

From: [REDACTED]

Sent: 28 June 2022 14:27

To: [REDACTED]
[REDACTED]

Subject: RE: [External] FW: New or updated SI submission: 2022_SI_0266 (TDA 597)

Hi [REDACTED]

Thank you for your reply. I will share this with Newcastle and hopefully this will satisfy the concerns they have. I think the offer for dialogue through feedback is the correct course for any ongoing concerns.

[REDACTED]

Thanks for your assistance with this query – the finish line is in sight!

Kind regards

[REDACTED]

NATS

[REDACTED]
ATM Procedures Expert

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NATS Internal

[REDACTED]

Subject: [EXTERNAL] RE: [External] FW: New or updated SI submission: 2022_SI_0266 (TDA 597)

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[REDACTED]

I don't recognise the term "Fuel Priority", so if Draken crews are using this then Newcastle need to report this. The correct term would be "Minimum Fuel" which informs ATC that all planned aerodrome options have been reduced to intended landing and that any change may result in landing with less than the Final Reserve Fuel. This actually doesn't give the C/S any priority, it's just an information call to ATC.

We operate to the same rules as a PART-CAT operator and plan to arrive back at Teesside International Airport with a Destination Alternate Fuel and Final Reserve Fuel . As such crews should plan to arrive at the DH of their destination with the following fuel:

- Destination Alternate Fuel
 - Fuel to complete a go-round from the destination
 - Fuel to fly to the Alternate
 - Fuel to fly an approach at the Alternate
- Final Reserve Fuel (for turbo-jet aircraft) fuel to hold for 30 mins at 1500Ft above aerodrome elevation in ISA.

If we're causing issues with Newcastle CTA/Z then I'd welcome any feedback to ensure that were not causing an issue for them. With the CTA going to FL105 and TIA being ~30nm away I'm really surprised that this is the case and I'd be interested to see the when this occurs and how often it occurs so that we can change our behaviours.

[REDACTED]

[REDACTED]

Director, Flight Operations (FW)

[REDACTED]

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From: [REDACTED]

[REDACTED]

Subject: RE: [External] FW: New or updated SI submission: 2022_SI_0266 (TDA 597)

[REDACTED], good afternoon.

Could you please assist with the below question as we continue to finalise the Letter of Agreement with Newcastle?

Any assistance is greatly appreciated.

Thanks



[Redacted] | SO2 A7 Training Enablers | HQ11 Gp | Air Command |
Hurricane Block | RAF High Wycombe | Walters Ash | Bucks | HP14 4UE | Email:
thomas.hammond945@mod.gov.uk



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I am hoping one or both of you can help me...

In the LoA at A.2.7.6 it states *"That Military participants have sufficient fuel reserves to effect a safe recovery without the need to transit the Newcastle CTA/Z."* Newcastle are asking if this includes the Draken Europe aircraft as they state *"...during the trials they repeatedly came back through the NCL CTR 'fuel priority' which created some issues"*.

My thoughts are, they are a military contractor and, therefore, will be classed as a military participant as per the term used in the LoA but, can you confirm that is the case as Newcastle are seeking assurance on this before signing the LoA.

Kind Regards



NATS



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