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RoDs of CAA and RAF Northolt Regulatory Agreement Meeting, held on 9 Mar 23, 1300-1400, on Microsoft Teams

Present	[REDACTED]	RAF Northolt	Chair
	[REDACTED]	CAA	MS Teams
	[REDACTED]	CAA	
	[REDACTED]	CAA	
	[REDACTED]	CAA	
	[REDACTED]	CAA	
	[REDACTED]	CAA	
	[REDACTED]	DAATM	
[REDACTED]	DAATM		
Apologies			
Secretary	[REDACTED]	RAF Northolt	In Person

Item	Record of Decisions
1. Introduction	<p>a. On 9 Mar 23, the CAA, RAF Northolt and DAATM held a call to discuss the regulatory oversight of RAF Northolt sponsored airspace change ACP-2018-66.</p> <p>b. The purpose of the meeting was for the CAA to provide the MoD with guidance relating to both CAP 1616 and Masterplan requirements.</p>
2. Environmental metric requirements	<p>a. It was agreed that, for RAF Northolt ACP only, Instrument Flight Procedures (IFPs) joining or leaving the en-route network should include environmental metrics for military aircraft in addition to the environmental metrics for civil aircraft. The CAA does not take account of the environmental impacts of military aircraft (as per the Air Navigation Directions). However, due to the location of RAF Northolt within the LTMA, it was agreed that the addition of environmental metrics for military aircraft would enable the cumulative environmental impacts of those aircraft as part of the Masterplan framework to be assessed. It was also noted that military aircraft movements may be difficult to predict or forecast.</p> <p>b. It was agreed that the sponsor should ensure that this approach was clear and transparent throughout the ACP documentation. The CAA will similarly reflect this approach in its assessment of the RAF Northolt ACP.</p>
3. Regulatory requirements for Military IFPs	<p>a. NHT updated the attendees on the RFI sent by NHT to the CAA in Aug 22.</p> <p>b. It was agreed that for Military IFPs, that do not propose changes to Controlled Airspace (CAS), do not interact with the en-</p>

	<p>route network and sit exclusively within the Military AIP, would be out of scope of CAP 1616.</p> <p>c. It was agreed that the sponsor should ensure that this was clear and transparent throughout the ACP documentation.</p> <p>d. It was agreed that the Military IFPs should be assessed using the Cumulative Analysis Framework (CAF) process as part of the Masterplan framework, in order to demonstrate whether or not the Military IFPs interacted with the airspace change proposals of other sponsors in the Masterplan programme.</p>
<p>4. Overarching regulatory oversight</p>	<p>a. It was agreed that in order to determine the future regulatory requirements, including whether the ACP would be assessed and decided against CAP 1616, the sponsor should continue engagement as part of the Masterplan program, including the CAF process, to enable network integration in the LTMA.</p> <p>b. Network integration in the LTMA will be coordinated and overseen by ACOG, and documented in the Masterplan. At each gateway of the CAP 1616 process, the CAA will assess whether the RAF Northolt ACP is in accordance with the Airspace Modernisation Strategy, including iterations of the Masterplan that have been accepted into that Strategy.</p>



RAF Northolt ACP