NERL Meeting Minutes

Title: NERL SAIP AD6 with CAA engagement meeting

Date: 12/11/21

Time: From 13:30 - Until 14:00

Location: Via Teams

Attendees:

NERL (SAIP AD6)	4 x NATS Representatives
Organisation (CAA)	2 x CAA Representatives

Minutes:

Description	
Opening • Welcome and Introductions • Agenda	
• NATS started the meeting and explained that we are here to discuss the fact the certain aircraft have an issue with the way their FMS make the aircraft act when entering the HOLD. It originally flew outside of CAS and although that element is understood due to the procedure and the challenging wind conditions assessed in the simulator assessments there is a request to understand what parameters (such as wind speed) force the aircraft to still deviate off track on its way back to ZAGZO WP. • NATS asked what the CAA would like us to conduct while in the flight simulator and what report is needed. • CAA –the Issue raised is the ability of any aircraft flying on the STAR route from JUMZI WP via the CF149 inbound course to ZAGZO WP and not to balloon. The previous simulator assessments showed aircraft while trying to intercept the CF course ballooning and in the worst case did not intercept the CF course but went direct to ZAGZO WP after ballooning. How will the aircraft react in a 'normal wind' condition on these STARS at FL130 and FL80? One STAR from the East and one STAR from the West needs to be assessed in average representative winds. The same video recordings are needed as per previous SIMS. The Video output is needed to be sent to the CAA to start with, and report can follow later.	

- NATS asked what success will look like from this activity.

- CAA replied with – Although radar controllers will monitor aircraft it would be prudent to understand what wind parameters force the airbus fleet to balloon off track so there is a need to understand what wind conditions allow the aircraft to fly the specified track accurately. CAA suggests looking at all levels if time allows. The need is to understand the extent of the ballooning and to understand the extent of ATC intervention needed to mitigate the issue.

- NATS asks why FL130. CAA replied that previous communication had been that FL140 wouldn't be used. NATS and CAA confirm FL140 is also to be flown to give ATC flexibility and appropriate evidence if FL140 is to be used.

ACTIONS -

- Fly the associated aircraft in the SIM, STARS from the East and the West via JUMZI to the inbound fix at FL 80 and FL130 and FL140.

- NATS to provide CAA with wind conditions that are planned for the simulator use before the activity takes place that are derived from the MET Office data.

- If time allows fly missing levels such as FL90, FL110 etc.

- Provide video recording evidence and data of simulator runs to CAA IFP Regulator.

- Provide Flyability report to CAA at a later date.

- NATS and IFP in conjunction with LLAOL to fly transitions at 185 kts rather than the current 210 kts if time available.

- NATS – A validation plan will be sent to the IFP regulator prior to the SIM validation on the 18th of November. The validation plan will detail all the planned runs including FL's, wind speeds and directions. NATS procedure design will seek the IFP regulator's approval of the plan prior to the simulator activities taking place.

If all the above is agreed and the outcome of the simulator assessments is found to be successful, then no further flight simulations will be needed.

AOB None

Date of Next Meeting N/A