

CAA Environmental and Sustainability Panel minutes

10:30 – 15:30 24 August 2022

Attendees

Ruth Mallors-Ray (RMR)	Panel Chair
Charlotte Clarke (CC) (online)	
Martin Hawley (MH)	
David Lee (DL) (online)	
Alistair Lewis (AL)	
Chikage Miyoshi (CM)	
Anil Namdeo (AN) (online)	
Mark Westwood (MW)	
Abigail Grenfell (AG)	CAA
Bronwyn Fraser (BF)	CAA, Panel Secretariat
Miranda King (MK)	CAA
Ali Eastwood (AE) (online)	CAA

1. Welcome

RMR welcomed the Panel to its second meeting, and set out the purpose of the meeting to introduce the Panel to the broader CAA work programme and to agree an approach to how the Panel would develop its work programme.

The minutes of the meeting of 24 June 2027 and the Panel's Terms of Reference (ToR) were agreed. The ToR will be reviewed within six months.

Action

BF to publish minutes and finalised ToR on the [CAA's website](#).

2. Declarations of interest and other Panel logistics

RMR sought any declarations of interest from the Panel; these will be logged by the CAA.

MW asked whether the security clearance required as part of the Panel onboarding process had been finalised – AG confirmed all had been cleared.

3. Wider CAA work programme

AG introduced the broad structure and work of the CAA, highlighting areas where there may be work being carried out around environmental sustainability that may have particular interest for the Panel, in order to inform later discussion on the Panel's work programme. It was noted that the Panel will not be asked to consider individual decisions of the CAA, but may be asked to consider the policies behind them.

RMR asked if there was scope for the Panel to contribute inputs on the impact of changing weather due to climate change, including commenting on weather pattern trends. AL noted he would be interested to discuss weather adaptation falling within the scope of the Panel's remit. DL noted that Eurocontrol had carried out work on the [impact of climate change on aviation](#), and also drew the Panel's attention to other publications by the [CAA](#) and [NATS](#) on the topic. MH noted that changing weather patterns also touched on flight operations, mentioning that flights are being rerouted to save fuel which may impact on passenger comfort (although not safety) if the shorter route leads to greater turbulence. AG noted the environmental sustainability questions of trade-offs that may arise in flight operations, such as that a steeper departure can reduce noise but increase fuel burn.

RMR noted that even where an area of the CAA dealt with an environmental sustainability issue, it was important to be considered and clear where the Panel can actually add value.

On the Airspace Modernisation team under CAA Strategy and Policy directorate, it was noted that there is potential for the Panel to add value around the trade-offs between noise and other environmental factors in the space between 4000 feet and 7000 feet where the CAA has a requirement to balance local circumstances. CC referred to the CAA's [CAP1616](#) publications to assist the Panel's understanding of what happens at different altitudes and what the aspirations are under the new airspace modernisation framework. DL requested a further explanation on the science behind the different levels (4000 and 7000 feet) where the CAA has discretion in decision making. AN also sought an overview of how contour maps of decibel levels around airports are established.

RMR also noted that, in setting the work programme, the Panel should consider if its advice will be a consistent feature in a particular CAA work programme, or it will address specific questions within a programme.

On Commercial Spaceflight, AL asked if there was an intention for the CAA's work to have an environmental aspect. MH noted that he considers the environmental impact may be due to restrictions required around airspace that will require aircraft to reroute. RMR also noted that the total environmental impact needs to be considered, including launch, impact of changes to airspace and recovery of spacecraft when they return to earth. AL noted that to date the UK has not had a direct interest in ozone reporting, which includes environmental reporting, but that this may become more important in future with development of UK space industry.

MW noted that for CAA, which offers commercial products, the Panel could offer value where there is a role around developing environmental standards. AG noted this could support the CAA Board's ambition that the CAA is seen as a leader.

The Panel discussed that, while it is important for them to understand the work carried out by the CAA, there is a risk of spending Panel meetings being briefed rather than undertaking its own work. It was agreed that briefing sessions on particular areas of interest, held outside of Panel meetings, would be an efficient way to share this information.

4. Panel views on aviation's 'top five' areas

RMR noted that the action from the previous meeting for each of the Panel to provide its 'top five' areas of interest was intended to bring the Panel's expertise... and identify longer-term challenges that the Panel could potentially flag to the CAA and/or support.

Following each Panel members' summary of their identified issues, several recurring themes were identified:

- Interdependencies – how the Panel can bring to bear on the different 'levers' and interdependencies of environmental factors, especially around airspace modernisation;
- Data – understanding the data and insights available to the CAA to inform decisions. This also included discussion of the CAA's role and whether it could be a trusted third party for sharing data, even if not neutral. Clarity of information was also discussed, including making consumers aware of the urgency of timeframes and importance of the cumulative impact of small actions.
- Economics and the environment – the decisions that need to be taken on how to achieve environmental sustainability are often based on the financial, rather than environmental, implications.

5. Aviation Noise Attitudes Survey (ANAS)

AE introduced the background and intended direction of the ANAS, noting there were three touchpoints where the Panel may be able to offer inputs:

- views on the design principles of the survey;
- once developed, whether the questions are appropriate; and
- how the CAA should articulate and use the results of the survey.

The Panel agreed they were content with the design principles of the survey, and that they would be keen to see the questions once developed. RMR noted that only certain elements of ICCAN were to be taken forward by the CAA ES team and the advisory panel.

Action

CC and AE will engage on the survey principles and circulate feedback of their discussion to the Panel.

6. Consumer Environmental Information – Call for Evidence

MK introduced the Consumer Environmental Information project, and invited any thoughts from the Panel on the concept and approach proposed by the CAA.

AL asked whether the CAA had a clear sense of what consumers wanted – an absolute measure of environmental impact for any trip, or comparative data for different flights for the same destination? MK noted that the Call for Evidence builds on the research undertaken by Britain Thinks into what consumers want. Alongside information including price, airport and airline, environmental information is one of the pieces of information that should be available at the point of booking to inform consumer choice. Consumers may want different information depending on the reason for their trip (for example absolute measure data may be useful for leisure where the destination may be more elastic or comparative data may be useful when on

business travel or visiting friends and family where the destination is more likely to be fixed). The Call for Evidence aims to seek responses to understand what information is available for consumers to compare so that the CAA can understand what information is available and have a greater understanding of existing methodologies and their strengths and weaknesses.

MK noted that while the CAA uploads information on its website, it is not necessarily the 'go to' place for consumers to find information. One aspect of the Call for Evidence will be asking where comparative information should best be presented. MK noted that this may not be the CAA website, but that the CAA could be the body setting the standard on the information. AL noted precedent from the vehicle industry in developing a standard that producers have to meet in advertising their product, and that this drove behavioural change by manufacturers (even if not always noticed by consumers).

DL asked who the questions were intended to target – whether individuals or corporate consumers – and that there may need to be different layers to the consultation. MK noted that the Call for Evidence would be directed more at industry and academia, rather than the individual consumer. MK agreed that it would be useful for businesses to have environmental information in order to calculate the impact of business travel on the overall carbon footprint of that business and that the consultation might have different questions for different types of respondents to ensure it was targeted and efficient. DL recommended that instead of presenting options, the CAA should seek responses on what sort of information consumers would like.

7. Approach to developing the Panel's work programme

RMR noted that the Panel's work programme should have both clear links to the CAA's work programmes, while also adding value and being achievable.

RMR proposed taking all known information and running a workshop at the next Panel meeting, using the ideas proposed by the Panel (under item 4) to develop a work programme against frameworks of agreed criteria. The Panel agreed these would be:

- A framework of the following six questions:
 1. Does it fall within the Panel's remit?
 2. Is it an area where the CAA is best placed to effect change?
 3. Is it (or should it be) a priority for the CAA?
 4. Is it an area which is poorly understood or not represented which could benefit from additional focus?
 5. The requirement of the panel is explicitly clear in the activity?
 6. There is sufficient time to execute the work in terms of the CAA's current timelines of need?
 - AL noted that an additional criterion should be included around what output the Panel intends to produce (for example, a written report or letter of recommendations), as this will build on whether is within scope of Panel's capabilities to deliver.
- MW suggested a 'do, influence, outsource' framework – this would split the work programme into two streams (tactical and strategic). The Panel could advise the CAA on what work could be outsourced.
- A 'could/should/must do' framework to assist in prioritisation of potential tasks could be an additional lens to support development of the work programme.

AL asked if there had been feedback from the CAA on the Panel's 'top five' ideas list (discussed under item 4). While noting this is intended to be a Panel work programme, AG agreed to seek a list of top priorities from CAA senior leadership to assist in informing its development.

MH noted that references to the Panel's objective to 'help CAA build capability' was not covered and suggested that the experts could work with CAA teams in small groups to meet this objective.

Previous published work programmes ([2018-2020](#) and [2020-2022](#)) of the CAA's Consumer Panel were also noted as a reference for information.

Action

AG to seek top priorities list from CAA senior leadership.

8. Summary of upcoming meetings

RMR noted that the Panel would be meeting the CAA Board at its October meeting and proposed introducing the Panel's ToR and work programme.

Action

AG and BF to do briefing pack for Panel on CAA Board, including noting which Board members have an interest or responsibilities in the environmental sustainability space.

9. AoB

BF proposed to circulate a regular email to the Panel covering any relevant updates on any CAA publications and work.

Actions log		
1	BF to publish minutes and finalised ToR on the CAA's website .	
2	CC and AE will engage on the survey principles and circulate feedback of their discussion to the Panel.	
3	AG to seek top priorities list from CAA senior leadership.	
4	AG and BF to do briefing pack for Panel on CAA Board, including noting which Board members have an interest or responsibilities in the environmental sustainability space.	