

## **Aviation Management Board Meeting**

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

**Date:** Tuesday 17<sup>th</sup> April 2012

### **Present**

HB	Hannah Brown	DECC – Chair
JH	Jon Hayward	DECC
DBe	David Best	DfT
MC	Matthew Clear	The Crown Estate
AK	Andy Knill	CAA (DAP)
MB	Mark Balsdon	NATS
PA	Paul Askew	RUK
JC	Jon Cox	AOA
SH	Simon Heyes	Infinis
SCh	Simon Christian	Scottish Power Renewables
SCo	Simon Coote	Scottish Government
JP	John Parkinson	DfT

### **Apologies**

BR	Bill Richmond	RUK
DB	David Boyd	MOD

### **Introduction**

1. It was announced that SH would succeed SCh as Chair of the FMB. The group thanked SCh for his efforts in the role. HB advised that she is to move to a new post in DECC and a process is in place to appoint a successor as soon as possible. A successor (Chris Gormley) has been appointed as Head of Aviation Policy and is due to take up the post in mid-May. Alexis Tregenza has also moved to a new post and his role has been advertised within DECC.

### **Aviation Plan**

2. The Aviation Plan was generally welcomed by the Group. However, concern was raised that it does not adequately cover civil air traffic control and is overly focussed on the big solutions and fails to cover small solutions required at the bottom end. HB noted that the group had previously decided that the Plan should focus on strategic aims and projects, and the civil side is currently covered primarily under Raytheon – any strategic gaps should be agreed following consideration of the evidence work by RUK (agenda item 3). It was acknowledged that concerns about the smaller end of spectrum remain.
3. Going forward, DECC will circulate the Plan 3 to 4 weeks before each AMB for members to update their individual projects, and then circulate a final version for discussion at meetings.

4. There was a brief discussion around the mapping exercise conducted by Dean Furlonger. It was agreed that the previous action on NATS in this regard had been closed off. MC agreed to take forward the final stages of the mapping project.

**Action 1: TCE to complete the mapping project for the next version of the Aviation Plan**

**Strategic Approach to Funding and Implementation**

5. HB outlined her thinking around the paper on funding and implementation and how the group could channel the efforts of different people to go forward more strategically to achieve better outcomes. This needed to include the claw back and free-rider issues to encourage more involvement in the procurement process.
6. SCh thought that Section B of the paper "What a Strategic Approach Would Look Like", and specifically how to raise funding was the key issue, and suggested that a strategic approach could be advanced by centrally coordinated funding to deliver solutions for nationally important infrastructure. While developers would bear the costs, to achieve this in practice would either require a mechanism to enable them to contribute collectively or Government funding would need to be made available which could then be recovered. Reductions in RO support rates are not helpful in this respect. HB stated that costs need to fall to the beneficiaries and it was a question of co-ordinating costs and this highlighted the necessity of clear business cases.
7. MB considered the certainty of delivery to be key. As the MWs installed cannot be guaranteed it makes it difficult to develop a business case if there is potential for 30-60% of capacity to fall away. AK thought that there were two strands; short term to solve the immediate problems, and longer term to design the problem out in future infrastructure. The Future Aviation Strategy and Spectrum release strategy will address airspace requirements and need to incorporate wind farms early on in the process. This will be a holistic approach that will need to get stakeholder momentum behind it.
8. SCo noted that a lot of progress had been achieved through the work of the AMB so far this was ground breaking work and should get easier with time. The Scottish Government had provided funding to reduce risks to developers. However, it is important to bring people together and that there could be a lot of ad hoc working being done that that could be more strategic. This group has the potential to do this.
9. The discussion turned to whether the robust clawback mechanisms could support funding by providing certainty of finance. This could be taken forward through industry-led agreements / self-regulation options, or regulatory options. HB took an action to explore regulatory options further, working with RUK, Scottish Government, NATS, and FMB
10. The next steps in the paper were agreed.

11. MB then updated the group on the work NATS is doing to build a business case for Raytheon as a sustainable mitigation solution, and that progress on MW potential should be reached shortly and he would present the findings in a few weeks.

**Action 2: DECC to set up a Working Group to consider regulatory options and update the AMB**

### **Windfarms / Aviation - Evidence**

12. PA gave a presentation detailing the results of RUK's recent members' survey on aviation issues. The group discussed the nature and origin of objections and the implications for strategic priorities. It was agreed that the evidence demonstrated that the MOD business case is clearly needed. Overall, it was thought that the results were intuitively right but might not capture smaller sites or single turbines. HB confirmed that the headline figures will go into the aviation plan. RUK will expose the survey to more members.

**Action 3: RUK to refresh the Evidence regularly for updates to the Aviation Plan**

### **MOD Update**

13. The group discussed the note provided by the MOD. The group acknowledged the constraints that the MOD are under, but felt that these could undermine progress on key projects, and may affect support for the business case that is being developed. The group recognised the importance of MOD involvement to resolving problems between aviation and wind energy and noted the progress the MOD hoped to make on the lead role in May.

### **Windfarms / Aviation and Planning Guidance – options**

14. Discussion centred on whether there is a need for new or better guidance for LAs to help assess aviation objections. SCo noted that guidance is available on the Scottish Government website, and this approach could also be helpful in England. It was agreed that, following the ASIWWG Airside Planning Guidance, there should be a stocktake to see if further guidance is required.

**Action: RUK to undertake a stocktake in due course.**

### **Aviation Operations Group**

15. MC updated. A new group has been formed to consider operational matters, covering issues such as health and safety, barges and helicopter availability. The first meeting will be on 9 May. The group should be able to provide statistics around offshore construction and O&M. There will be a representative from the oil and gas sector as there are clear synergies that present learning opportunities. The MOD will also be made aware as this work is relevant to low flying and danger areas.

## **Eskdalemuir Working Group**

16. SCo updated. The group were updated on the current position regarding Eskdalemuir. The SG has set up a Working Group on Eskdalemuir. Dr Bowers has been engaged despite a very busy schedule to conduct a technical report. This will give a better idea of whether new ways of managing the budget can potentially enable further deployment. The work of the Group is waiting for the MOD report to be available. SCo raised the issue of developer membership of the Working Group, and links with the FMB Engineering Group. The FMB confirmed that it makes sense for FMB Engineering Group representation to be constant for all WG meetings.

## **Lighting – update**

17. RUK presented a video showing a lighting installation on an offshore wind farm. The installation provides a flashing ‘W’ that should satisfy maritime concerns. Implementing such an arrangement would require a change of policy rather than legislation. It was confirmed that lighting would not therefore require retrofitting or affect consent decisions retrospectively.

## **Any Other Business**

18. CAA are developing a business case to look at turbulence near small airports. They will work with RUK to identify relevant developers.
19. RenewableUK has received a request to receive an American delegation to discuss radar issues and to arrange site visits.
20. NATS confirmed that Raytheon will release its executive summary in non-proprietary format for publication shortly.
21. Date of the next meeting has been fixed for 17 July 2012 (14:00-16:00).

## **Actions**

1.	Crown Estate	To complete the mapping project for the next version of the Aviation Plan
2.	DECC	To set up a Working Group to consider regulatory options and update the AMB
3.	RenewableUK	To refresh the Evidence regularly for updates to the Aviation Plan
4.	RenewableUK	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.

**END**