



Aviation Management Board - Terms of Reference, March 2024

Authority

The Aviation Management Board (AMB) is run by the Department for Energy Security and Net Zero (DESNZ) and reports to the Minister for Energy Security and Net Zero. The Secretariat will report progress to the Minister on a biannual basis.

Purpose

The Board aims to enable the successful commissioning of the UK offshore and onshore windfarm pipeline in areas where there are potential or existing issues with aviation systems (such as radar) and airspace management. It delivers this through identifying and supporting implementing actions to mitigate and avoid adverse effects on radar and aviation systems, resulting from the deployment and operation of offshore and onshore wind farms.

Scope

The mitigation strategy and consideration of aviation systems and aviation issues applies to the UK. It will not however consider issues related to individual wind farm projects other than as far as they relate to wider strategic application.

Functions

To articulate issues associated with the interactions of wind power developments and radar and airspace use. To identify and drive the implementation of solutions while ensuring the safety and security of civilian and military airspace.

This includes, but is not limited to:

- Identifying and supporting the delivery of solutions to the deployment of onshore and offshore wind in relation to the current system for mitigating against wind turbine interference with aviation monitoring systems and airspace management.
- Collect, analyse and disseminate data that quantify and qualify the impacts of wind turbine interference with aviation systems.
- Advocate for and encourage the prioritisation of solutions to wind turbine interference with aviation monitoring systems and airspace management.
- When overseeing the delivery of identified work programmes, act as steering group or provide project management support as appropriate.
- Identify and escalate risks and issues to the delivery of agreed work programmes as appropriate.
- Monitor the implementation of solutions to optimise performance.

Principles guiding the work of the AMB

- Achieving Net Zero requires sustained growth in onshore and offshore wind.
- Wind deployment can support the greening of the aviation sector (civil and defence).
- Aviation (civil and defence) can support decarbonisation of electricity generation by enabling wind deployment.
- Wind is now part of the built environmental baseline against which new surveillance systems should be procured and airspace management changes should be considered.

- Evidence used to demonstrate the impacts of radar on onshore and offshore wind and inform board decision-making should be agreed by the Board and as much as possible be independently verified to ensure that collection methodology is statistically sound and avoids potential bias.
- Impacts of wind on surveillance infrastructure (cumulative or otherwise) that increase the threat to loss of life or degrade national security are unacceptable.
- Long-term solutions should aim to be fair and equitable for all parties.

Conduct and Frequency of Meetings

The board will convene every two months for one hour, throughout the year, at a time set by the Secretariat and agreed by Board members. Board Meetings will take place in DESNZ offices, with the option to attend via Microsoft Teams.

The Secretariat will issue Board papers at least 5 working days before the date of each meeting. The Minutes and Actions of each Board meeting will be circulated by the Secretariat within 5 working days following the meeting.

At each meeting, agreement for the Minutes from the previous meeting, compiled by the Secretariat, will be confirmed by Board members or any disagreements flagged. The Board will also hear updates to and review the actions log, considering whether and what additional support is required in relation to uncompleted actions. Key climate and transport policy updates will be heard from the chair before non-standing agenda items are heard.

Membership

The Board is comprised of representatives from UK government departments and offices, arms-length bodies, representatives of the UK offshore and onshore wind industry, aviation stakeholders, and qualified Subject Matter Experts. Organisations who are represented on the Board are listed below. Organisations nominate one senior representative for each meeting where possible but may bring another representative to support on a particular agenda item if needed. Attendance of additional staff must be agreed with the Secretariat prior to each meeting.

The Secretariat are members from DESNZ. Their role is to ensure the Board functions smoothly and initially address the concerns of Board members. This includes ensuring that minutes and papers are circulated according to agreed timetables and that actions resulting from Board meetings are allocated and completed.

The Chair of the Board is the Deputy Director for Renewables Strategy in the Renewable Electricity Directorate in DESNZ. In their absence the Chair will nominate a DESNZ representative to deputise in their place.

UK Government Departments:

- **The Department for Energy Security and Net Zero (DESNZ)** - The Government lead on UK wind policy, Net Zero ambitions, Industrial Strategy and the Clean Growth Strategy
- **The Ministry of Defence (MoD) represented by:**
 - **I) Royal Air Force Air Capability** (RAF Air Cap)
 - **II) Defence Airspace and Air Traffic Management**
- A key aviation stakeholder working to preserve the integrity of the Recognised Air Picture and optimise aviation safety as a key UK Air Navigation Service Provider. **The Department for Transport (DfT)** - The Government lead on UK Aviation Policy.
- **Scottish Government** - Policy owner for wind policy in Scotland.

- **Welsh Government** - Officials will receive relevant papers but will attend meetings on an ad hoc basis.
- **Northern Irish Executive**- Officials will receive relevant papers but will attend meetings on an ad hoc basis.

Representatives of the wind industry:

- **RenewableUK (RUK)** - Trade association representing the onshore wind and offshore wind industries.
- **OnWARD 2030** – The Onshore Wind Aviation Radar Delivery 2030 Group (OnWARD 2030) is an onshore wind sector forum, run by RenewableUK (RUK) through its existing Aviation Working Group (AWG). It was convened at the request of the Aviation Management Board to bring together representatives from prominent onshore wind developers with knowledge and expertise of onshore wind and aviation industry interactions. OnWARD 2030 both delivers and acts as a resource for AMB onshore wind work programmes.
- **The Offshore Wind Industry Council (OWIC)** – The HMG and Sector forum which represents the views of the OWIC Aviation Workstream of the Offshore Wind Sector Deal between HMG and Sector to the AMB. It has work programmes, including with MOD via a Joint Programme Board and Taskforce on developing solutions to radar mitigation and operational co-existence.
- **The Aviation Investment Fund Company Limited (AIFCL)**, which is a wind industry funding body, formed in 2009, to take forward work on radar mitigation and represent wind farm developers.

Representatives of UK aviation and airspace use:

- **NATS** - The main air navigation service provider in the United Kingdom. It provides en-route air traffic control services to flights within the UK Regions and provides air traffic control services to a number of UK airports.
- **Civil Aviation Authority (CAA)** - The UK's specialist aviation regulator.
- **Airport Operators Association (AOA)** – The trade association representing the interests of UK airports. Members include over 50 airports and nearly 100 Associate Members.

Members representing the views of site leasers and qualified subject matter experts:

- **Crown Estate Scotland** - Manager of the seabed in Scottish waters to the 12-nautical mile limit. They lease sites to developers and have vested interest in seeing that the sites are developed rather than becoming unviable due to an inability to progress radar mitigation.
- **The Crown Estate** - Manager of the seabed to the 12 nautical mile territorial sea limit in Wales, England, and Northern Ireland. They lease sites to developers and have a vested interest in seeing that the sites are developed rather than becoming unviable due to an inability to progress radar mitigation.