

MoD/NIAL - 3 Dec 21

Attendees:	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
1.	Discussion
	<p>General introductions and roles.</p> <p>An overview of how the RAF saw the airspace (TDA597 and ACP-2020-026) being used was provided.</p> <p>It was stated that the TDA597/ACP-2020-026 would only be activated in accordance with the following parameters:</p> <ul style="list-style-type: none"> • Large scale collective training which by its very nature would be periodic. • Given the scale of training it was stated that notification of activations could be made with at least 3 months' notice and detailed dates and times of day with more than 1 months' notice. • Once activation times had been promulgated the aim was these would be fixed in time and if RAF activities, weather etc meant that the time window could not be used training would not occur. • Whilst needing to operate around specific windows the RAF agreed that their aim was to also accommodate NIAL's traffic, particularly in the summer season and flexing operating times by c.1-2 hours should be achievable with the support of both parties. <p>All parties agreed safety was paramount, particularly given historic safety events surrounding large scale collective training in the North Sea.</p> <p>It was further agreed that the smooth and efficient ingress/egress into TDA597 will need to be established; not the satisfaction of both parties.</p> <p>Clarity was sought over:</p> <ul style="list-style-type: none"> • How many activations per annum; and this needs to be set and agreed to allow for airline partner planning. • Timing of activations (month & time of day). • Duration of activations.

	<ul style="list-style-type: none"> • Length of notice to be provided. • Procedure for notification. <p>An ongoing consultation over improvements or non-compliance was sought by NIAL.</p> <p>The service provision by 78Sqn (Swanwick Mil) was raised by NIAL as a blocker to current practices. It was commented that the NERL produced draft LoA stated 78Sqn would provide a service for GAT via TDA597 yet to date the previous 7 days had displayed that 78Sqn were not established for this or the existing tasks.</p> <p>The proposed LoA specifying the operational use of TDA597 (written by NERL) was discussed as not fit for purpose and had not taken in to account the feedback or lessons from pervious trials.</p> <p>MoD offered to engage with NIAL airline partners if it was considered to be beneficial.</p>
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Action Point Reference	Action Points	Responsible
1	Service Delivery provision with 78 Sqn and ongoing staff shortages to be raised as a potential blocker.	MoD
2	Number of activations, notification time, duration of activation, and specifics of what would trigger activation to be set and agreed.	MoD/NIAL
3	Entry/Exit points and routes to be set and agreed.	MoD/NIAL
4	Feedback and interaction with airlines to be considered and agreed.	NIAL