

Aviation Structure & Memorandum of Understanding

Bill Richmond

BWEA Board Member responsible for Aviation

embrace

Clarity
Consistency
Timeliness

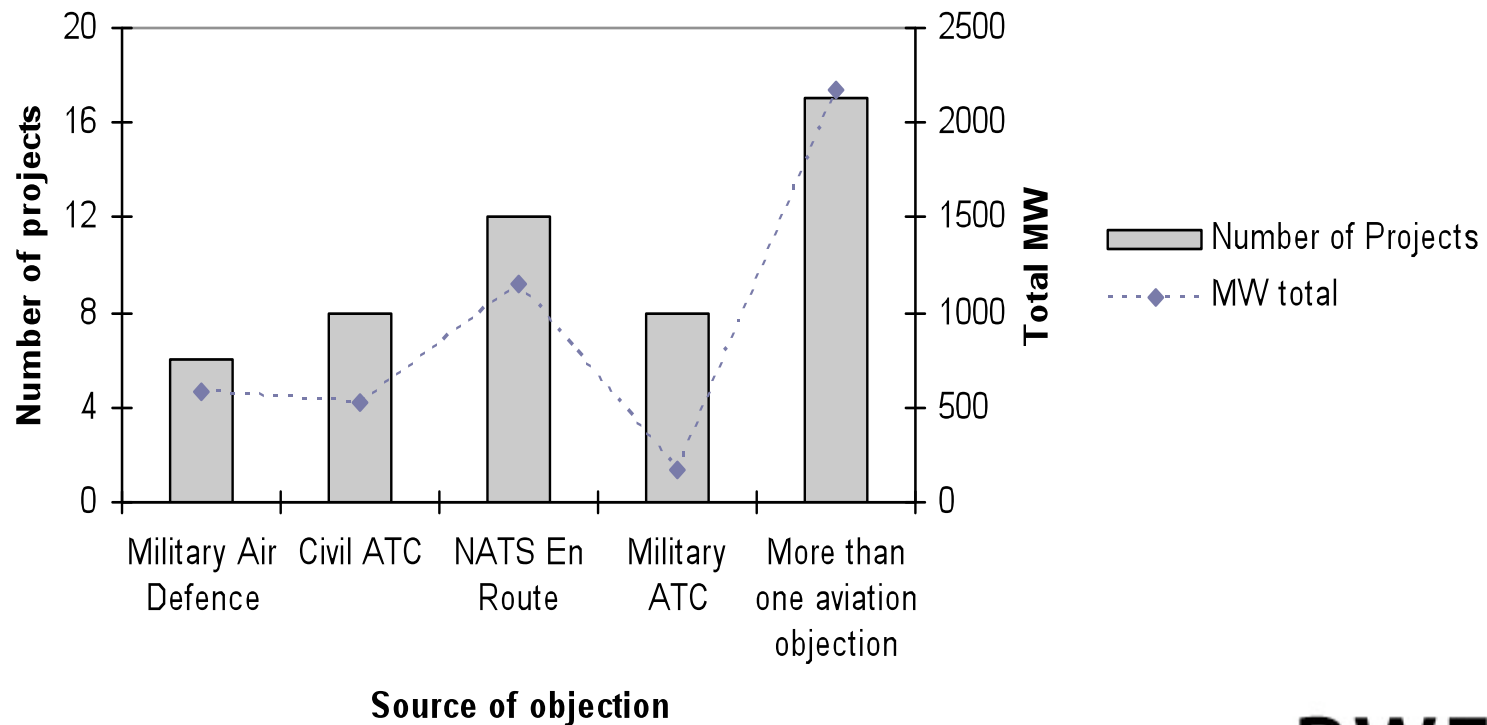
embrace

A year ago – the PM calls for action

- The planning barrier faced by aviation was recognised by the Prime Minister Gordon Brown in November 2007 during a speech in advance of the Bali summit on Climate Change. In an unprecedented reference to Aviation, the Prime Minister asked the Secretaries of State for Defence, Transport and Business to:
 - ***“...step up their efforts in cooperation with industry and the regulators to identify and test technical solutions to the potential difficulties that wind farms pose to air traffic and defence radar.”***

Why the concern?

4.6 GW of projects with objections, proposals for new projects starting to slow as government looks to increase renewable energy targets

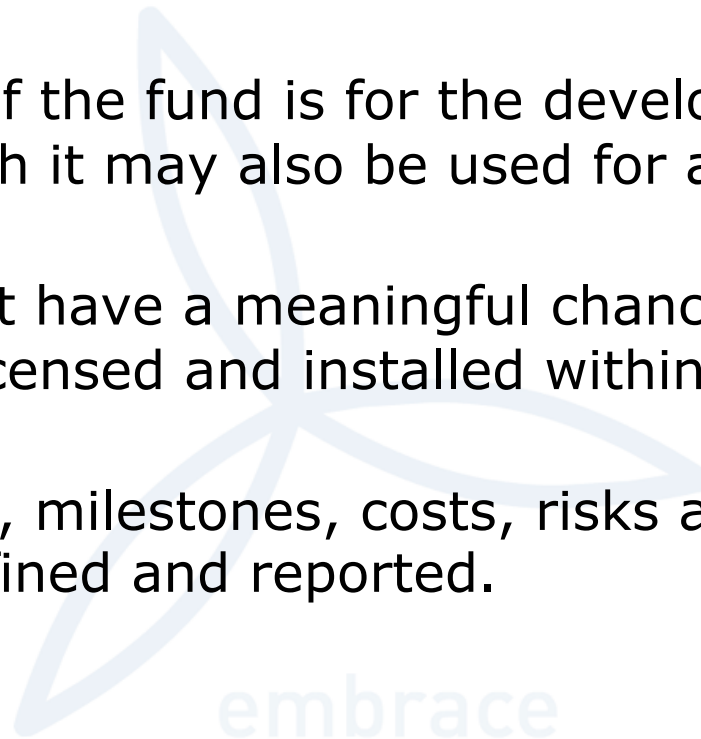


The Aviation Plan takes shape



Aviation Plan – Draft terms of Reference

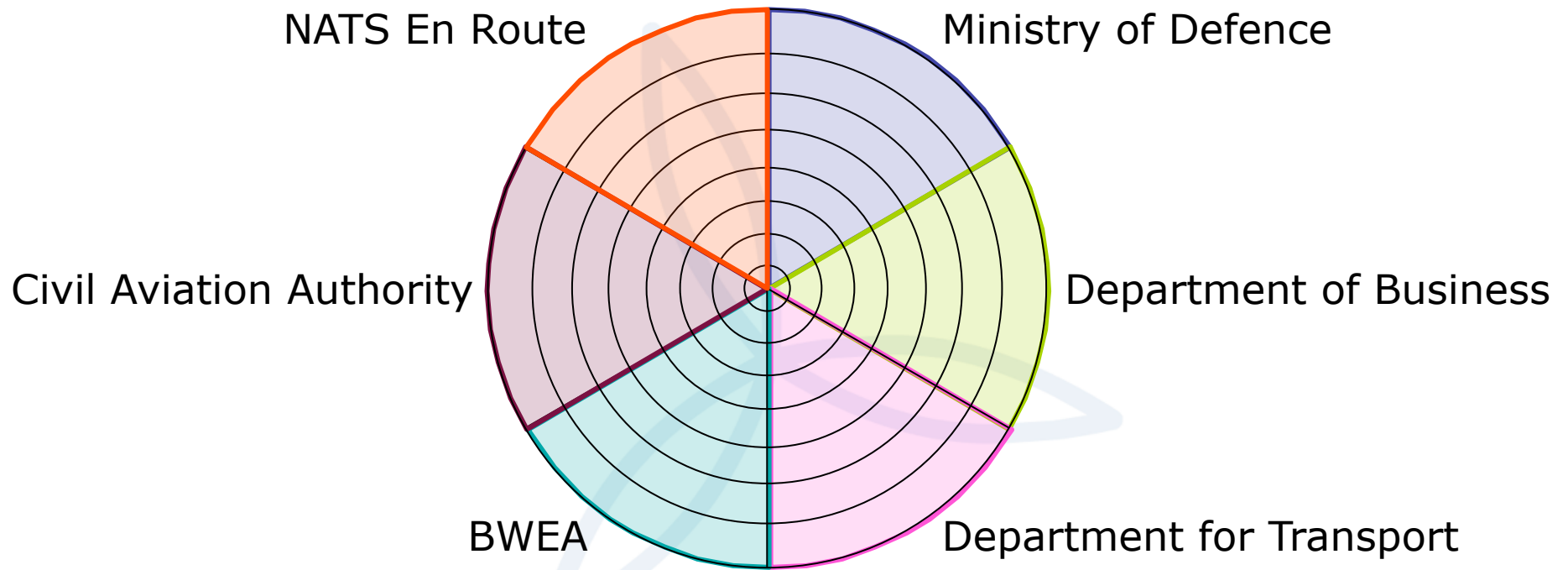
- the funded activity is for applied R&D looking to deliver technical or other solutions in accordance with delivering the Aviation Plan
- the primary aim of the fund is for the development of solutions, although it may also be used for appropriate roll-out programmes
- the solutions must have a meaningful chance of being shown to work, licensed and installed within a five year timescale
- Clear deliverables, milestones, costs, risks and success criteria will be defined and reported.



embrace

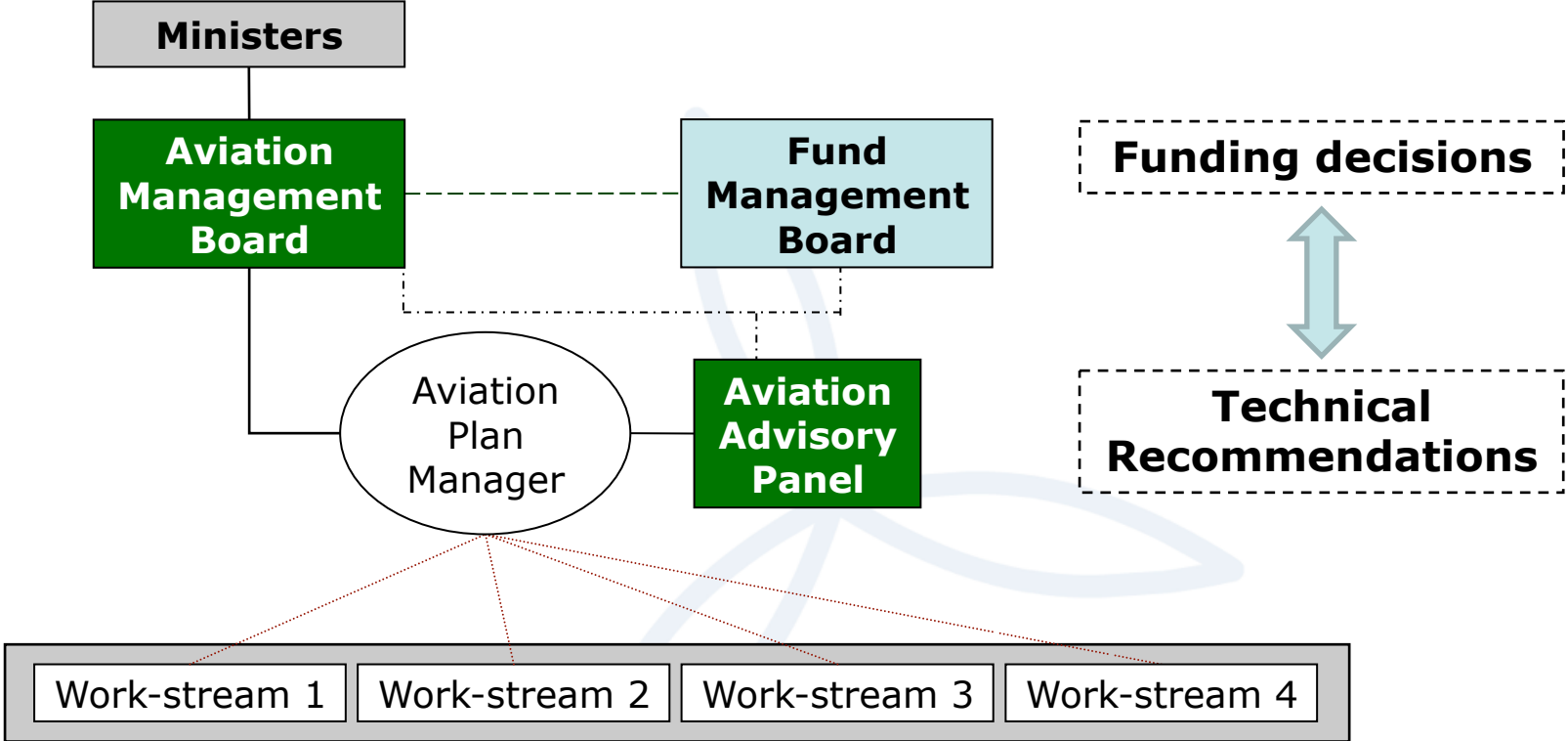


The MoU commits to the Aviation Plan



The MOU brings together aviation stakeholders and the wind industry.

Governance Structure under the MoU



What is the estimated required investment?

Air Defence	Aerodrome ATC	En Route ATC	Radar Interference	New activities
£1.4M	£1.5M	£3.6M	£?M	£3M?
Enabling processes				
£1.1M				

Total current R&D in plan: £10.3M

Government funding £3.36 – further £6m industry investment required

BWEA 30 Aviation: On the Up?

Funding the Aviation Plan

- We will continue to push at every opportunity for government funding, but government looking to industry
- Medium term commitment to multi-million pound programme, not a one-off request.
- Voluntary funding from wind community, BWEA cannot compel membership
- 2 types of funding needed:
 - Initial start up funding
 - Continuous investment into the fund
- Will push for every opportunity to seek funding from 3rd parties, early indication of significant seven figure donation already received from one such body;
- Join in the funding debate this afternoon

Co-operation begins to bear fruit

- MOD increasing resources at Defence Estates and progressing through the backlog of applications
- Turn-around time for Defence Estates assessments reduced from ~6 months to ~2 months
- Receiving a number of 'no objections' from MOD Defence Estates
- Sheringham Shoal and Middlemoor wind farms consented with suspensive aviation conditions
- NERL taking more ownership of the Raytheon Solution, preparing the business case for the Aviation Plan
- NERL producing their policy document on wind farms
- Clyde wind farm consented

Where are we now?

- The aviation stakeholders, together with government, and the BWEA are agreed on a way forward,
- A considerable amount of effort and goodwill has gone in from all the parties involved to making progress at the policy level over this year
- The BWEA has now circulated the business case for supporting the Aviation Plan to its membership and is seeking funding commitment by December, and to have the Aviation Fund in place in January

- The challenge

To have this new co-operation feed down to a project level where it really matters.