

CAA Environmental Sustainability Panel Meeting Minutes

15 January 2026

Attendees:

Ruth Mallors-Ray, RMR (Chair)
Brian Pearce, BP
Martin Hawley, MH
Alistair Lewis, AL
Anil Namdeo, AN
David Lee, DL
Charlotte Clark, CC
Mark Westwood, MW
Ralitsa Hiteva, RH
Harry Armstrong, HA (CAA)
Bronwyn Fraser, BF (CAA)
Ben Bouzon, BB (CAA)
Tomos Joyce, TJo (CAA)
Polina Webb, PW (CAA)
Tim Johnson, TJ (CAA)
Rob Toal, RT (CAA)
Youssra Elmagboul, YE (CAA)
Helayna Emms, HE (CAA)
Tim Harper, TH (CAA)

1. Chair's Welcome and Update

- **Declarations of interest**
- **Outstanding actions and approval of minutes**

No outstanding actions. Previous meeting minutes approved.

2. CAA Strategic Overview

TJ provided an update on CAA strategic matters, including:

- Retiring of several CAA Non-Executive Directors, and the recruitment of new ones.
- Rob Bishton (CAA CEO) recently attended the Regulators Council making a positive case for the benefits of regulation.
- That Government is still focussed on growth, with Heathrow expansion a Treasury priority.

The Panel questioned TJ on:

- Whether the link to sustainability in the CAA's H8 economic regulation work could be strengthened by ensuring the investment stands up to scrutiny beyond the existing

governance processes that are more focussed on specific projects. The Panel noted that it was key to ensure that people with the right sustainability competencies were making the investment decisions. *See also item 5.*

- The priority of environmental sustainability in CAA work. TJ noted that environmental sustainability was implicit in much of the CAA's existing work. The Panel challenged the CAA to consider the setting a clear intention to not only publish work, but to consider how it could harness the opportunity to use this work to influence aviation policies being created that will be in place for a long time.
- The opportunities for the CAA to step in and fill current gaps in the aviation system around sustainability issues, including around questions of the lack of sufficient SAF and hydrogen and what can be done to address this.

3. Environmental Sustainability Overview

HA provided an update on the CAA's environmental sustainability portfolio, including:

- Upcoming publication of the CAA's Consumer Environmental Information Principles – the CAA intends to review how these have been implemented after a year to determine if further regulatory levers are required.
- Refresh of the CAA's Environmental Sustainability Strategy – . The Sustainability Team are also focussing on improving the quality of CAA environmental reporting and research. The Panel asked what the CAA meant by 'research' – HA noted this could include influencing research councils and seeking European research funding opportunities, alongside the CAA doing its own research.

4. Panel work programme

The Panel reviewed its progress against its current work programme.

5. Economic Regulation - H8

The Panel discussed:

- Whether there is scope in the Service Level Agreements (SLAs) in Heathrow's economic licence to include environmental objectives, and the evidence base needed to support these.
- That most sustainability investments are not for consumers' benefit, and how Heathrow and the airlines make the prioritisation call within the envelope set by the CAA as to which investments to make. *See also item 2.*
- The CAA's role in imposing challenge on the merits of sustainability investments, and how the environmental incentives as part of the price control are the CAA's main lever.

6. Recruitment of next Panel Chair

The CAA and Panel discussed recruitment of the next Panel Chair. The Panel encouraged the CAA to consider and clearly articulate how it would like the Panel to operate, the outcomes it would like the Panel to achieve and the sort of candidates it needed to attract to deliver these.

7. Aviation Environmental Review (AER)

The CAA and Panel discussed the audiences for the AER and how the CAA could frame the AER for different audiences. The discussion included:

- The CAA's ambition that the AER be recognised and referenced.
- That the translation of why a particular type of data is of importance to different audiences is the best way for the CAA to add value through the AER – answering 'why is this data important and what does it tell an audience about the direction of travel?'
- That there is increasing interest, and increased public scrutiny, in what regulators do and how they do it.
- In terms of topics for the AER to cover:
- Air quality – the data for the next report is already available. The CAA could commission its own air quality monitoring, informed by the Defra Air Quality Expert Group (AQEG) that is reporting this year.
- Ultra Fine Particles (UFP) – European airports are already collecting data on UFPs, as are UK special interest groups. CAA could work with environmental councils and influence NERC to run a study on UFP.

The Panel recommended:

- That the CAA does not produce separate reports for different audiences but instead consider a communications strategy that tailors messages for different audiences from the one report. The report itself is not the mechanism to enable change but instead change is created by how the CAA chooses to leverage the report.
- The AER could be comprised of a technical report and a report with recommendations.
- The CAA have a clear understanding of its own standard of evidence that it wants the AER to present, to acknowledge data asymmetries and limitations, and explain how it should be understood in the context of the aviation industry.
- To not present data on an airport-by-airport basis unless it is possible to do all airports; although could start with some of the bigger airports that have greater impacts and more data sources to indicate direction AER and CAA are going in.

8. AoB

Nil.