



AVIATION ADVISORY PANEL

Meeting reference: AAP 2008/01

Date Monday 21 July 2008

Present	Martin Marais	BERR
	Chenab Mangat	BERR
	Katherine MacNeill	BERR
	Brendan Kelly	NATS
	Colin Cragg	AOA (BAA plc)
	Maurice Dixon	MoD
	Jason Strong	NATS (for Jonathan Westbrook)
	David Payne	CAA (DAP)
	Ray Woods	CAA (SRG)
	Rachel Ruffle	RES
	Nicola Vaughan	BWEA
	Tom Barrett	MoD
	Brian George	BERR consultant
	Keith Welford	BERR (Development Consents and Planning Reform)
	John Paige	MoD
	Jonathan Perks	AEA
Apologies	Susan Hamilton	DfT
	Julian Chafer	MoD
	Jonathan Westbrook	NATS
	Colin Imrie	Scottish Government
	John Buswell	Amec
	Colin Caldwell	Scottish Power
	Ben Barton	Crown Estates

MINUTES

BERR introduced the inaugural meeting of the AAP by summarising the contents of the Renewables Energy Strategy (RES) consultation document published on 26 June and noting the critical role that deploying wind energy would play in meeting the Government's climate change and 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 consumption to be provided by renewables by 2020, with a proposed binding target for the UK of 15% of its energy consumption from renewable sources. In practice, this will mean that approximately a third of the UK's electricity consumption needs 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 (in addition to the 8GW already planned).

The Prime Minister's speech on 26 June had also 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. This meant that the Aviation Plan would need to be fully populated by all parties in time for that report.

BERR introduced the new governance structure that is to be established under the Aviation Plan and set out in the Terms of Reference. The Aviation Management Board is expecting the AAP to provide technical advice and recommendations to it for work underneath the Aviation Plan.

Key points arising from the AAP meeting:

1. The Terms of Reference for the AAP were agreed subject to one amendment (Action 1)
2. It was agreed that the membership of the group should not exceed 20 people. Work-stream managers should not necessarily be formal members, as their organisations were already represented, but they would be invited to present to the Group periodically. It was agreed that the Group should meet on a quarterly basis, 2-3 weeks before the AMB meetings take place.
3. The draft Aviation Plan was currently available on the BERR website and it was agreed that it was appropriate for this to be a public document (Action 2). It was agreed that it was not appropriate to include the Risk Registers on the web-site, but that risks should be presented publicly as FAQs. The Risk Registers would serve as internal documents (Action 3).
4. It was noted that different stakeholder liaison groups convened by Government cover specific marine impact issues: Navigation and Offshore Renewable Energy Liaison (NOREL), Offshore Renewable Energy and Environment Forum (OREEF) and Fishing Liaison with Offshore Wind and Wet renewables (FLOWW). Where there are common issues these should be fed in to the discussions of the AAP (Action 4).
5. While it was felt that, at the moment, the UK is leading in understanding the issues concerned with interference of radar by wind farms, the need for learning from others was recognised. MoD have prepared a report describing their view of activities in other countries (particularly US and NATO) which they will circulate before the next meeting (Action 5).
6. The group agreed that it would be useful to consider the potential to optimise the integration of NATS, other civilian and MoD radar pictures. (Action 6).
7. There was a discussion on the siting of a turbine to demonstrate stealth technologies. From an MoD viewpoint Glasgow is not an ideal location since it cannot be seen by military radar, only by civilian radar, and it was agreed that efforts would be made to identify a suitable alternative in line of sight of ATC, NATS and AD radar. (Action 7).

8. Lead organisations were identified for each work-stream area and each work-stream. A new work-stream area (Data Exploitation) was added. The work-streams will need to be fully populated before the next AAP (and AMB) meetings. Action on Workstream leaders to populate their template. (Action 8).
9. BERR presented draft business cases for the CAA remit and web-based site-screening tool. Feedback on their format and content will be provided by all members (Action 9).
10. The Group agreed that the following Business Cases should be completed for presentation to the next AAP:
 - CAA remit
 - Web based site screening tool
 - Raytheon
 - Air traffic control (ADT Phase 2)
11. BWEA reported that a detailed (costed and timed) proposal had not yet been received from Raytheon. Nevertheless it was agreed that it would be useful to have the business case prepared for the next meeting so that the way forward can be agreed. Action on NATS to prepare business case. (Action 10.)
12. For the Air traffic control work-stream BERR reported that the next stage for the ADT system was to carry out a short feasibility study to confirm the way forward. This will be completed in August. The next phase will be to implement a development project starting in mid September. The next stage for the Sensis system is to arrange a workshop in the US during the second half of this calendar year. It is anticipated that a Sensis system will be installed in Glasgow before the end of the year.
13. BWEA updated the group on progress in setting up the Fund. There was a short discussion on the line to be taken if one of the developers approaches an aviation stakeholder to directly finance a specific project. It was agreed that a separate discussion should be held outside of this meeting once the funding mechanism is established. (Action 11).
14. The next meeting will be held on 4 September 2008.

ACTIONS

1	AEA / BERR	Revise bullet 6 of the AAP Terms of Reference so as not to completely exclude specific projects	
2	AEA	Distribute the URL link to the Aviation Plan with the minutes: http://www.berr.gov.uk/energy/sources/renewables/planning/onshore-wind/aeronautical/page18755.html	
3	BERR	Change Risk Registers in Aviation Plan to FAQs and create separate Risks Register.	
4	BERR	Ensure that there is an appropriate method for the AAP to receive feedback from the Navigation Group	
5	MoD	Circulate MoD report reviewing activities in other countries concerned with radar interference caused by wind-farms	
6	MoD / NATS	Prepare a proposal to consider the possibility of optimising the integration of the NATS/ Civil / MoD radar pictures	

7	JMP	Ask Mark Dorrington to review the siting of the stealth test wind turbine since Glasgow may not be the best location for this	
8	All	Provide populated Workstream templates for 4 Sept AAP meeting	
9	All	Provide BERR with feedback on the draft Business Plan	
10	NATS	Provide draft business case for 4 Sept AAP meeting for Raytheon work	
11	BERR	Arrange a meeting involving BERR, BWEA, MoD, NATS, AOA to discuss the line to be taken if one of the developers should approach an aviation stakeholder to directly finance a specific project.	

Martin Marais, Chairman

Jonathan Perks, Secretary

Our reference AAP2008/01

Date of issue 12 August 2008