



AVIATION MANAGEMENT BOARD

Meeting reference AMB 2008/1

Date Monday 14 July 2008

Present	Duarte Figueira	BERR	Director Renewables Deployment
	Katherine MacNeill	BERR	Deputy Director Renewables Deployment
	Martin Marais	BERR	Aviation Plan Manager
	Bill Richmond	BWEA	Board Member
	John Arscott	CAA	Director Airspace Policy
	Rachel Clapson	Cabinet Office	
	Peter Griffiths	DfT	Director General of Civil Aviation
	Mark Roberts	MOD	Director of Air Staff
	Tom Barrett	MOD	Directorate of Air Staff – Assistant Director Ops
	Simon Hocquard	NATS	General Manager Operations, Strategy & Investment
	Chris Veal	RAB	Board Member
	Jonathan Perks	AEA	Aviation Plan Secretariat
	Apologies Apologies	David Lamberti	Cabinet Office

MINUTES

BERR introduced the meeting by summarising the Renewables Energy Strategy (RES) consultation document published on 26 June and the importance of deploying wind energy to meet the Government's energy objectives and binding targets for CO2 emissions reductions and renewable energy. In 2007, EU Heads of State agreed a binding target of 20% of the EU's energy to be provided by renewables by 2020, with a proposed target for the UK of 15% of its energy consumption from renewable sources. This will mean that approximately a third of the UK's electricity generation capacity will need to be provided by renewable technologies. It is expected that on and offshore wind energy will play a crucial role in generating:

- Up to 14GW onshore; and
- Up to 25GW offshore (including the 8MW already Planned).

The Prime Minister's speech on 26 June emphasised the need to reduce delays to wind farm developments due to aviation and shipping issues. A Memorandum of Understanding (MOU) has been agreed and signed by the relevant government departments and key stakeholders. BERR, MoD, and DfT have been tasked with

reporting to the PM, updating him on progress on the implementation of the Aviation Plan, by the end of September.

Key points arising from the meeting

1. The AMB's Terms of Reference were agreed subject to some minor amendments to reflect the balance of wind energy deployment and aviation policy objectives to safeguard national security and maintaining air safety (as noted in the MOU). Maritime navigational radar and SAR helicopter issues are outside the scope of this group, however BERR have commissioned trials to address this issue and it was agreed that BERR would update the AMB on the progress of this work as appropriate.
2. The membership of the Group was agreed. Representatives of other organisations (e.g. from Devolved Administrations, The Crown Estate and Airport Operators' Association) would be invited as observers as appropriate.
3. The relationship between the Aviation Management Board (AMB) and the Funding Management Board (FMB) was discussed and the AMB noted the line of accountability from AMB to ministers. It is expected that the AMB would decide on the tasks to be included in the Aviation Plan and invite support from the FMB. The FMB will manage the funds provided by industry contributors in line with set criteria. It will be chaired by the BWEA and attended by those organisations making the most significant contributions. There was some concern that there could be a conflict between the priorities set by the AMB and the FMB but it was recognised that the structure reflected the practicalities of carrying out this programme of work. It was felt that both organisations had an interest in making these arrangements work.
4. The meeting noted that the Aviation Advisory Panel was meeting on 21 July. It recommended that the Panel should include the managers of each work-stream (but see below).
5. BWEA updated the meeting on the establishment of the funding mechanism. There has been unanimous endorsement of the MOU by the BWEA Board and overwhelming approval from BWEA members. Nevertheless, there is a small, but vocal minority of developers who need to be won over with evidence of clear benefits in the short term. Much has yet to be formalised and the update given was subject to agreement from BWEA members. A one-off voluntary contribution from developers and other supportive organisations will be sought to initiate the fund. It is anticipated that this will be up to £5m. Continued funding is expected to be provided by voluntary contributions from developers as new developments are approved and constructed. It is hoped that the fund will be fully established (on an appropriate legal basis) prior to the next AMB in September, later than the June date hoped for in the MoU. It was agreed that the criteria for funding work-streams should slightly reworded so that they are not exclusive and in particular they do not exclude funding such work-streams as the CAA remit. The draft words to be available in time for BWEA's next Aviation Strategy meeting on 7 August (not 8th as stated during meeting).
6. BERR gave an overview of the Aviation Plan and the work-streams. It was agreed that the management of the work-streams would be facilitated by

grouping them together into broader themes with responsible managers (who would attend the AAP) ie.

- a. Background / baseline
 - b. Air Defence
 - c. Air Traffic Control
 - d. Radar Interference Reduction Studies
 - e. Consultation
7. It was agreed that for each work-stream comparative metrics will be developed to help the prioritisation process. These will include:
 - a. Potential capacity of wind farm developments (GW) released
 - b. Number of proposed wind farm development proposals released
 - c. Timescales
 - d. Costs
 - e. Probability of success
 - f. Risks to delivery
 8. It was recognised that rapid progress is needed on the priority work-streams mentioned in the MOU, with the intention of being implemented by the end of 2008 including:
 - a. The financial support for a change in the CAA remit
 - b. Web-based site screening tool
 9. There was a discussion of the sequential nature of the planning process that means that MOD and other stakeholders are unable to prioritise applications on a strategic basis. For aviation, the cumulative effects of turbines is a crucial matter and this is likely to be a particular problem in England where a large number of small developments are likely to be required. It was noted that the RES consultation proposed to move towards more regional targets for renewable energy development which could be helpful in taking a more strategic approach to the deployment of renewables.
 10. The importance of showing evidence of the short-term benefits of the new approach and having effective communication streams with various stakeholders was recognised. An opportunity for giving presentations at the forthcoming BWEA conference was identified.
 11. The next meeting of the AMB will be arranged for mid-September. AEA will circulate proposed dates for meetings for the period to the end of 2009.

ACTIONS

1	All / AEA	All board members of the AMB to send AEA brief Biography details; AEA to circulate these to all AMB Members.	
2	All / AEA	All board members of the board will nominate a substitute member with executive authority to AEA who will distribute (to Members of the Board) a contact list of members and their substitutes.	
3	BERR	BERR to update AMB on the progress of the work currently being done with regards to shipping	

		issues, particularly search and rescue, at the next meeting.	
4	BERR / AEA	Martin Marais will draft some text for the Terms of Reference, based on wording tabled at the meeting and within the MoU so that they reflect the balance between aviation interests (national security / safety / economic growth and wind farm developments) and send it to AEA to circulate to AMB Members	
5	AEA	AEA will prepare an annual plan of meetings (including the Aviation Advisory Panel) and circulate to members of the AMB. This will include 4 meetings of the AMB.	
6	DfT / AEA	DfT will send a short summary describing the European funded SESAR research programme to AEA who will circulate to all members of the AMB.	
7	BERR	BERR will revise the wording of the criteria set out in the Finance update to ensure that they can include implementation / roll-out projects (eg CAA remit). AEA will ensure that this is circulated to all members of the AMB	
8	BERR	BERR will revise the Aviation Plan to reflect the broader areas identified in minutes 6 and 7	
9	BERR	BERR to collate details of managers for each of these areas and populate each of the work-streams including start and end dates for agreement at the next AMB meeting in advance of a report to No. 10 by the end of September	
10	BERR	BERR to ensure that each work-stream has a summary which includes the metrics identified in minute 7.	

Duarte Figueira, Chairman

Jonathan Perks, Secretary

Our reference AMB2008/01

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