

HIAL Inverness Safety reports as of 31 July 24

Incident ID	Location	Date occurred	Time occurred	Title	Incident description
14659981	Inverness - HIAL - Incidents	24-Nov-18	15:40	2814 Non Compliance with ATC Instruction	2814 Non Compliance with ATC Instruction LOG98NM, whilst under a deconfliction service, was given a heading of 090 and descent to 2700'
14660007	Inverness - HIAL - Incidents	21-May-19	11:50	2957 ATZ infringement PHYMC	2957 ATZ infringement PHYMC ATC control
14660031	Inverness - HIAL - Incidents	11-Oct-19	14:10	3106 Level Bust AXG1126	3106 Level Bust AXG1126 AXG1126 departed EGPE for EGLP at 1408z, cleared to F65. When he called ATCO on EGPE Radar he was passing F68, momentarily stopped his climb at F71 before continuing clumb to F120 as per my instructions Eccair filed, USM retrospectively advised 18/10/19 (Inverness MOR email collective updated to reflect current ATS SARs). APS ATCO made aware of pilot error via Mode S Safety net, selected flight level and appropriate level allocated thereafter. No further safety implications.
14660039	Inverness - HIAL - Incidents	26-Nov-19	19:34	3159 LOG832F Descent Below Assigned Altitude	3159 LOG832F Descent Below Assigned Altitude ATC Intervention Investigation complete and submitted to Inverness MATS 16/12/19
14660052	Inverness - HIAL - Incidents	01-Feb-20	11:44	3205 G-HAFG Level bust while inbound to RWY 05	3205 G-HAFG Level bust while inbound to RWY 05
14660075	Inverness - HIAL - Incidents	23-Sep-20	12:38	3372 KLM go around runway 23	3372 KLM go around runway 23 At time 1138, shortly after acknowledging landing clearance, KLM927 reported going around. ADI ATCO passed traffic to KLM927 on GCCTT W of field routing NW to which KLM pilot reported visual. KLM927 was then transferred to APS where they were instructed to continue runway HDG and climb to altitude 5000ft. For a short period the short term conflict alert system was triggered on the radar display, the minimum separation achieved between KLM927 and GCCTT was approx. 2.5nm with aircraft locked on diverging headings and KLM pilot visual with GCCTT. GCCTT was told he would now be no.2 for vectors and asked if they would be

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					willing to general handle north of airfield not above altitude 3000ft to which the pilot agreed. KLM927 was made no.1, given right hand radar pattern for ILS rwy23 and landed without issue 1152z. KLM927 pilot stated reason for go around was unstable approach at 500ft. STCA and unstable approach, potential ATC causal factors.
1867 0380	Inverness - HIAL - Incidents	23-Mar- 23	12:33	Loss of deconfliction minima - KLM53U vs GCJRA (not verified)	KLM53U (Embraer 175) was inbound to Inverness. At 12:30 KLM53U was handed over to Inverness radar from the Tay and Moray Sectors Controller at Prestwick ACC. At 12:33 KLM53U was receiving a deconfliction service from Inverness Radar whilst outside controlled airspace (approx 20nm SE of Inverness). KLM53U came within less than 0.5nm of an unknown primary return on radar. This was seen by another ATCO on the Aerodrome Traffic Monitor. On checking Flight Radar 24, unverified data suggested that the unknown return was glider GCJRA who was operating at approx 8,600' (unverified). The KLM was descending through FL104 as the returns of the 2 aircraft appeared to be less than 0.5nm apart. KLM53U was not given any traffic information, avoidance or avoiding action.
1937 9494	Inverness - HIAL - Incidents	01-Aug- 23	13:25	LOG3MV Go around due TCAS RA	LOG3MV E145 on 9 mile final RWY05, HLE02A requests lift to Fort Augustus. HLE02A given traffic info and told to remain south of final approach, pilot agrees and says he will remain low. LOG3MV given traffic info. Both aircraft visual to ATCO at all times, pilot of HLE02A visual with LOG3MV. At 1325Z HLE02A reports clear of Embraer and is climbing to 1500ft, pilot of LOG3MV then reports going around due TCAS RA. LOG3MV instructed to climb straight ahead altitude 3000ft. LOG3MV landed 1338. METAR EGPE 011320Z 05009KT 9999 FEW030 SCT049 17/11 Q0999

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1952 3429	Inverness - HIAL - Incidents	14-Aug- 23	15:08	Loss of Deconfliction Minima EDC349 v Fast Jet	<p>At approx 1508z I was working as APS ATCO at Inverness Radar, vectoring the EDC349C on a Deconfliction Service (type is an E550) for an ILS approach RW05. I observed a low level contact (7001) fading in and out of Radar approx 30DME North West of the EDC349C, but manoeuvring towards the final approach area to RW05. I kept the EDC349C high at FL80 and passed generic traffic and continued to monitor. The fast jet reappeared on radar at 2000 feet unverified, on a conflicting/crossing course with the EDC349C which was maintaining FL80. I turned the EDC349C to the left to avoid the contact, which was still 7- 8NM North East of the EDC349C and tracking eastbound but starting to climb. I updated the EDC349C on traffic and they passed, as I assessed it, laterally separated by approx 2NM, 1.7A apart. Once clear, I continued to vector the EDC349C to the ILS. Lossiemouth Supervisor called to discuss it, calling the aircraft as callsign Lossie 77, which was recovering to Lossiemouth – now squawking 3761 - and had only just called them.</p> <p>The events described have not been checked for accuracy against the relevant RTF recording.</p> <p>EGPE 1520Z 12009KT 9999 VCSH FEW015 SCT031CB +20/+14 Q1006</p>
2077 5855	Inverness - HIAL - Incidents	08-Feb- 24	10:45	Loss of Deconfliction minima	<p>LOG12BK, an E145 from EGPO to EGPE was being vectored for an ILS RW23. While downwind to the North of EGPE at 2700ft pop-up traffic departing Easter airfield presented an SSR return indicating 800ft climbing, resulting in an immediate loss of deconfliction minima for the E145. An avoiding action turn was issued to the E145 to establish lateral separation. The aircraft departing Easter subsequently called EGPE Radar for a service. No risk of collision between the two aircraft was present, but deconfliction minima was lost.</p>
2109 1103	Inverness - HIAL - Incidents	28-Mar- 24	09:35	Level Bust	<p>MONEY, C25M, was being vectored for ILS RWY05. Pilot reported in receipt of recent metar and correct QNH 980 on initial call. Aircraft was given QNH 980 again when instructed to descend to altitude 5000ft. Pilot given further instruction to descent to altitude 3700ft, selected level was observed changing to 037. Mode C was then observed descending below A3.7, pilot was instructed to check cleared level of altitude 3700ft which they read back, and shortly after entered into the 2700ft area of SMAC and were terrain safe. Pilot was then instructed to descend to A2.7ft and given further instructions to establish on ILS, aircraft landed without further issue.</p>

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					METAR 0920 05011 99999 FEW010 SCT021 BKN034 07/04 Q980
2140 6265	Inverness - HIAL - Incidents	08- May-24	13:18	Airspace Infringement Tain D703 GGSPY	<p>At approximately 1318z INV APS approach control room received a call from Tain Controller stating that he believed that an aircraft we may be working (GGSPY, R44 from EGPA to EGEO) had entered D703 without permission, The aircraft was in communication with INV APS and receiving a Basic Service. At the same time as the phone call was made I noticed that the aircraft appeared to be within Tain range D703 airspace. I questioned the pilots and asked his position, he was within the range and the pilot stated he had been cleared to do so by the Lossiemouth controller.</p> <p>The Lossiemouth controller had rung prior to handing the aircraft over to me - at which point I had radar contact, however, clearance into the range was not specified to me. Radar contact was subsequently lost and the aircraft faded in and out of cover as it tracked down the coast, hence I did not notice when he had gone into the range, I only spotted it when he was already inside and approaching Dornoch - a/c was on a Basic Service.</p> <p>I discussed it with both the Tain and Lossiemouth controllers, I believe that the Lossiemouth controller did indeed clear the aircraft into the range.</p> <p>The airspace at the time was open, delegated to me above 4000ft. I informed the pilot, he left the range and continued his flight safely.</p>
2150 7600	Inverness - HIAL - Incidents	10-Apr- 24	10:10	Infringement of EG D703 airspace	<p>QID34, a KC135 was handed over south of Elgin by QS, routing towards Loch Ness. A Traffic Service with Own Terrain Clearance was provided. South of Nairn the aircraft reported they were going to route north for 15 miles and were advised that D703 was active, responding that they would turn west again prior to it. As they approached close to the airspace boundary they were again advised that the airspace was active, but continued on a north-westerly track within D703 airspace. Traffic information was passed and the aircraft instructed to contact Tain immediately. Initially reported as a Safety Observation on Sphera. Ob 21159334</p>