

A note of the Sponsorship Group & Environment Panel Meeting

17 December 2012

CAA House , London

Attendees:

Naresh Kumar	Rolls Royce	Andrew Haines[chair]	CAA
Matt Gorman	HAL	Stephen Rooney	CAA
Tim Johnson	AEF	Darren Rhodes	CAA
Carrie Harris	NATS	Andy Sinclair	CAA
Andrew Green	CAA	Stephen Wheeler	CAA
Ian Russell	CAA	Justin Rothwell	CAA

Apologises:

Ian Jopson	NATS	Sian Foster	Virgin Atlantic
Andy Jefferson	Sustainable Aviation	Callum Thomas	MMU
Padhraic Kelleher	CAA	Mark Swan	CAA
Dan Edwards	CAA	Iain Osborne	CAA

Agreed

- Terms of Reference approved.
- Invited panel members are allowed to send alternates if unable to attend but with only two meetings per year and sufficient advance notice of the dates it was hoped that this would not normally be required.
- Use of email between Environment Panel meetings to ensure that any work that requires the panel's input is not solely undertaken at the meetings.
- It was agreed that the CAA would provide an update of the work programme to panel members in advance of future meetings.

Work programme

Work activity leads gave an overview of each work section.

Comments from the Environment Panel & CAA Sponsors

- In the absence of pressing drivers with regards to the use of biofuels in aviation, it was suggested the CAA should prepare now in terms of developing policy and retaining expertise.
- Austerity measures are viewed as having diluted the CAA's expertise and representation in international fora with relation to aircraft emissions. This cannot be allowed to worsen. The UK is viewed as a leader for the European delegation within such groups.
- It would be useful for the CAA to start developing advice to the DfT on the various options being considered by ICAO for a global emissions trading system.
- The Future Airspace Strategy will stand or fall based on the extent to which industry signs up to it.

Information Powers discussion

Justin Rothwell gave a presentation on the Civil Aviation Bill relating to the Information Powers.

The Civil Aviation Bill, at the time of the meeting was reaching final Parliamentary stages. It will give the CAA new powers to require information from the aviation industry to make available to the public, to allow consumers to compare aviation services and to inform the wider public on environmental impacts of aviation. However, this will be limited to making information available where the benefits to consumers outweigh the costs to industry of providing it to the CAA.

Key issues discussed with the Environment Panel:

- The new role for the CAA regarding information provision that will be in the new Act has changed from a “power” to a “duty”. The CAA is required to demonstrate a need and to justify any new requests for information under the new duty.
- After general discussion on the pros and cons of producing “league tables” of information, it was noted that if the CAA chose not to provide information in the form of league tables, in their absence it would be likely that a third-party would do so.
- The Panel suggested considering possible links to long-term industry goals when developing a framework for using the new information provision powers.
- Based on slide 7 of the presentation (Review of Existing Research) Panel members were asked to consider what other evidence may be available that relates to either consumer or public views on environmental information, either from the aviation industry or other industries that have attempted similar information provision e.g. White goods and food. Any details to be passed to Justin Rothwell.
- Panel members to consider the three questions on slide 11 – any comments in addition to those made at the meeting to be forwarded to Justin Rothwell. With regards to deciding which areas to focus on when developing new Information provision roles/guidance, it would be useful to consider those areas that may have a longer-term benefit rather than always be guided by those areas that have a clear and more immediate need.
- In terms of the information that may be sought from industry (or which the CAA may ask industry to publish) it may not be a case of “one size fits all”. Local issues may require local solutions and therefore local information. It is also necessary to consider the metrics that are used to convey the information – the information has to be easily understandable by the intended audience.
- Slide 11 of the presentation:
 - An expressed preference for more detailed information of what the CAA intends to publish rather than a broad statement of principles (Question 1).
 - There should be differentiation between Clause 83 and Clause 84.
 - Agree there should be prioritisation initially (Question 2)

Other Actions

- Stephen Wheeler will provide contact details for the CAA staff that will be taking over those areas currently handled by Dave Lister (engine emissions) once he retires from the CAA.
- Justin Rothwell to provide in advance of the next meeting, greater detail of the work programme, notably contact names for those principally involved in each piece of work.
- Justin Rothwell & Stephen Rooney to work together to ensure that the environmental information (particularly contacts) are easier to find on the CAA's website.

Justin Rothwell

20 December 2012