

**HAL INVERNESS ACP - MORs in the vicinity of Inverness (Mar 06 – Oct 12)**

Date	Inverness A/C Affected	Nature of Event	Action	Comment
03/03/06	LET L410 BAE JETSTREAM3 100	Loss of procedural separation between the J32 and a Let 410, South of Inverness at FL75.	Appropriate action to regain separation.	Lossiemouth advised Inverness ATC to check with them prior to descending the Let 410, due to the climbing Jetstream. In error, Inverness descended the Let 410 leading to a loss of procedural but not radar separation.
06/03/06	Approach BAE146	AIRPROX. Military pilots 16nm South of INS VOR at FL65 disregarded ACN guidance regarding Advisory Routes and flew into conflict with the BAE146 in normal descent at 20 DME INS FL65 receiving a RAS.	Avoiding action. BAE146 complied with TCAS RA.	UK AIRPROX 27/2006
29/04/06	Approach SAAB 340	Incorrect range passed to ATC during descent. A/C called INV 25DME but it was actually 25nm to DAVOT.	At 4DME the pilot realised the distance was to DAVOT, not INV. Crew called the Tower again passing 10 DME and explained error.	Crew were of the opinion that the mistake would have been noticed earlier had there been a radar service available.
04/05/06	Approach BAE146	AIRPROX. Loss of separation between BAE146 in the visual circuit and a C406, 4nm NE of Inverness at 2000ft.	Appropriate action taken.	UK AIRPROX 53/2006. BAE146 pilot was instructed to report before turning base leg, but turned before informing ATC. Operator has issued a Flight Operations Bulletin.
25/05/06	Approach SAAB 340	AIRPROX. SF340 outbound from the VOR for ILS R/W23 had TCAS warning triggered due to unidentified single engine A/C 9.5nm Northeast of Inverness.	Resolved by the actions of the SF340 crew. SF340 received and responded to TCAS RA taking avoiding action.	UK AIRPROX 63/2006
11/06/06	Approach AIRBUS A319	AIRPROX. Potential conflict of unknown Cessna type A/C, 3.5nm	A319 crew identified the light A/C, crossing the final approach	UK AIRPROX 70/2006

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		East of Inverness at 1000ft with A319 descending on the ILS to R/W23.	track, 1nm ahead and below. No avoiding action was required.	
14/08/06	Approach BAE146	BAE146 received TCAS TAs against numerous unidentified military A/C in the Inverness approach area.	Appropriate action taken.	
25/10/06	BOEING 737 PIPER PA46	Loss of procedural separation between PA46T and B737 at FL70. The B737 was transferred to Inverness at the same level as the holding PA46T.	Traffic information given.	
02/01/07		Helicopter departure from heliport Northeast (Nairn) of Inverness with no ATC contact.	Operator alerted.	ATC made three calls to helicopter to establish contact. No R/T calls were heard from helicopter.
18/01/07	Approach AIRBUS A319	Conflict between an A319 on visual approach to R/W23 positioned LH downwind and a C152 6nm East of Inverness at 2500ft.	Both A/C took appropriate action.	
16/02/07	Approach ATR72 GARDAN GY80	AIRPROX. Loss of separation between aircraft ATR72 and GY80, 7.5 nm South of Inverness at 6000ft. ATR72 received a TCAS RA.	Avoiding action.	UK AIRPROX 12/2007. Conflict in Class F/G Airspace with both A/C having been issued with traffic information.
18/04/07	Departure SAAB 340	During the SAAB 340 take-off roll, traffic was observed on TCAS at 1800ft above the runway. No visual obtained and ATC were not aware of any A/C in the area. Climbing through 1800ft, TCAS displayed traffic less than one mile behind the A/C.	No TA or RA triggered and nothing seen by ATC.	Reporter suspects ghost signal or military activity.

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10/06/07	Departure BAE JETSTREAM3 100  JETSTREAM4 100	Believed deficiency in coordination procedures between individual ScACC sectors working traffic to and from Inverness.	Action has been taken to alert unit LCEs to this incident to prevent recurrence.	The ScACC MATS Part 2 details procedures to follow and coordination is required between Moray, Tay and Hebrides Sectors as appropriate to the circumstances.
16/06/07	PIPER PA28  SHORT SD360	AIRPROX. Loss of separation between aircraft PA28R and SD360 at 2700ft, 9nm from Inverness. SD360 received a TCAS RA.	A/C took appropriate action required.	UK AIRPROX 76/2007. Both pilots had received comprehensive traffic information.
20/06/07	Approach BAE JETSTREAM4 100  DE HAVILLAND DHC8	Loss of procedural separation between a JS41 and a DHC8 in Class F airspace due ATC error. A/C given descent to FL80, already occupied by another A/C.	The A/C was instructed to climb back to FL90	Controller intention was to clear A/C to FL90 not FL80 and did not realise the error, annotating the flight progress strip with FL90. Appropriate ATC personnel action taken.
20/09/07	Approach AIRBUS A319	AIRPROX. Between an A319 at 2100ft turned onto LOC R/W23 and a military fighter 7nm Northeast of Inverness Airport at 2100ft.	A319 was given avoiding action. Following, the A319 was unable to re-establish due to further possible conflict. Completed visually. Base leg was very tight and P1 flew A/C manually.	UK AIRPROX 145/2007. Military A/C was taking part in an exercise. Airspace Coordination Notice relating to the exercise requires A/C operating below FL45 within 10nm of Inverness to contact ATC to pass and receive relevant information.
22/04/08	LET L410	AIRPROX. Involving a LET410 and a military A/C 11nm NE of Inverness in Class G airspace.	Resolved by the actions of both crews.	UK AIRPROX 53/2008. Possible flight crew incapacitation/illness/medical issue.
16/05/08	AIRBUS A319	AIRPROX. Loss of separation between an A319 and PA28 at Inverness at 1200ft.	Appropriate action taken.	UK AIRPROX 60/2008. Traffic information was passed to both A/C.

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24/09/08	SAAB 340 CESSNA 525	SF340 inbound to R/W23 gave an incorrect position report, resulting in a potential conflict with a C525 departing R/W23.	SF340 initiated a turn and the departing C525 was observed passing behind. Once clear of conflict, SF340 returned to INS.	Both A/C operating in the FIR were given traffic information on each other. The SF340 pilot realised the error but was unable to inform ATC due to delay.
02/03/09	DE HAVILLAND DHC8	A/C handed over from Scottish 126.30 to 124.85. Frequency read back with no correction from ATC, leading to a Prolonged Loss of Communications (PLOC).	Pilot familiar with the route and contacted ATC on 127.275.	ATC requested a radio check on contact. Delay in A/C recognising error and subsequent call up due to other priorities, lengthening loss of communication.
15/04/09	BEECH 200	AIRPROX. BE200 receiving a DS passed traffic information on an unknown climbing A/C with projected track passing behind, 22nm SE of Inverness at FL65. STCA activated.	Avoiding action climb given to BE200. Unknown A/C appeared to follow BE200 then squawked and turned away.	UK AIRPROX 2009/027. Unknown A/C thought to be Military Jet traffic.
03/03/10	Departure AIRBUS A319	Misleading coordination between ScACC, Inverness and military ATC involving an A319 departing Inverness receiving a PS and a military A/C SW of Inverness at FL100.	Military A/C was turned right appropriately to go clear of the A319. Coordination was effected to resolve the conflict. There was no loss of separation.	As Inverness Radar was closed, ScACC advised of overlying military A/C at FL230 and gave the A319 outbound from Inverness clearance up to FL190. Before the A319 was airborne, military A/C was observed SW of Inverness at FL100 and ScACC informed Inverness to stop A319 at FL80. Inverness saw no need to stop off the A319 as believed Lossiemouth had coordinated military A/C to keep clear. A319 departed. On further contact, Lossiemouth reported they were unaware of the A319.
01/11/10	Approach SAAB 340	AIRPROX. Loss of separation of SF340 and military jet 2nm Northeast of Inverness VOR at 3100ft. SF340 on VOR/DME procedure to ILS R/W23 reported overhead INS. ATC observed and reported military jet exit the Tain	Military A/C passed down LH side of SF340. SF340 continued its approach.	UK AIRPROX 2010/166. SF340 did not obtain A/C visually due to being IMC



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		Range on a South-westerly heading. SF340 received a TCAS TA.		
26/04/11	Approach SAAB 340	Potential conflict between SF340 receiving a PS cleared for an ARC procedure for R/W05 descending from FL65 to 4900ft and VFR traffic climbing to 5500ft.	SF340 discontinued procedure 14nm from destination, stopping descent at 5500ft and turned left to avoid potential conflict.	SF340 believed the instructions given by ATC were inappropriate / unsafe.
17/09/11	Approach SAAB 340	SF340 in descent at 5000ft being vectored for R/W05 was advised of traffic in twelve o'clock position at 3nm by ATC. Pilot observed traffic on TCAS at 2 o'clock. It was not possible to establish whether these were two separate contacts.	Avoiding action. The A/C then continued to intercept the localiser.	The pilot believed that unclear avoiding action was given when the SF340 was turned right onto a heading of 180deg but that ATC were under a high workload. It is acknowledged that within Class G airspace, the service provision is constrained by the unpredictable nature of the airspace.
10/02/12	Approach SAAB 340	Coordination problems between Inverness ATC and ScACC Moray Sector resulted in Inverness believing that the inbound SF340 at FL100 in receipt of PS was following the ADR when the A/C was actually in the FIR.	Appropriate action taken.	Since D703 was notified as active, ATC instructed A/C back on the ADR, advising Moray Sector and Military ATC that the A/C would be routing BONBY-INS.
20/04/12	AIRBUS A319	AIRPROX. A319 and a military A/C at 3700ft in Class G airspace 15nm SSW Inverness.	Traffic information given and avoiding action taken.	UK AIRPROX 2012/051. Military jet's late appearance on radar resulted in ATC being unable to provide instructions or advice to A319 to prevent AIRPROX.
24/04/12	Approach SAAB 340	Military A/C climbed through R/W05 final approach at 4nm in conflict with an SF340 established on the ILS descending to 3000ft in receipt of a DS.	Traffic information and avoiding action given. Lossiemouth contacted Inverness and coordination was effected to re-establish separation between A/C.	Military "popup" squawk appeared 7nm North of the SF340 indicating 1100ft tracking SE. The military A/C continued to climb and converge with the SF340. ATC issued avoiding action and SF340 climbed to 5000ft due to terrain considerations, temporarily increasing the confliction between the two A/C as the military

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				A/C climbed to FL65. Deconfliction minima was lost.
05/10/12	Departure SAAB 340	Outbound SF340 called TAY Sector without any prior coordination from WC Sector through controller error.	Resolved and no other A/C affected.	WC Sector controller on handover incorrectly assumed that TAY sector had issued a clearance, and informed Inverness that the A/C was released subject to the inbounds.