



Defence Air Safety Occurrence Report including Comments and Actions

**Reference Number
asor\Coningsby - RAF\ATC - CON\18\7791**

Monster Formation versus non-squawker

**CLOSED
Report Generated on
16/11/2018**



Reporter's Section

Occurrence Type			
Occurrence Type	Air	Event Type	Incident
Service	RAF		

Details of Individual Reporting Occurrence			
Rank/Title	*****	Full Name	*****
Job Title	*****	Role During Occurrence	-
Contact Details	*****	Was this DASOR generated from an In-form/EMS report	No

Rank or Title and Initials/Name			
Aircraft Commander	*****	Full Name	*****
Authorising Officer	*****	Full Name	*****

Injuries			
Injuries	Military Personnel	Civilian Personnel	
Deaths (Number)	0	0	
Major Injuries (Number)	0	0	
Over-3-day Injuries (Number)	0	0	

Additional Reports	
Additional Reports	Air Traffic Management

Occurrence Details			
Date of Occurrence	23/07/2018	Time of Occurrence	10:45 Zulu
Time of Day	-	Place of Occurrence (No Operationally Sensitive Information)	South of RAF Coningsby
Country (No Operationally Sensitive Information)	United Kingdom	Station	Coningsby - RAF
Unit	ATC - CON	Exercise Name	-
Operation Name	-	Local Reference Number	-

Aircraft Involved			
Aircraft Type	-	Other (Please State)	-
Aircraft Mark	-	Aircraft Registration	-
Embarked on ship	No		

Meteorological & Environmental Conditions			
Workplace (e.g. cockpit, hangar)	-	Workplace Temp (°C)	-
OAT (°C)	-	Icing	false
Visibility Distance (m)	- In -	Working Light Level	-
Sea State	0		
Wind Direction	-	Wind Speed	-
Cloud Cover	-	Cloud Height (ft)	-
Precipitation Type	-	Intensity	-

Flight Details			
Nature of Flight	-	Flight Phase	-
Number of Flight Crew	-1	Number of Passengers	-1

Point of Departure	-	Point of Next Intended Landing	-
Night Vision System Used	-	Light Level	-
Flight Conditions (VMC/IMC)	-	Turbulence	-
Type of Air Traffic Service	-	Type of Mission Control	-
IAS (KT) or Mach No	--	Height	--
Runway/Landing/HLS Surface Type	-	Runway/Landing/HLS Surface Condition	-

Briefed Task

-

Description of Event**Brief Title**

Monster Formation versus non-squawker

Narrative Description of Event

I was the TC (RA) controller at the time of the incident. I had just taken over position and during the handover had been made aware that Swanwick Military were unable to accept a pair of RAF Marham based GR4's (Monster 1 & 2) for a transit North to OTA E. I had also been informed that a pair of American Fast Jets, believed to be F15's were operating within Holbeach Range and one of them was non-squawking. Monster's current track took them approx 8-10nm West of Holbeach Range, so I was content that the F15's shouldn't have been a factor. Looking at the radar picture I was satisfied that Monster were in clear airspace, so started looking through the en-route documents, that are kept above the Supervisors console, to obtain a telephone number for RAF Leeming ATC, as they were my next planned agency to hand Monster to. Whilst checking the documents I glanced at the radar screen and the non-squawking F15 had disappeared. It was at this point that Monster 1 informed me an F15 had just passed 500' above him. When looking at the radar screen the F15 was not seen, this was possibly due to the fact it was directly above Monster 1 and their primary returns had merged, and as the F15 was not squawking it was harder to see. At this point Monster 1 did not take any further action.

I informed the ATC Supervisor immediately after Monster had reported the F15.

My intentions were to speak with the crew of Monster 1 upon completion of their sortie; however, I was made aware by the ATC Supervisor that the crew of Monster had phoned and spoken to him about the incident and informed him that they were going to raise either a DSAOR or file an Airprox, but as yet were undecided.

This DASOR is linked to airprox reported on DASOR Number RAF\31Sqn Tornado\18\7655.

Perceived Severity

B - Medium

Reported By

Reporter	*****	Date	25/07/2018	Position	*****
----------	-------	------	------------	----------	-------

Air Traffic Management Report

Is this a mandatory report	true	Type	AIRPROX
Airprox	true		

Location of Event	West of Holbeach range by approx 8 - 10nm	Airspace Classification	Class G
Runway in use	-		

Callsign	Type	SSR	Height/Altitude/FL/NM C	Pressure Setting	Type of service	Hdg or Track	Climbing/Descending/Level	Under Control of (Unit)
Monster 1 & 2	GR4	1774	150	1013	TS	Nth	Climbing	Coningsby
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

RT Frequency	282x675	Radar Equipment in Use	Primary and Secondary radar
Equipment Serviceability	F/S	Number of Aircraft Involved	3
Number of Aircraft on Frequency	2	Were the aircraft co-ordinated?	No
Was traffic information given by you?	No	Was avoiding action given by you?	No
Was prescribed separation lost?	Unsure	Did either pilot receive a TCAS RA?	No
Minimum Vertical Separation	-	Minimum Horizontal Separation	-

Shift Start Time	0830	Time Since Last Break	5mins
Days Since Last Day Off	0	Workload	Low
Task Difficulty For Controller At Time Of Occurrence	Low		

Details	-
Aircraft or Vehicle Type	-
Specific Vehicle Details	-

ATS Facility	-	Duration of Outage	-
Equipment Location	-	Equipment Type	-
Equipment Status	-	Facility Configuration	-
Previous Defects/Occurrences	-	Operational Impact	-

Supervisor Section

Rank/Title	*****
Full Name	*****
Job Title	*****
Contact Details	*****

Did You Witness the Occurrence	Yes	Controller Workload	Low
Units Workload	Low	Unit Cdr Informed	Yes
DAATM Informed	No	RAC (Mil) Informed	No
Tapes Impounded	No		

Supervisors Narrative

I was the Supervisor at the time of the incident and was located in the ACR. Aware that Monster had been handed over for their transit to OTA E and content that the RA controller had a low workload at the time I accepted a telephone call on the back desk which resulted in me being slightly removed from the Supervisor's console but still able to observe the radar screen and hear transmissions on the speaker. As I finished the call and moved back to the Sup's console I heard Monster ask RA if they were aware of the F15 500' above. On my first look I could not see the non-squawking F15 that had left the range on radar as his primary return was hidden by that of the Monster 1. Shortly afterwards I observed the primary contact which was re-entering the range at that time.

The pilot did not declare a TCAS RA or an AIRPROX at the time so I was content to take no further action.
Later in the day I received a call informing me that the Monster crew were planning to submit either a DASOR or an AIRPROX.

Occurrence Manager Section

Occurrence Manager Details	
Prime DASOR for Occurrence	No
Rank/Title	*****
Full Name	*****
Job Title	*****
Contact Details	*****
Occurrence Manager Notes	-

Further Action
Nil Further Action;

Investigators

Investigation Type
N/A

DG DSA Convened
No

ODH / AM	
1. 1 Gp	2. -

Age of Report	
Age of Report	2nd - Second Age Reports focus on issues with them

Reports

Assessed Severity	
Assessed Severity	B - Medium
Assessed Severity Justification	
-	

DDH/AM Comments
Cleared for closure by SO, 22/8.

ODH/AM Comments
-

FOD Related	No
-------------	----

Comments

Sgt Matt Powell (A3 Dep SEMSCo)	26/07/2018 12:16
Tape transcripts of the period involved have been made and will be made available to any subsequent investigation.	
Sgt Matt Powell (A3 Dep SEMSCo)	03/08/2018 11:46
RAF Marham have raised an Airprox UKAB number 2018183 assigned.	