

CAA Environmental and Sustainability Panel minutes

10:30 – 15:30 19 October 2022

Attendees

Ruth Mallors-Ray (RMR)	Panel Chair
Charlotte Clarke (CC)	
Martin Hawley (MH)	
David Lee (DL)	
Alistair Lewis (AL)	
Anil Namdeo (AN)	
Mark Westwood (MW)	
Abigail Grenfell (AG)	CAA
Bronwyn Fraser (BF)	CAA, Panel Secretariat
Nic Stevenson (NS)	CAA (item 2)
Gia Kreoff (GK)	CAA (item 5)
Polina Web (PW)	CAA (item 5)

Apologies

Chikage Miyoshi (CM)

1. Welcome

RMR welcomed the Panel to its fourth meeting, noting that the primary purpose of the meeting was for the Panel to introduce and seek input from the CAA Board on its draft interim work programme, and develop further its work on its strategic think pieces.

2. CAA update on Strategy implementation and development

AG provided an update on recent CAA work around the implementation of its [Environmental Sustainability Strategy](#), including that the CAA Sustainability Team are continuing its roadshows to socialise the Strategy and what it means for different parts of the CAA. AG noted that the Strategy will be discussed and reviewed by the CAA in early 2023. RMR noted it would be interesting to understand how the Strategy has been received internally, as well as understanding whether responses to it have changed the Sustainability Team's thought processes. AG noted that several of the Panel members had discussed the Strategy in their interviews. The Panel also agreed that it

would use one of its meetings in early 2023 to have a consultative discussion and constructive critique of the Strategy, to assist the CAA in its review.

Action AG to circulate comments made around CAA Environmental Sustainability Strategy during interview process.

NS also raised the [CAA's corporate strategy](#), noting that the external context in the past 18 months has changed significantly (including the cost of living crisis and summer travel disruption). NS noted that the corporate strategy will be reviewed in the first half of 2023, including considering how the CAA's Environmental Sustainability Strategy fits into the wider corporate strategy.

RMR provided an update on a non-CO2 emissions workshop run at Cranfield University earlier that week, which was also attended by DL and AL. RMR noted that the workshop aimed to create strategic outlines for creating academic research. The Panel discussed research structures and funding models, noting that discussion on this topic was gaining traction and there is a need for a cross-council research programme with longer-term (10 year) funding that focusses on the fundamental atmospheric science. The Panel also discussed whether the CAA could have a role in endorsing a strategic longer-term piece around a cross-council research programme requirements.

Action RMR to share workshop outlines and the next steps that Cranfield will be taking to support the emerging non-CO2 emissions agenda. The work is being led by Cranfield.

3. Panel think pieces

The Panel discussed the initial drafts of its strategic think pieces and refined the topics it had discussed at its September meeting.

The Panel agreed to refine the topic of 'Local pollution/non-obvious environmental impacts' to focus on the local health effects of aviation, which may include noise and air quality. This differentiates the global focus of carbon reduction from more immediate local priorities around the impacts of aviation. The Panel raised the possibility that the CAA could have two strategic priorities which would clearly highlight the differentiation of aviation impacts on climate versus local. This will be considered by the CAA as it reviews its Environmental Sustainability Strategy in the coming months.

The Panel also discussed the different approaches of Panel members in their initial drafts towards trade offs, noting that the topic could be approached from a science, policy or economics perspective. The Panel also noted that there is a fourth element of maintaining a realistic picture of aviation's change plan and strategies to transform industry (for example, the use of SAF), and who should own both the overall strategy and any strategies to consider risk that may or may not arise. AG noted that the government should own this picture and overall risks, but that the CAA could advise in this area (potentially through its participation in the Jet Zero Council). The Panel identified that the Royal Society will be releasing a report imminently on aviation fuel security, and agreed that it could review the report for the CAA as part of its stated role of supporting and advising the CAA. The Panel noted that there is no obvious metric to compare trade offs and that it is a value judgment – at some point there will be a need to balance local impacts with the global contribution to carbon reduction, so it is important to be clear that there is no single simple answer.

On the 'Decision and Policy Making based on evidence' topic the Panel discussed moving from models to measurement of data and considered parallels with other industries where models do not have applicability in the real world. The Panel also discussed whether there is a potential role for the CAA around data sharing to facilitate a level playing field for stakeholders.

Action Panel to review Royal Society report and present review back to CAA to complement the CAA's own review of the report.

4. Meeting with the CAA Board

The Panel met with the CAA Board to introduce their draft interim work programme and discuss the Board's priorities and approach to environmental sustainability.

Sir Stephen Hillier set out the Board's approach to environmental sustainability, noting that even during the crisis of the covid-19 pandemic the industry's biggest strategic challenge was becoming an environmentally sustainable enterprise. He noted that the CAA's Strategy was a starting point that would evolve, and expected that the CAA would become more muscular in this space. He noted that the Board were keen to build its skills, experience and knowledge through the Panel.

RMR introduced the Panel to the Board, including highlighting the context that the Strategy and Panel were newly established. RMR noted that the Panel's role included providing technical understanding of environmental sustainability issues to the CAA, and offer advice and critique on emerging agendas in the space. RMR also noted that the Panel would not publicly campaign or deal with complaints, and would not correspond directly with air travellers. The Panel's aim is to build a relationship of trust with the CAA to support their ongoing development and delivery of their Environmental Sustainability Strategy. It was reiterated that the Environmental Sustainability Panel is a non-executive body of experts providing advice and insight to the CAA only, and are not a body of reference in CAA decision making.

The Board raised several areas where the Panel could add value:

- Synthesising information so that the CAA could become a more authoritative source of information for consumers;
- Understanding dependencies that make net zero deliverable or not;
- How the move to net zero will be paid for and what the market may bear;
- How education and insights provided by the Panel can effectively be taken into account;
- Bringing quality to methodologies for calculating carbon emissions per flight calculations; and
- What changes may need to be made to the CAA's regulatory toolkit in order to make a difference in environmental sustainability, and so the CAA can be a leader.

5. Trade offs

GK and PW presented on the CAA's work on airspace and operational noise and carbon trade offs. The Panel provided questions around the scope and methodology of the work.

6. Panel teach in

As agreed at the September Panel meeting, AL presented to the Panel on his expertise in atmospheric chemistry build knowledge and awareness of the Panel's diverse experience and specialist areas of expertise.

7. Summary of upcoming meetings and AoB

Nil.

Actions log		
1	AG to circulate comments made around CAA Environmental Sustainability Strategy during interview process.	AG
2	RMR to share workshop outlines and the next steps that Cranfield will be taking to support the emerging non-CO2 emissions agenda. The work is being led by Cranfield.	RMR
3	Panel to review Royal Society report and present review back to CAA to complement the CAA's own review of the report.	Panel