

Working together to improve environmental performance across the aviation and aerospace system.

The UK CAA's Sustainability Strategy

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30 June 2022



WORKING TOGETHER TO IMPROVE ENVIRONMENTAL PERFORMANCE ACROSS THE AVIATION AND AEROSPACE SYSTEM.



What are our key policy positions?

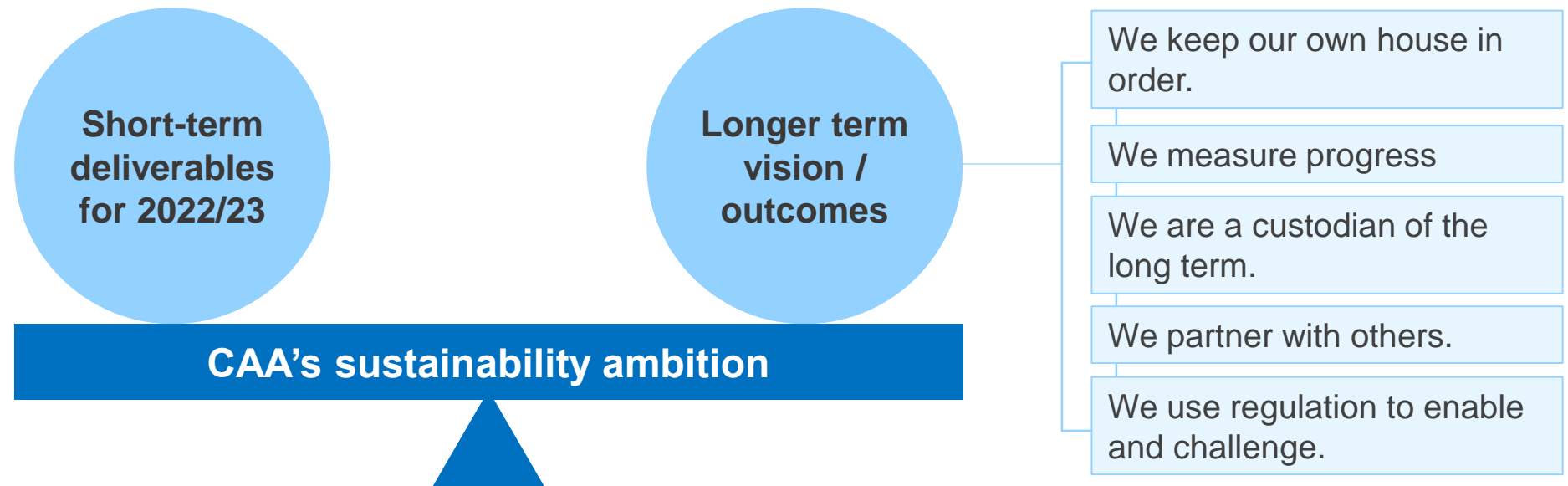
- We believe there must be in the long term a successful aviation sector which is also sustainable.
- Sustainability is a complex and multi-faceted issue, needing collaboration from a range of actors. We will support and advise government as it leads in this space, conscious of the international, system-level nature of the challenge
- But we will be aware that regulators have a distinct, vital role in enabling the achievement of our targets.
- We will be open to dialogue and ideas from others connecting to external developments to understand where best to lead and how to pitch our unique contribution.
- Sustainability is a long-term challenge: the strategy is agile and will evolve as our understanding of the issues and how they can be addressed deepens.
- Equally, sustainability is not the only issue: we have many priorities, some more proximate. We will not ignore these, and we will calibrate our efforts accordingly as we go forward.



OUR AREAS OF WORK

But what does that mean in practice – what will we be doing, and what will be new?

1. **Enabling development of low and zero-emission novel technologies**
2. **Co-leading the modernisation of airspace**
3. **Reporting on the sustainability performance of industry, including noise, and providing information to consumers on the environmental impact of aviation**
4. Advising and supporting the UK government on domestic and international policy
5. Reducing the impact of our corporate activities and operations
6. Assessing how relevant regulated activities impact the local environment.
7. Using our powers and duties to take account of the impact on the environment in our regulation and oversight



THE PRIORITISATION PRINCIPLE

How we propose prioritising environmental impacts

- There are a number of areas in our regulatory framework where we have a duty to take environmental factors into account when we make our decisions.
- In some areas of our work, however, there are no explicit targets or guidelines set by the government or in legislation to drive down the effects of emissions, noise or other local impacts.
- Where we have discretion in how we take the environment into account, we propose to apply the following prioritisation of impacts.
 1. First, mitigating the impact of global warming, with a focus on carbon emissions; then
 2. Mitigating noise impacts on local communities; then
 3. Mitigating impacts on tranquil spaces and biodiversity; then
 4. Mitigating impacts on air quality and on other environmental elements.

This prioritisation is informed by a number of factors:

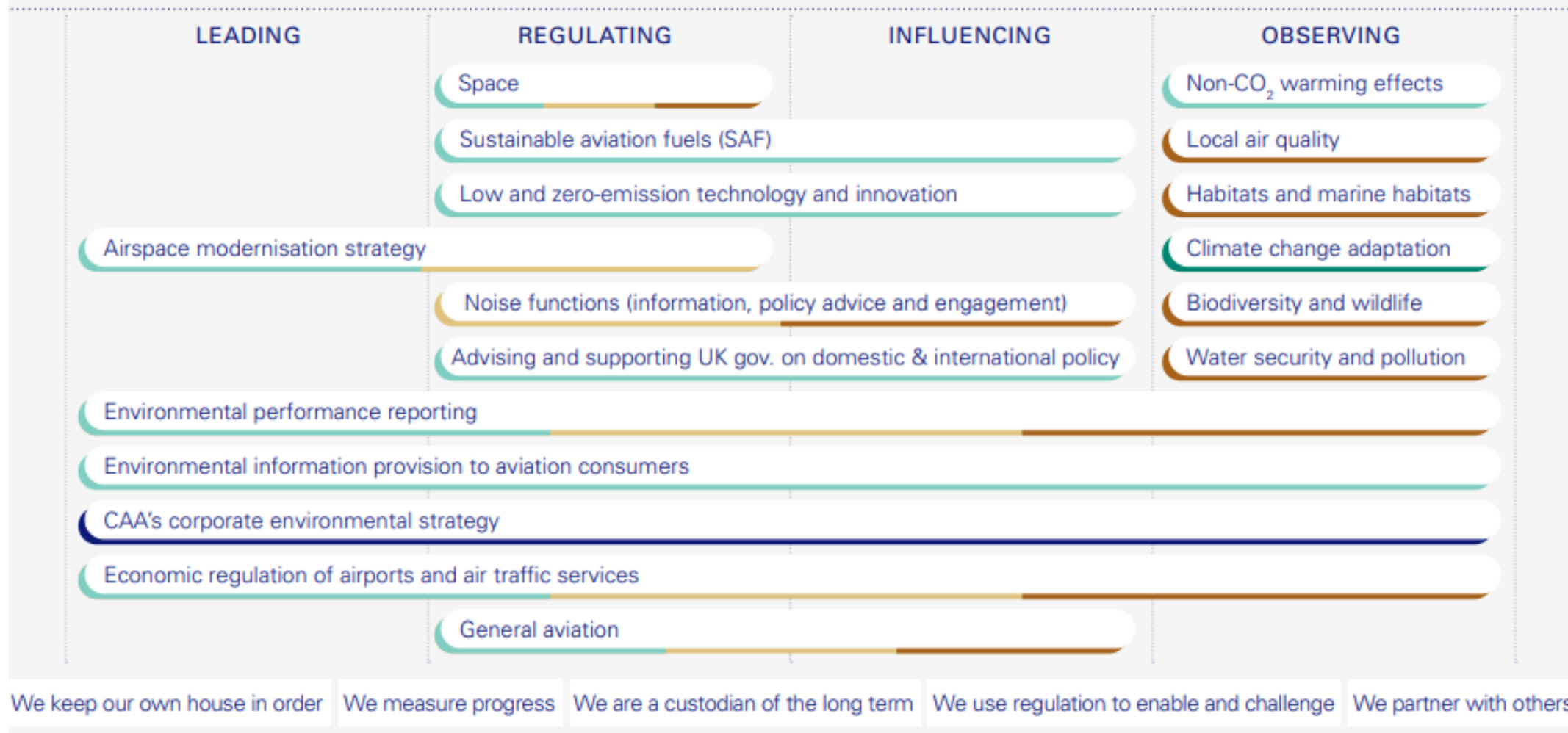
- UK 2050 net zero emission target and the 6th Carbon Budget, which includes for the first time IAS
- International treaties, such as the Paris Agreement
- Existing noise frameworks, such as the ANG, the Environmental Noise Regulations and the Airspace Policy
- The CAA's own deliberative consumer research

We plan to consult on our PP in due course.

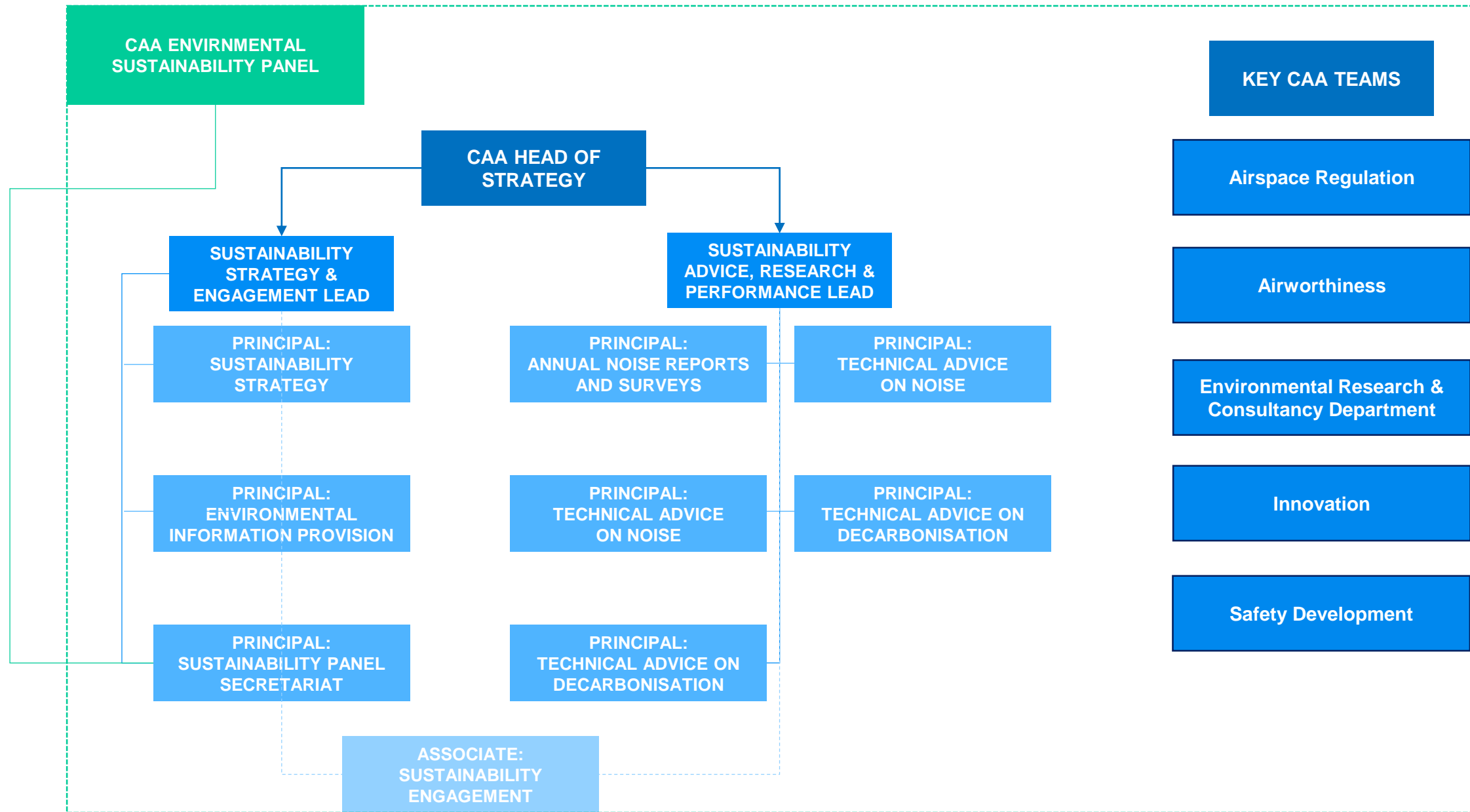
Our strategy at a glance...

Working together to improve environmental performance across the aviation and aerospace system, by:

COMMUNICATING



THE CAA'S NEW SUSTAINABILITY TEAM



Working together to improve environmental performance across the aviation and aerospace system.

The Safety Angle

Rob Stallard

Safety Strategy Specialist

30 June 2022



What Links Sustainability and Safety Now and in the Future?



Net Zero - Opportunities and Challenges (Known)

- SAF
- Electric Propulsion
 - Hydrogen
- Other Alternative Fuels
 - New aircraft types
- Other System Efficiencies and Optimisation



Climate Change Resilience - Threats and Challenges (Unknown?)

- Significant climate change is anticipated to 2050
 - Incremental increase in extreme weather events / disruption which are expected to disrupt transportation
- Airport infrastructure vulnerabilities
 - New environmental conditions:
- More extreme turbulence, disrupting the ATM norms (eg RVSM)
 - COP 27 focus

