

CAA Environmental and Sustainability Panel Meeting Minutes

10:30 – 16:00 15 May 2025

Attendees

Ruth Mallors-Ray (RMR) - Panel Chair
Alastair Lewis (AL)
Anil Namdeo (AN)
Brian Pearce (BP)
Charlotte Clark (CC) (via Teams)
Mark Westwood (MW) (via Teams)
Ralitsa Hiteva (RH)
Tim Johnson (TJ) - CAA, (Item 2)
Harry Armstrong (HA) - CAA, (Items 3)
Abigail Grenfell (AG) - CAA, (Item 4)
Jason Truss (JT) - CAA, (Item 4)
Helen Leadbetter (HL) - CAA, (Item 5)
Darryl Ablescroft (DA) - CAA, (Item 5)
Chris Malbon (CM) - CAA, (Item 6)
Nicholas Lew (NL) - UK Export Finance, Board Apprentice
Christopher Keegan (CK) - CAA, Report Writer
Lisa Norris (LN) - CAA, Secretariat
Alison Harris (AH) - CAA, Panel Support

Apologies

David Lee (DL)
Martin Hawley (MH)

1. Chair's Welcome and Updates

- 1.1. Actions – the actions were discussed and updated.
- 1.2. Register of Interests – None.
- 1.3. April interim meeting draft Minutes approved
- 1.4. The Panel's Work Programme was discussed and agreed.

2. CAA Strategic Overview

- TJ and the Panel set out the key sustainability issues:
- 2.1. RMR noted that, as part of its 2025-27 Work Programme, the Panel agreed to provide advice to the CAA on alternative aviation fuels (including on definitions of sustainable fuels), as well as research information on contrails. The Panel have committed to developing the CAA's sustainability knowledge through providing webinars on areas of interest as a resource. It was agreed that the Panel will produce a timetable of items to speak about in a simple format of 5-10 pages. **ACTION: HA/LN to develop a timetable of items to confirm with TJ**
 - 2.2. TJ noted that the Jet Zero Taskforce has been set up with six monthly meetings with the first Plenary session in October last year. The Expert

Group has met once and is meeting again on 15 May and probably then in September. The Panel agreed to provide advice and technical input if necessary on items to be discussed at future meetings.

- 2.3. TJ said that the Airspace Modernisation Team is working with Future Safety and Innovation teams on noise policies for drones, air taxis and space. The Panel agreed that it could provide advice on this. **Action - LN to discuss details of this project with Rob Stallard with a view to seeking views from the Panel.**
- 2.4. TJ noted other issues facing the CAA in relation to sustainability, including the government's continued focus on the role regulators play to fulfil the government's objective of economic growth, safety, security and consumer protection.

3. ES Dashboard/Overview

HA provided an update on environmental issues across the CAA:

- 3.1. Greenhouse modelling is part of the Air Space Modernisation project, which has now been put on hold to allow for the work on the air navigation framework to progress. The Panel said it would be interested to understand more about the methodologies used, particularly on carbon when an aircraft lands and takes off.
- 3.2. The responses to the UK Air Design Service Consultation will be published in early June. This forms part of the Panel's Work Programme and will return to a future meeting.
- 3.3. The Consumer Environmental Information Consultation was due to be published today but has been delayed. The publication is ready, and we expect it to be published in early June. HA said that there is more the CAA can do in the future with this project, but we will give the industry some time to take forward our current proposal.
- 3.4. Electric Flight Crew Licensing: the certification is progressing and forms part of the Future of Flight programme.

4. Airspace Policy

AG provided an overview of the regulatory framework for airspace management in the UK. The Panel found this overview very helpful.

5. Update on the Hydrogen Challenge

HL attended the meeting to provide an update on the current position.

- 5.1. The Hydrogen Challenge approach means that the CAA can work cohesively across the whole organisation. The funding is now provided by the DfT.
- 5.2. The sandboxes completed last year were successful. The ground testing, which looked at both gas and liquid hydrogen, has now been completed. The reports of this testing will be published in June.
- 5.3. There has been an increase of funding from various consortiums (including academics and from industry), which has led to an increase of 13 sandboxes. Any data from these sandboxes will help to build our knowledge and will be added to our databases.

- 5.4. Within the sandboxes, there are three workstreams: Safety, Policy & Regulation and Testing to address the key requirements for the introduction of hydrogen as an aviation fuel.
- 5.5. The CAA are considering the certification of engines using hydrogen propulsion. This certification needs to include the fuel process to gain a better understanding of where progress can be made. Refuelling aircraft is covered under the Air Transport Duty and for hydrogen propulsion, changes may need to be made to the Air Navigation Order.
- 5.6. On performance standards, the CAA are aware that Airbus and Rolls Royce will be designing aircraft to perform in the same way as aircraft fuelled by kerosene.
- 5.7. The regulation of NO_x is not part of the CAA's remit.
RMR thanked HL for attending and for the thorough and very rounded perspective. She said that the Panel are willing to assist with the development of any roadmaps and to review papers if needed.

6. Systems Mapping Overview

The session demonstrated to the Panel how systems mapping is assisting the CAA to develop a new sustainability strategy with the primary outcomes for decarbonisation, noise and environment and adaptation.

7. AOB

None.