

**MINUTES OF THE HABITATS REGULATIONS ASSESSMENT (HRA) GUIDANCE SESSION  
BETWEEN UK CAA, EDINBURGH AIRPORT, GLASGOW AIRPORT AND ACOG HELD ON 02  
AUGUST 2023 (VIA TEAMS)**

**Attendees**

	CAA, Airspace Change Account Manager
	CAA, Office of the General Counsel
	CAA, Airspace Regulator (Environment)
	CAA, Airspace Regulator (Environment)
	CAA, Strategic Airspace Change Manager
	CAA, Strategic Airspace Regulator
	Edinburgh Airport, Head of Airspace
	WSP, Technical Director (representing Edinburgh Airport)
	WSP, Ecologist (representing Edinburgh Airport)
	Arup, Senior Acoustic Consultant (representing Glasgow Airport)
	ACOG, Airspace Change Technical Analyst

- The CAA met with ACOG, Edinburgh Airport, Glasgow Airport and their advisers to discuss requirements and guidance for Habitats Regulations Assessment (HRA) of the Edinburgh and Glasgow airspace change proposals (ACPs).
- The CAA requires change sponsors to provide information confirming the number, size and location of any European sites within the areas over which potential effects may occur (Zones of Influence, or Zols).
- Every step of CAP 1616, including options development, appraisal, consultation and final proposal should be carried out with a view to avoiding, minimising and eliminating as many adverse effects arising from the ACPs on as many European sites as practicable.
- The CAA does not expect change sponsors to rule-out options which could avoid adverse effects without good reason. If adverse effects cannot be ruled out, the change sponsor should raise this with the CAA at the earliest possible opportunity.
- The CAA is preparing an early screening criteria to check if a proposal is likely to have a significant effect on a European site. This early screening criteria will be included in the revised CAP 1616 published later this year.
- Where possible likely significant effects have been identified, and cannot be ruled out at screening stage, the change sponsors should discuss the findings with the CAA as an appropriate assessment may be required.
- The HRA for the masterplan will be carried out based on the content of iteration 3 of the masterplan, as well as the outputs of Parts 1 and 2 of ACOG's Cumulative Analysis Framework. Change sponsors are not expected to need to produce any significant additional information to enable this assessment.
- Based on the change sponsors' initial assessment, it appears unlikely that likely significant effects will be identified for the Edinburgh and Glasgow ACPs. The CAA explained the need to review the HRA Screening Report(s) to determine whether it agrees with the conclusions

on likely significant effects. Mitigation measures cannot be taken into account at the screening stage.

- The change sponsors outlined their proposed environmental baseline for their HRA screening exercise.
- The CAA explained that the current plan is for the draft appropriate assessment for the Scottish Terminal Manoeuvring Area (ScTMA) cluster to be consulted on at the same time as the change sponsors' coordinated consultations at Stage 3 of the CAP 1616 process. The appropriate assessment cannot be finalised until iteration 4 of the masterplan is available.
- The change sponsors asked how the HRA process applied to ACOG's Cumulative Analysis Framework. Regarding cumulative impacts, it is considered unlikely that flights from neighbouring airports will be overflying the same areas at levels of 3,000 ft and below. Therefore, it is unlikely that in-combination effects related to an ACP will trigger the need for HRA.
- The change sponsors asked for details on potential projects to use for the in-combination assessment, as well as bird strike information reference in the masterplan HRA screening report. The CAA will get back to the change sponsors on these points.