

Aviation Delivery Group (ADG)

Terms of Reference (ToRs) 2025

1. Context

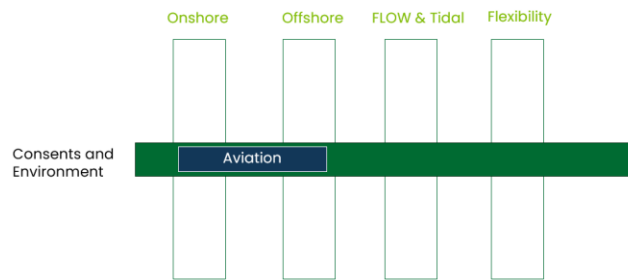
The Aviation Working Group (AWG) was established in 2016 to help shape and deliver coordinated RenewableUK policy and programmes, whilst supporting government, which built on the prevailing environment of co-existence between the wind and aviation industry, to minimise friction in the development process and accelerate deployment of onshore wind.

Following the publication of the UK Government's Onshore Wind Strategy in July 2025, the AWG will focus on supporting the Government on delivering the action of the strategy, identifying other areas of interest and supporting RenewableUK members. The AWG is therefore being relaunched as the Aviation Delivery Group (ADG). The group will be primarily responsible for delivery of onshore wind related work programmes. Delivery and management of offshore issues will continue to be conducted through the Offshore Wind Industry Council Aviation and Radar Workstream. However, it is recognised that there is significant overlap in policy objectives between onshore and offshore aviation, as a result the ADG will be provided with updates on offshore work.

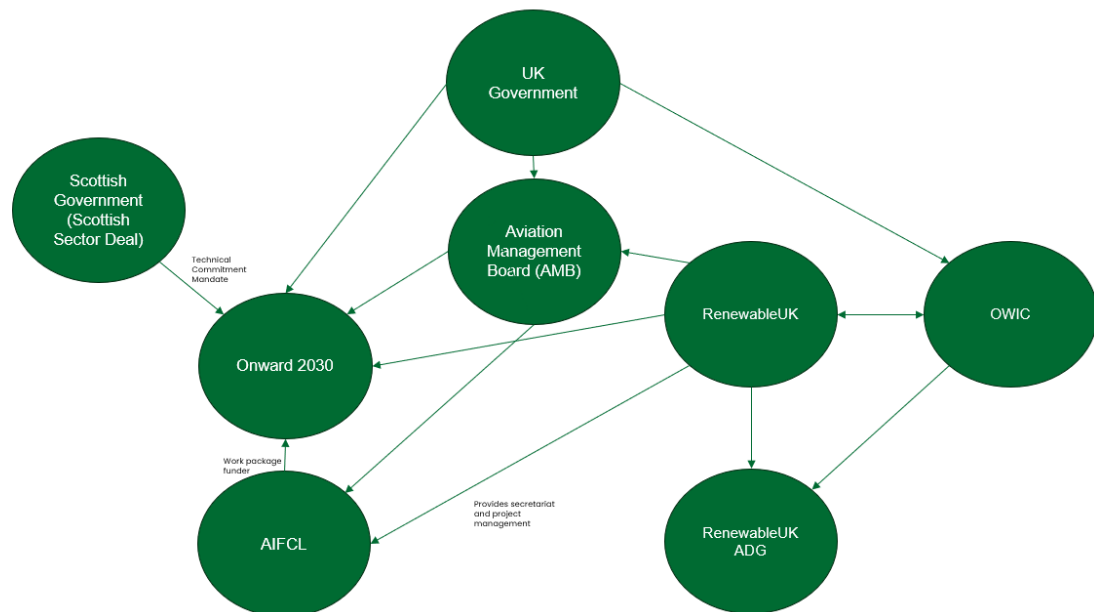
2. Scope

- 2.1 RenewableUK (RUK), are the established, influential voice of the UK's renewable energy industry. We advocate passionately and successfully for the UK renewables industry, bringing our members together to amplify results and accelerate the journey to net zero.
- 2.2 Within RUK, the secretariat for the ADG will sit in the Environment and Consents Team, and under the onshore.
- 2.3 Building on the work of the AWG, the Scottish Onshore Wind Sector Deal Technical Commitments (being delivered by Onward 2030) and the UK Government Onshore Wind Strategy, the ADG will establish task and finish groups to support industry aims.
- 2.4 The ADG will bring together members of RUK that deal with aviation challenges within their respective organisation, consultants with extensive knowledge and experience, as well as technical experts.
- 2.5 The group will continue to engage with representatives from the Department of Energy Security and Net Zero, the Department for Transport, the Civil Aviation Authority (CAA), the Met Office, NATS, the MOD and AirportsUK, though these will not be standing members of the ADG.

Structure – RenewableUK



Relationships



3. Purpose

- 3.1. The Aviation Delivery Group exists to support RenewableUK members in navigating and influencing the complex interface between onshore wind development and aviation and defence stakeholders. The ADG will also provide updates on the work delivered through the Offshore Wind Industry Council (OWIC) Aviation and Radar workstream.
- 3.2. As a membership-led forum, the group aims to:
 - Coordinate and support industry input into policy development, consultations, and regulatory processes relevant to aviation and onshore wind.
 - Serve as a central hub for information sharing, technical coordination, and issue escalation across government, regulatory, and defence stakeholders.

- Support the delivery of Government and devolved administration strategies (e.g. UK Onshore Wind Strategy) by identifying industry priorities, providing evidence, and convening discussions.
- Ensure members' voices are heard in shaping a joined-up, evidence-led approach to overcoming aviation-related barriers to wind development.
- Build collaborative, informed relationships across civil and military aviation sectors, helping stakeholders understand wind industry needs, timelines, and constraints.
- Build a strategy for 2026–2027 aligned with the Task and Finish Groups outputs.

4. Task and Finish Groups

- 4.1. These focused sub-groups will address time-limited, high-priority issues. The following are proposed for the 2025–2027 period:
- 4.2. Gap Analysis (Mapping Exercise) Task and Finish Group
 - Purpose: Identify what's missing in current aviation–wind coordination, processes, guidance, or technical understanding.
 - Outputs: Gap analysis report and recommendations for new guidance or policy focus areas. Create a tracker on all aviation and wind related work.
- 4.3. MOD Engagement Review Group
 - Purpose: Assess how the industry can better support Ministry of Defence engagement and streamline issue resolution.
 - Outputs: Recommendations for improved industry–MOD collaboration models.
- 4.4. Transparency and NDA Best Practice Guidance Group
 - Purpose: Review of the Scottish Sector Transparency work package and develop guidance on the effective use of Non-Disclosure Agreements to overcome aviation objections.
 - Outputs: Plain-English industry guidance and standardised NDA templates.
- 4.5. Airspace Regulatory and Current Guidance Review Group
 - Purpose: Explore policy options to require aerodromes to procure new PSR systems with wind farm mitigation capabilities and review current CAP Guidance
 - Outputs: Discussion paper defining "mitigation capabilities," stakeholder position, and regulatory options. Breakdown of all current CAP Guidance and identify areas needing updating.
- 4.6. Aviation Mitigation Fund Design Group
 - Purpose: Scope and design a potential Mitigation Fund to support civil airports financially in upgrading radar systems.

- Outputs: Business case, proposed fund structure, criteria, and stakeholder support strategy.

4.7. Annual Aviation Strategy Engagement Group

- Purpose: Define RenewableUK's input into the UK Government's annual aviation/defence strategy review process.
- Outputs: Annual impact assessment paper on onshore wind and aviation/defence infrastructure.

5. Communication

- 5.1. The Senior Policy Analyst will coordinate communications for the Aviation Delivery Group (ADG), including:
 - Scheduling and facilitating quarterly meetings.
 - Circulating relevant consultation opportunities, policy updates, and briefings via email.
 - Coordinating Task and Finish Group communications as required based on the scope and urgency of individual workstreams.
 - Sensitive or commercially confidential information may occasionally be shared within ADG discussions.
- 5.2. External communications relating to ADG activity (including reports, briefings, and guidance) will be coordinated by the aviation policy lead and shared with the Environment and Consents Team as well as the Head of Onshore.
- 5.3. Alignment and coordination with relevant industry and stakeholder bodies including Scottish Renewables, DESNZ and MOD.

6. Meetings, Reporting and Managing Issues

- 6.1. The Aviation Delivery Group (ADG) will meet on a quarterly basis, coordinated and chaired members and managed by the Senior Policy Analyst, who will also be responsible for circulating relevant consultations, updates, and briefings between meetings. Meetings will be held in-person and virtually. Task and Finish Groups will convene flexibly according to need, with clearly defined scopes, timelines, and deliverables agreed at the point of formation.
- 6.2. Delivery progress and group outputs will be reported into the Head of Onshore Wind, forming part of RenewableUK's broader Consents and Environment governance structure. A quarterly summary of activity will be shared with relevant internal stakeholders, and a formal Annual Review will be produced to track impact, monitor delivery against priorities, and inform future planning.
- 6.3. Where delivery issues, delays, or risks arise such as changing stakeholder engagement, resourcing constraints, or unresolved technical challenges

the Senior Policy Analyst will work with ADG members and Task and Finish Group leads to assess the impact and identify proposed resolution actions. If resolution cannot be agreed within the group or falls outside its remit, the matter will be escalated to the Head of Onshore Wind and, where appropriate, through RenewableUK's wider governance channels.