

5. To identify whether there is any apparent difference to how SIDs are being flown by different aircraft types, what evidence that action has gathered and whether there are variances with aircraft using similar or different FMS equipment.

██████████ can only comment on the A320 family with Honeywell FMS2 Step1A FMS.

██████████ – Due to the age of the INS/IRS's on an aircraft and depending on the time since they were last calibrated, the SID flown will differ between aircraft as the INS/IRS's use a variation programme to convert a true heading, back into a magnetic heading. This is then interfaced with the FMC/FMS, that should have it's Navigation Database updated every 28 days. To identify any track differences flown on a SID, will require radar tracking.

██████████ uses 737, Airbus and 777 aircraft. The 737 only has radio updating of FMS position and so may be prone to less accurate navigation, initially. The other aircraft have GPS updating and so are more accurate in lateral profile.

██████████ – No differences noted.