

CAA Environmental and Sustainability Panel minutes

10:30 – 16:00 30 November 2022

Attendees

Ruth Mallors-Ray (RMR)	Panel Chair
Charlotte Clarke (CC)	
Martin Hawley (MH)	
David Lee (DL) (online)	
Alistair Lewis (AL)	
Chikage Miyoshi (CM)	
Mark Westwood (MW)	
Abigail Grenfell (AG)	CAA
Bronwyn Fraser (BF)	CAA, Panel Secretariat
Nic Stevenson (NS)	CAA
Ed Weston (EW)	CAA (item 6)
Ian Elston (IE)	Department for Transport (DfT) (item 4)
Holly Grieg (HG)	DfT (item 4)
Tim May (TM)	DfT (item 4)

Apologies

Anil Namdeo (AN)

1. Welcome

RMR welcomed the Panel to its fifth meeting.

2. CAA update on Strategy implementation and development

AG and BF provided an update on recent CAA work around the implementation of its [Environmental Sustainability Strategy](#), including:

- The competition being run by DfT (in partnership with Innovate UK) for the [first net zero SAF transatlantic flight](#), and the CAA's role in this. The Panel welcomed the programme for transatlantic SAF flight, and discussed that this is a significant opportunity for data gathering, research and technical learning from the flight. The Panel also identified that there are opportunities for the CAA to work with DfT and BEIS on future net zero flight programmes to

advise on factoring in scientific elements, including data gathering, at every opportunity. The Panel noted that it could play a role in helping the CAA develop this advice.

- The CAA's role in the Jet Zero Council Zero Emissions Flight group, especially the CAA's role in chairing the regulatory sub-group. AG set out the plans for the sub-group to consider the regulatory framework/requirements related to zero emissions flight.
- The government's review of the effectiveness and efficiency of the CAA ([the Newman Review](#)). The Panel discussed that any responses submitted would likely best come from their respective organisations, rather than from the Panel as a relatively new group itself who may also be asked to comment on any outcomes from the review.
- The CAA's Airspace Modernisation Strategy (AMS) refresh work, including the inclusion of an overarching sustainability principle as part of the refresh and that the Panel may be able to add value around the delivery of the AMS, to be discussed next year.
- The CAA Environmental Sustainability team's work on building an emissions database to support the CAA's triannual report on the industry, the Aviation Noise Attitudes Survey and consumer environmental information provision projects.

3. Panel think pieces

The Panel discussed the progress of the initial drafts of its strategic think pieces as discussed at its September and October meetings. The Panel also discussed undertaking balanced engagement with the relevant subject matter experts across the CAA as the pieces were developed to avoid duplication of work and ensure that the think pieces deliver maximum value for the CAA.

Action Panel to take range of actions to progress think pieces, including through engagement outside of Panel meetings and providing comments on drafts of think pieces as produced.

Action BF and AG to identify relevant CAA colleagues for Panel to engage with on think pieces development.

4. Meeting with DfT

The Panel met with the DfT to introduce their expertise and work, and to hear DfT's views on their priorities and direction in aviation environmental sustainability.

IE provided context around the development of work it has commissioned to be undertaken by the CAA around environmental sustainability. HG also noted that, as well as noise, decarbonisation and non-CO2 emissions have become increasingly important on the environmental sustainability agenda for aviation.

In discussing the role of the Panel, DfT emphasised that the Panel should clearly communicate both what it will and will not be doing. RMR reiterated that the Panel has been set up to advise and challenge the CAA on the delivery of its Strategy and will be internally facing.

The Panel and DfT engaged in discussion on the potential scope of operational and system efficiencies to help the sector get to net zero, how the UK is engaging and influencing the net zero agenda on an international level, pathways to SAF production and the DfT's work on noise policy.

The Panel and DfT agreed to meet on every three to four months to maintain awareness of developments across policy developments.

5. Effective stakeholder engagement

The Panel discussed its ambitions and plans for effective engagement with stakeholders in order to be able to successfully communicate the role and work of the Panel, while also building understanding of the stakeholder network and their priorities and positions in trying to affect policy.

Recognising the diverse interests and positions of stakeholders, the Panel considered that creating engagement opportunities as it produced externally-facing outputs would facilitate the most effective conversations. The Panel will continue to consider and develop its stakeholder engagement approach and will engage primarily with representative bodies of aviation networks and communities. This will enable the panel to stay abreast of wider agenda items that the CAA is discussing with its own network.

6. CAA capability building

The Panel discussed how it could most effectively achieve its objective of helping the CAA to understand and take account of environmental interest and impacts through building CAA knowledge and capability.

The CAA noted that the primary purpose of seeking capability and knowledge building from the Panel was to be able to speak credibly to colleagues on the impact of environmental sustainability matters that arise in its work. EW noted that there is a keen desire in the organisation to develop a grounding in climate science; alongside direct inputs from the Panel, the CAA is also willing to do its own learning, but steer and prioritisation from the Panel as the CAA plans its learning would be valued. The Panel can support the learning approach of the CAA but remains an advisor and “validator” of environmental developments that the CAA is working on.

The Panel agreed that there are several pillars of knowledge around environmental sustainability that the CAA needs to know. The Panel can provide several levels of knowledge within these pillars, but at a more detailed level there is value in the Panel directing the CAA to the experts in the field and providing guidance on where there may be ambiguities or varying views in the wider knowledge base.

The Panel and CAA discussed that capability building was a responsive, two-way conversation where the CAA should set out its understanding and evidence base on a particular pillar of knowledge, and the Panel could provide guidance as to whether this may be appropriate to successfully undertake the role the CAA is fulfilling. The Panel and CAA agreed to continue this discussion as specific requests for knowledge were made by the CAA to the Panel.

7. Panel teach in

CC presented to the Panel on her work in epidemiology and the impact of noise on health to build knowledge and awareness of the Panel’s diverse experience and specialist areas of expertise.

8. Summary of upcoming meetings and AoB

AG noted that the [CAA has been awarded funding](#) to collaborate with the aviation industry and academia to understand hydrogen-related risks to aviation safety and identify and propose recommendations to develop new net zero policies. This work will help make the UK a world leader in the use of hydrogen in aviation. The Panel noted the need for the CAA as a regulator to facilitate

discussions with the wider network of regulators to foster greater cohesion on regulatory transformation in evolving fuel systems such as hydrogen

RMR provided a summary of a workshop held at Cranfield University on 17 October 2022 on building a research base around non-CO2 emissions in aviation. RMR noted that while there is an accepted body of knowledge around CO2 in aviation, there is little around NOX and contrails. RMR is taking the themes from the workshop to build a strategic research proposal for non-CO2 emissions that brings together the scientific and engineering communities and is aiming to present the research proposal at the JZC ZEF Delivery Group meeting in January 2023.

Actions log		
1	Panel to take range of actions to progress think pieces, including through engagement outside of Panel meetings and providing comments on drafts of think pieces as produced.	Panel
2	BF and AG to identify relevant CAA colleagues for Panel to engage with on think pieces development.	BF, AG