



**Aviation Management Board Meeting**

**RUK, Greencoat House, Francis Street, London SW1P 1DH**

**Date:** Tuesday 23 April 2013

**Present**

MJ	Michael Jampel	DECC – Chair
CG	Chris Gormley	DECC
JH	Jon Hayward	DECC
DBe	David Best	DfT
MB	Mark Balsdon	NATS
MP	Matt Partridge	RUK
GG	Gemma Grimes	RUK
SH	Simon Heyes	Infinis (AIFCL Chair)
WC	Wayne Cranstone	RWE (AIFCL deputy)
DBo	David Boyd	Ministry of Defence
PG	Paul Gallagher	Ministry of Defence
AK	Andy Knill	CAA
MC	Matt Clear	Crown Estate

**Apologies**

Simon Coote	Scottish Government
Fabrizio Harley	Ministry of Defence
Michelle Betts	RAF

**Introduction, Minutes & Actions**

1. MJ opened the meeting noting apologies and that Robert Sidall had left the Airport Operators Association (AOA), and that a replacement was being sought. The agenda was agreed and MC raised one AOB that was taken at the end of business.
2. The draft minutes from the 22 January AMB were approved subject to three amendments. MJ ran through the outstanding actions. It was agreed that action points 16, 18, 19, 20 and 22 had been completed. JH was tasked to review progress with actions 4 and 21. Actions 3 and 23 were discussed as substantive agenda items.

**Action 24: JH to review progress on action points 4 and 21 with owners.**

## **Aviation Plan Progress Report**

3. JH presented an overview of the dashboard report. An arrow system had been incorporated to reflect progress against milestones of each workstream. The Board felt that the addition of a key would improve clarity.
4. JH and SH reported the outcome of the 22 April meeting of the Eskdalemuir Technical Sub-Group. The group interviewed consultants to assist with the 'Stage 0' project. The Group then discussed whether the red RAG status given to the workstream was an accurate reflection of progress. JH explained that DECC and Scottish Government were keen to accelerate policy development to examine the potential for transfers of existing noise budget. DECC and Scottish Government intend to present an options paper to the next Eskdalemuir Working Group ahead of a formal public consultation process.
5. It was agreed that the lighting workstream should remain open until an issue concerning differing requirements in the military and civilian guidance is fully resolved (Action 21).

**Action 25: DECC and Scottish Government, in consultation with MOD, to scope and timetable a delivery plan to take forward Eskdalemuir policy options.**

## **Aviation Plan 2013/14 Update**

6. MJ explained that the current Aviation Plan is now two years old and, because of the significant progress made during that period, is due to be refreshed. DECC's approach would be to simplify the Plan to make it suitable for publication, and to set out the future milestones for each workstream. JH explained that the draft update was a straw man, its purpose being to condense the text by stripping out duplication. The focus has been switched from technology development towards driving delivery. The update would reconsider the success indicators used in the Plan to ensure that they are relevant, achievable and quantifiable. JH would take forward the review process by correspondence with the aim of signing-off the completed document before the 23 July AMB if possible.

**Action 26: JH to liaise with AMB Members and workstream owners by correspondence to revise and agree the Aviation Plan for 2013/14.**

## **Evidence**

7. GG gave a presentation detailing the results of RUK's 2013 survey of radar objections received by its members. 70 useful responses were received and the data can be presented in multiple ways, including MWs affected and project pipeline status. Future surveys might benefit from being less complicated in order to increase completion rates. RUK did not intend to publish the full survey results, but it was suggested that some disaggregated data would be useful for the Aviation Plan metrics. It was also thought beneficial for developers to know that the data they provided had been used. DECC and RUK took an action to consider how the data could be used.

**Action 27: DECC and RUK to liaise to agree the use of survey data within the Aviation Plan.**

**NATS Update**

8. MB confirmed that NATS Board had approved the business case for the Raytheon upgrade, but had done so on a 'no financial risk' basis. NATS is now able to give comfort to developers that a roll-out project could begin, subject to contract discussions with developers and Raytheon. Initially, interested developers would be asked to provide upfront funding. Entry into the mitigation at a later stage, on a per MW basis, is also being developed.
9. 6GW of potential onshore capacity had been assessed across three sites during the application process and NATS believe that 2.3GW of this could be mitigated through the upgrade. NATS recognise that limited offshore benefits have been identified but believe there may be a future window to release sites offshore. Three priority radars have been identified, Great Dun Fell (1.09GW), Lowther Hill (690MW) and Claxby (568MW). The project could be set up to upgrade two radars simultaneously although, for operation reasons, Great Dun Fell and Lowther Hill upgrades could not commenced at the same time. NATS are confident that one upgrade could be in place before the end of the 2013/14 financial year. NATS' future plans for en route services will be in line with the requirements of the Future Airspace Strategy.
10. NATS have been in discussion with developers and will write to interested parties confirming site details, mitigation potential and financial arrangements by 1 July. NATS will continue to engage with developers on a bilateral basis for the time being. However, NATS may convene an open meeting for 'per MW' funders later in 2013. Some Fund Management Board (FMB) members had suggested that getting technical responses from NATS had been problematic, which MB did not recognise but agreed to investigate. The Board also discussed whether the Soesterberg roll-out would have an impact on initialisation costs and MB stated that they had already been taken into account.

**MOD Update: ATC Program**

11. PG provided the Board with an update on the Technical Demonstration Programme. He confirmed that 10 companies had been invited to tender with a deadline for tender submission of 9 May. MOD has booked a test site for the demonstration and a Tactical Watchman has been secured for the duration of the programme. The data sharing process with CAA has also been established. Solution providers have voiced some concerns over the potential variability in weather conditions, in particular wind speed and sea conditions, over the demonstration period. This was a risk that was difficult to mitigate, but a 10 day time slot would increase the chance of some appropriate weather, and the provision of telemetry data from the windfarms would increase understanding of the results.

12. CG gave an update of the stakeholder group meeting held on 19 April which discussed funding arrangements. The Board discussed the possibility of combining the July AMB and FMB meetings with a visit to the demonstration site.

**Action 28: DECC, FMB and MOD to investigate combining July AMB and FMB meetings with a visit to the demonstration site.**

### **MOD Update: Safeguarding**

13. DBo advised the Board that, as part of a restructuring exercise in DIO, a recruitment exercise would run from April to August. The Safeguarding Team would retain its contractor support during this period. The exercise to assess which of the approximately 1,500 unprocessed 'pre-applications' which had been superseded by full planning applications has been completed and a 'validation' exercise is about to commence. 500 of those applications were submitted by RUK members, and RUK has agreed to write to applicants to confirm whether an assessment is still required. MOD will write in similar terms to non-RUK members. The exercise will be completed by the end of April, at which point MOD, DECC and RUK will discuss handling arrangements. MOD aim to reinstate the pre-application advice process when permanent staff are in place later in the year.

**Action 29: MOD, DECC and RUK to consider options for further pre-application work and to discuss a date for re-introducing the service.**

14. MOD does not have an enabling contract to secure an online planning tool through a single provider, so will have to undertake a public procurement process for this service. MOD does not have a user specification agreed and some security issues remain. However, MOD would like to explore other options and build on the experience that other organisations have in this area. NATS have an operational online tool and CAA International is considering buying an online tool. MOD, CAA and RUK agreed to meet to discuss further.

**Action 30: MOD, CAA and RUK to discuss options for an online pre-planning assessment tool.**

### **Guidance/CAP764**

15. CAA has issued amendments to CAP 764, the Policy and Guidelines on Wind Turbines. This is a regulatory technical update to service providers and not therefore subject to consultation procedures. A further update, covering other areas of CAP 764, will follow in the summer. The Airspace and Safety Initiative Windfarm Working Group (ASIWWG) will be in the lead but it would be useful to get wider comments.
16. SH also updated that FMB had agreed to fund a CAA Turbulence study presented by Steve Wheeler at the FMB held earlier. Further discussions on timescales would be presented at the ASIWWG.

### **Any Other Business**

17. MC informed the Board of an issue that has been raised by Dong Energy and their consultants relating to their planned offshore wind development projects in the Irish Sea and requested further information from MOD. DBo agreed to investigate and report back to DECC and the Crown Estate as soon as possible.

**Action 31: MOD to review Irish Sea issue and report back to DECC and Crown Estate as soon as possible.**

18. MJ stated that the date of the next meeting was currently planned for 23 July 2013. MC asked whether it was possible to re-schedule for 17 July.

**Action 32: JH to work with members to review date of next meeting.**

**END**

Annex A

	Owner	Action	Expected Date	Status	Comment
1.	Crown Estate	To complete the mapping project for the next version of the Aviation Plan	17 July 2012	Closed	
2.	DECC	To set up a Working Group to consider regulatory options and update the AMB	15 October 2012	Closed	This action was created to find a claw back mechanism for Raytheon which may no longer be needed under the NATS business model.
3.	RenewableUK	To refresh the Evidence regularly for updates to the Aviation Plan	15 October 2012	Open	
4.	CAA & DECC	To undertake a stocktake on whether there is a need for new or better guidance for LAs to help assess aviation objections in due course.	15 October	Open	DECC to review with CAA
5.	DECC	CG to request further updates and propose a new dashboard for future AMBs. A one off workshop for interested parties may be appropriate.	1 September 2012	Closed	
6.	RenewableUK	PA to link to the Raytheon Executive summary in the next RUK newsletter.	15 October 2012	Closed	
7.	NATs	MB to arrange a meeting of interested parties before the next AMB to update on NATS progress.	1 Oct 2012	Closed	
8.	MoD	DBo to produce some lines to explain cessation of pre-application process.	3 August 2012	Closed	Lines now sent to Paul Askew at RUK
9.	DECC & MoD	SR and CG to meet with MoD to consider next steps	30 Sept	Closed	
10.	MoD	DBo and FH to have a paper on ATC ready for the next meeting of the AMB.	1 Oct 2012	Closed	
11.	DECC and Renewable UK	CG and PA to agree on terms and timing of the next meeting of the AAP.	1 Sept 2012	Closed	
12.	AIFCL	TF to contact the Met Office to arrange a meeting with them and DECC.	1 Oct 2012	Closed	
13.	ALL	Workstream owners who had not responded thus far to get in contact with Jon with updates.	12 Nov 2012	Closed	

14.	MOD	DBo to consider what a safeguarding workstream would look like ahead of the next AMB.	22 Jan 2013	Closed	
15.	DECC and MOD	FH and CG to ensure the ATC project is built into the Aviation Plan.	22 Jan 2013	Closed	
16.	CAA and MOD	AK to speak to FH about future spectrum issues for consideration.	22 Jan 2013	Closed	Agreed 23 April
17.	DECC, MOD & FMB	DECC, MOD and FMB to talk through ATC mitigation demonstration programme proposal.	12 Nov 2012	Closed	
18.	DECC	CG to circulate draft AAP ToRs to AMB members	22 Jan 2013	Closed	Agreed 22 Jan
19	DECC	JH to review technology workstream format ahead of next meeting.	23 April 2013	Closed	Agreed 23 April
20	MOD	PG to consider the commercial confidentiality of the technical readiness status of ATC demonstrator systems	23 April 2013	Closed	Agreed 23 April
21	RUK, CAA & MOD	PA, KL and DBo to discuss and resolve lighting guidance issue.	23 April 2013	Open	DECC to review with CAA and MOD.
22	DECC & MOD	CG and PG to finalise DECC/MOD Memorandum Agreement	23 April 2013	Closed	Agreed 23 April
23	MOD, DECC & RUK	DB to share pre-application scoping results with CG and PA and discussion future options	23 April 2013	Open	
24	DECC	JH to review progress on action points 4 and 21 with owners	23 July 2013	Open	
25	DECC & SG	DECC and Scottish Government, in consultation with MOD, to scope and timetable a delivery plan to take forward Eskdalemuir policy options.	23 July 2013	Open	
26	DECC	JH to liaise with AMB Members and workstream owners to revise and agree the Aviation Plan for 2013/14.	23 July 2013	Open	
27	DECC & RUK	DECC and RUK to liaise to agree the use of Survey data within the Aviation Plan.	23 July 2013	Open	
28	DECC, FMB and MOD	DECC, FMB and MOD to investigate combining July AMB and FMB meetings with a visit to the demonstration site.	23 July 2013	Open	
29	MOD, DECC and RUK	MOD, DECC and RUK to consider options for further pre-application work	23 July 2013	Open	

30	MOD, CAA and RUK	MOD, CAA and RUK to discuss options for online pre-planning assessment tool.	23 July 2013	Open	
31	MOD	MOD to review Irish Sea issue and report back to DECC and CE.	31 May 2013	Open	
32	DECC	JH to work with members to review date of next meeting.	23 July 2013	Open	