

HIAL INVERNESS ACP – AIRPROX in the vicinity of Inverness (Mar 06 – Apr 12)

Date	A/C Affected	Nature of Event	Airprox Risk Category	Comment
06/03/06	BAE146-100, JAGUAR.	The Jaguar pilots disregarded the ACN guidance regarding Advisory Route and flew into conflict with the BAE146, which they did not see.	B	Report 027/06. BAE146 INS inbound in receipt of a RAS from Lossie Radar was handed to INS TWR at 20DME FL65. Prior to making contact with INS, the BAE146 had a TCAS RA and descended as required. The crew were visual with the Jaguar ahead on the same track and followed TCAS instructions until clear of conflict. The Jaguar 16NM South of INS VOR at FL65 and in receipt of a FIS passed by AWACS, flew into conflict with the BAE146.
04/05/06	BAE146-100, F406.	Loss of separation as the BAE146 crew turned onto base leg without clearance and flew into conflict with the F406 on final approach.	C	Report 053/06. BAE146 IFR INS inbound was given a visual approach via the OH to join downwind RH R/W23. They were No2 to an F406, TI was given and BAE146 was requested to call ready for base leg. Due to busy RT, the A/C was unable to make the call and turned base without clearance. TCAS showed the F406 passing down the LHS. The BAE146 crew took appropriate avoiding action.
25/05/06	SAAB 340A, Unknown light A/C.	Conflict in Class G with an untraced A/C 9.5NM NE of INS. Resolved by the SF34 crew.	C	Report 063/06. The SF34 was outbound for the VOR/ILS procedure R/W23, under a PS from INS ATC. Two TCAS contacts were noted and TI passed. The contacts moved away, with the SF34 continuing its approach. At 9.5NM a TCAS RA activated due to an unknown A/C passing down the RHS of the SF34 in the opposite direction, 300-400ft above within 1NM. The light A/C not working INS ATC, was visually identified and appropriate avoiding action taken.
11/06/06	AIRBUS A319, Unknown light A/C.	Conflict in Glass G airspace on the Inverness FAT with an unknown light A/C.	C	Report 070/06. The A319 was operating IFR on a RAS on final approach to R/W23 working INS TWR. A light A/C crossed 1NM ahead of the A319 L-R, 3NM from the R/W23 threshold. TI was given, the A319 became visual and continued their approach. The report notes that the light A/C had flown just outside the Inverness ATZ and had made no contact with ATC. The A319 TCAS was inoperative.
17/10/06	NIMROD MR2, AS332L PUMA	The Kinloss TWR ATCO cleared the AS332L for take-off into conflict with the Nimrod.	A	Report 154/06. Nimrod in radar training CCT to R/W08 at Kinloss was passed to TALKDOWN and commenced approach under RAS. At 2.3NM finals, Nimrod told to break-off due to A/C departure. When following the MAP, the Nimrod was given avoiding action, L turn. The conflicting Puma had been in the visual CCT and was released back to Aberdeen climbing to FL55. The A/C had less than 0.5NM horizontal separation, both were IMC and not visual with the other. Appropriate avoiding action issued by ATC.
16/02/07	ATR72- 800,	Loss of separation	C	Report 012/07. An ATR72-200 INS inbound under IFR but flying VMC, in receipt of a

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	GARDAN GY80.	as INS APP/ADC descended the ATR72 into conflict with the Gardan GY80.		RAS with Lossie ATC. When passed to INS TWR/APP, the A/C was cleared to descend to 5000ft. On descent 7.5NM S of INS, the TCAS indicated an A/C 900ft below with a TCAS RA. The GY80, an INS outbound flying VFR under RIS, was worked by Lossie ATC following departure. ATR72-200 levelled out the descent as required. The A/Cs had been given conflicting ATC instructions. ATR72-200 pilot strongly recommended in the report that this busy airspace be upgraded to CAS.
19/03/07	F/A 406, JS31.	The JS31 crew flew an unannounced manoeuvre which caused concern to the Inverness ADC.	C	Report 021/07. JS31 flew at close proximity to the F406 on final approach, following clearance by INS ADC/APP to position No2 to the F406. Unknown to ATC, the JS31 crew broadcasted on company frequency to the F406 pilot their intention of TCAS training. ADC/APP were concerned by the unannounced manoeuvre. JS31 crew maintained visual separation whilst following the TCAS guidance. No other A/C were involved, but ATC expressed concerns that the crew's actions had laid ground for further potential conflict.
16/06/07	PIPER PA28, SHORT SD360.	Sighting report (TCAS) in Glass G.	C	Report 076/07. Involving VFR PA28R and a SH36 flying an instrument approach. INS ATC gave TI to both crews on A/C positions and intentions. PA28R pilot reported 1500ft remaining N of the ILS FAT. The IFR SH36 flying IMC in cloud, reported a TCAS RA climb to 3100ft. PA28R pilot reported PCAS indicated the SH36 at 2.8nm and 1400ft, suggesting a slight climb above 1400ft by the PA28R and descent by the SH36, leading to the TCAS trigger. Pilots' opinion was that no protection was offered to IFR flights in Class G from VFR traffic flying through the area. The SH36, once clear, was able to re-establish on the ILS.
20/09/07	AIRBUS A319, MIRAGE 2000.	A conflict in Class G airspace between IFR and VFR traffic in the vicinity of the Inverness RW2/3 FAT.	C	Report 147/07. The A319 in receipt of RAS at 7-8NM and establishing for an ILS approach, received a TCAS TA and was given avoiding action by ATC. The A319 was unable to reposition on the localiser due to further traffic conflicts, and took a tight RH turn to make a visual landing on R/W23. The Board considered that the Mirage 2000, on an exercise from Lossiemouth, had flown within 10NM of Inverness without contacting ATC and should have stayed further away if too busy to make the ATC call in-line with the Airspace Coordination Notice.
22/04/08	LET L410 TURBOLET, ATLANTIQUE.	Conflict in Class G between LET10 and Atlantique. Resolved by the actions of both crews.	C	The LET410 was INS outbound 11NM NE INS, IFR climbing through FL40 when a TCAS TA was received. The Atlantique was identified visually below and L 5NM. The Let410 continued their climb. The Atlantique, who was cleared visual Approach to Kinloss, was also visual with the LET410 and expedited a descent. There was a lack of exchange of TI between Lossiemouth and INS ATC, with some doubt as to whether they were aware of each other's activities.

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16/05/08	AIRBUS A319, PA28.	Sighting report.	C	Report 060/08. An A319 INS outbound under IFR, received a TCAS contact showing a PA28 as proximate traffic on the climb-out at 1000ft, with range less than 1NM. TI had been passed prior to the A319 take-off, of an A/C inbound 6NM NE of the airfield with intentions to join the CCT RH downwind. The A319 did not visually identify the PA28 and thought the departure to be clear.
20/09/07	NIMROD, CESSNA 152.	A late sighting by the Nimrod crew led to a loss of separation.	C	Report 167/08. The Nimrod was flying in the visual CCT for R/W26 at Kinloss. The Nimrod was informed by ATC that a light A/C had requested a visual join for R/W26 from the W. The aircraft became in close proximity downwind, due to a late sighting by the Nimrod crew.
15/04/09	BEECH 200, HAWK.	Sighting Report (TCAS).	C	Report 2009-027. BE200 IFR INS outbound to Aberdeen in receipt of a DS was cleared to FL75 on departure. ATC informed the BE200 of a closing A/C 22NM SE of INS, giving turn to avoid. BE200 identified A/C on TCAS and turned. The Hawk then turned towards the BE200, and ATC instructed the BE200 crew to climb to FL95. The Hawk captain reported being visual with the BE200 throughout and ensured separation.
31/05/09	AA5B TIGER, DHC1 CHIPMUNK.	Late sightings by both pilots.	C	Report 2009-043. The AA5B pilot had reported level at 3000ft routing to Aberdeen under BS and was given TI on possible gliding activity ahead. INS APR then passed specific TI on an unknown A/C at range 1NM, with the AA5B seeing the Chipmunk shortly after. Both pilots took positive action to deconflict their flightpaths, the AA5B orbiting L and Chipmunk turning R.
31/08/10	TORNADO GR4, PA28.	The PA28 pilot entered an active Danger Area without permission and flew into conflict with the Tornado GR4s.	C	Report 2010121. Tornado GR4 A/C pair were conducting an exercise in Tain AWR 3NM W of Range Control TWR, when they became visual with a light A/C 1000ft away in the Range Danger Area at 1000ft AGL. The PA28, an INS outbound to Darnoch, had entered the Area without permission. On the PA28's exit, the GR4s continued their exercise.
25/10/10	TORNADO GR4, PA28.	Loss of separation due late sightings by the Tornado crew and the PA28 pilot.	C	Report 2010162. A PA28 INS outbound in receipt of a BS became visual with the Tornado at 800m, effectively head on. Although sightings were late, both pilots saw the opposing A/C and took effective action. It was considered that both the PA28 pilot and Tornado crew could have seen each other and initiated avoiding action earlier.
01/11/10	SAAB 340, TORNADO GR4.	The GR4 crew flew close enough to the SF34 to cause its crew concern.	C	Report 2010166. The SF340 was INS inbound from Stornoway under IFR in IMC, in receipt of PS from INS APP. When established outbound for ILS procedure R/W23 descending, a TCAS contact appeared at 12NM in the direction of the approach procedure flightpath. APP advised of a GR4 not working INS ATC, on a night flying

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20/04/12	AIRBUS A319, TORNADO GR4.	The GR4 climbed out of low level through a cloud layer and into conflict with the A319.	C	The A319 flying IFR under a DS was being vectored for the ILS R/W05 working INS APR on R base at 3700ft alt. As the A319 turned to intercept the ILS a TCAS screen target appeared and the crew became visual with the Tornado, not in contact with INS ATC. The TCAS made a Traffic call and the A319 was turned L away from the fast jet and further unknown traffic. The A319 changed to a LH pattern for the ILS.