but re-positioned when the infringer changed its track. Separation lost.	Jodel DR100 pilot believed that he had remained clear of CAS and was very apologetic. <input type="checkbox"/> CAA Closure: German LBA advised.
28/09/2013	201312399	FLIGHT DESIGN	EGSS (STN): London/Stansted	A CTSW infringed the Stansted TMZ 2 (Class G).	Whilst the aircraft was flying through the TMZ it was a primary contact only.
05/10/2013	201312700	S	THRED	Alleged infringement of Airway Q41 (Class A) at 4500ft by an A109S. Separation minima was maintained.	The aircraft descended to 2500ft shortly afterwards.
05/09/2013	201313328	DH100	TIPAN	Infringement of the London FIR (Class C) by a formation of two Vampire Jets at FL240. Separation minima was maintained.	Although the exact cause of this incident is unclear there appears to have been some ATC confusion involved and also some VFR/IFR flight plan issues.
05/09/2013	201313328	DH100	TIPAN	Infringement of the London FIR (Class C) by a formation of two Vampire Jets at FL240. Separation minima was maintained.	Although the exact cause of this incident is unclear there appears to have been some ATC confusion involved and also some VFR/IFR flight plan issues.
01/11/2013	201314064	PA28	GARMI	Infringement of Danger Area D036 by a PA28 at 4000ft squawking 7000. Pilot contacted London FIR whilst inside the DA. A coordinated clearance was issued for the aircraft to cross the DA.	D036 NOTAMed active, however, no live firings were taking place at the time of the infringement. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Appropriate CAA action had been taken with regard to the pilot concerned.
07/11/2013	201314339	55	EGNO : Warton	Infringement of the Warton ATZ (Class G) by a LJ55 squawking 7452 at 300ft. Pilot had mis-identified Warton for Blackpool and subsequently went around. Blackpool had made several calls to verify he was visual with Blackpool and Warton.	LJ55 crew encountered difficulty understanding the controller's regional dialect when advised of their proximity to Warton and subsequently initiated an approach to Warton by mistake. The error was realised in good time and a correct approach to Blackpool flown without further incident. <input type="checkbox"/> CAA Closure: After landing, the crew spoke to ATC, apologised for the incident and discussed how to prevent recurrence.

11/11/2013	201314499	737	Danger Area D323C	Infringement of active Danger Area D323C (Southern MDA) by a B737. Danger Areas cancellation time had been omitted from ATCs plain language strip. Aircraft was turned to exit Danger Area as soon as possible.	Investigations revealed that the infringement duration was 2 minutes, 1.2nm inside. Nearest activity approx 30nm distant. Subsequently determined that controller had assumed activity was cancelled at the time the information was received. However the actual cancellation time had been omitted from the cancellation message when it was sent. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Appropriate ATC unit action has been taken.
15/11/2013	201314843	PA28	Portsmouth	Infringement of active Danger Area EG D036 (Portsmouth) by a PA28 at 4000ft, squawking 7000.	PA28 entered EG D036 and contacted military ATC requesting a service. The pilot was informed they had entered an active Danger Area without a clearance and was advised that in future they should obtain a crossing clearance prior to entering.