

CAA update

24 September 2023

Updates in this deck:

- The airports engagement and complaints handling project
- The UK Aviation Environmental Review 2023 (UK AER)
- ANAS
- Consumer environmental information
- The work on SAF infrastructure at airports



The airports engagement and complaints handling project



Background and objectives

- The project was commissioned by the DfT to build on ICCAN's work on The Future of Aviation Noise Management.
- It is aimed at reviewing the effectiveness of airports engagement and complaints handling practices to ensure they continue to be effective.
- It focuses on:
 - engagement rather than consultation, that is the less formal interactions that are part of the day-to-day and long-term information-sharing by the airport with its communities;
 - short-notice and short-term changes rather than the more strategic airspace changes, as it is an area communities value;
 - the broader environmental impacts, beyond noise; and
 - assessing the engagement and complaints handling processes irrespective of the final outcome.
- It is designed to provide a set of principles to inform final guidelines.



Phase 1: Evidence-based principles for airports' engagement and complaints handling

- Task 1 – Project management plan
- Task 2 – Evidence gathering: desktop research
- Task 3 – Evidence gathering: interviews
- Task 4 – **Comprehensive interim report**: key principles for engagement and complaints handling

Phase 2: A foundation for best-practice guidance for airports

- Task 5 – Airport stakeholder workshop/s
- Task 6 – **Final report**: a foundation for best-practice guidance



Draft principles

1. **Literacy** Airports should work with communities to ensure a common baseline of sustainability literacy.
2. **Transparency** Airports and community group engagement should be transparent and meaningful, both about past impacts and upcoming short-term/short notice changes.
3. **Community reach** Airports should attempt to engage with the public more broadly across their communities.
4. **Sustainability** Airport engagement should cover all aspects of the environment.
5. **Process** Airports should aim to have proportionate processes and continually improve them using evidence-based metrics where possible.

Next steps

- Some further testing of the draft principles to gather views and extract additional examples of best practice
- Draft guidance on how to apply the principles
- Consult widely
- Review responses and eventually publish

The UK Aviation Environmental Review

UK Environmental Review 2023

Legislative Background

The CAA has a duty under Article 87 of the UK Basic Regulation (UK Reg (EU) 2018/1139) to publish a triennial environmental review.

This duty previously sat with EASA who prepared the report on behalf of all Member States. Now, it is incumbent on the CAA to prepare the report with respect to the whole of the UK, starting from the date the UK left the European Union on 31st December 2020.

UK Regulation (EU) 2018/1139

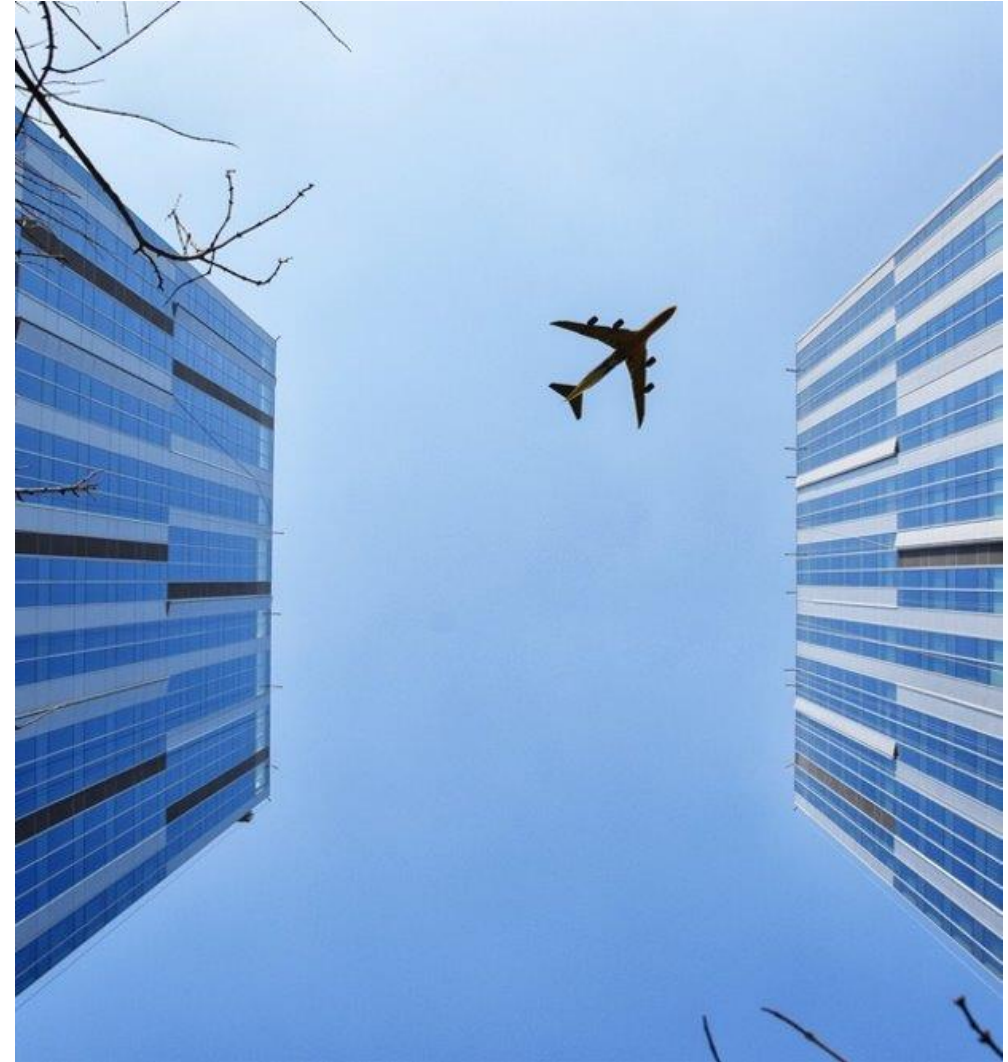
Article 87 Environmental Protection Part IV

In order to inform interested parties and the general public, the CAA shall, at least every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in the United Kingdom.

When preparing that review, the CAA shall primarily rely on information already available to United Kingdom institutions and bodies, as well as on publicly available information.

The CAA shall associate the Secretary of State and consult relevant stakeholders and organisations in the development of that review.

That review shall also contain recommendations aiming to improve the level of environmental protection in the area of civil aviation in the United Kingdom.



UK Aviation Environmental Review 2023

Report Overview



The purpose of the AER23 is to provide an initial outline of the environmental trajectory of the UK aviation industry on a national level. It will provide an overview of the industry's performance with respect to GHG emissions, noise and local air quality on a cumulative basis.

Climate Change

Noise

Local Air Quality

Once the environmental baseline is established, we will work to investigate the possibility of increasing the detail of this analysis, such as presenting impacts at a localised level, in addition to covering other pertinent topics / impacts which may not be covered by the initial report. A consultation with interested stakeholders will be launched in 2024 regarding this. The outcome of this consultation will inform our reporting framework moving forward.

The Aviation Noise Attitudes Survey (ANAS)

Aims of ANAS

Main aims:

- To provide data on the relationship between aviation noise exposure and annoyance in order to inform government policy development in the UK.
- To provide evidence to inform policy thresholds and metrics such as the TAG.
- To provide evidence on how annoyance to aviation noise varies across personal, social and environmental contextual factors.

Secondary aims:

- To provide exposure-response analysis for specific airports in the study
- To provide associations between aviation noise exposure and health and wellbeing measures
- To track trends over time through the survey being regularly repeated

Reminder of the key design principles for ANAS

Sample

- ❑ surveying households living under specified noise bands in the vicinity of circa 10 UK airports which we have selected purposively.
- ❑ aiming to achieve 500 addresses per noise band at each airport (30,000 overall/ 3,000 per airport)

Noise bands:

- ❑ 6 separate noise bands used for sampling; the lowest band is 45-48 dB(A) LAeq,16h and the highest band is >60 dB(A) LAeq,16h

Data collection

- ❑ we are using a push to web survey with two waves of fieldwork: Wave 1 in 2023 and Wave 2 in 2024

Questionnaire

- ❑ Updated and adapted from SoNA and responsive to ICCAN review/ stakeholder feedback
- ❑ Follows ISO 15666 phrasing and annoyance questions have verbal and numerical answer scales
- ❑ Developed in close consultation with Steering Group and CAA Environmental Sustainability Panel
- ❑ Covers both short and long term annoyance by asking about annoyance during 'the last 3 months' and 'the last 12 months'
- ❑ Postal version available for those unable to complete online.

Latest developments and next steps

Latest developments

- ❑ Wave 1 fieldwork has taken place – we've achieved an excellent response rate across the 10 featured airports
- ❑ We are still unable to disclose which airports are featured, or share other information about the questionnaire etc, as there is a further wave of fieldwork due to take place in 2024.

Next steps

- ❑ We are making preparations for the launch of Wave 2 of fieldwork in 2024
- ❑ We are working with Ipsos for the handover of Wave 1 data to us
- ❑ Developing plans for and beginning the analysis
- ❑ Considering peer review requirements and the likely timetables for publication

We are also planning further engagement with the current ANAS stakeholder groups and will be announcing dates for those shortly.

Consumer environmental information

Background and update on 2023 Call for Evidence

Consumer environmental information was mentioned in both our **Environmental Sustainability Strategy** (May 2022) and the **DfT's Jet Zero Strategy** (July 2022). The overall aim is for comparable, accurate and accessible environmental information for aviation consumers at the point of looking for and booking flights. We also have **2012 Civil Aviation Act functions** that give us powers on environmental information. We undertook consumer research in 2021 (**Britain Thinks**) on what consumers thought about environmental information.

Between Jan and Apr 2023, we undertook a **call for evidence** on consumer environmental information. We received over 120 responses from organisations and the public.

The **key themes** of responses were:

- Broad support for **publishing relevant, understandable and accessible information for consumers**;
- Support for **transparency on the methodology used for the data calculation**, and for making it available to consumers;
- Some questions from respondents about **scope** (all commercial airlines flying in the UK, or UK registered ones?) – with some concerns about a **level playing field and the transition timeline for any new requirements**
- Recommendations from some respondents, including our Consumer Panel, that **more research is required on how to present the information to consumers**;
- **Proposals to extend the scope and comparability of the information made available.**
- **Some respondents made interesting suggestions** on frequent flyer taxes, planet health warnings and for us to undertake work to discourage flying, however we **consider these suggestions to be out of scope** for the CAA at this time.



Next steps

- DfT are currently undertaking additional consumer research on consumer preferences for the presentation of understandable, comparable and accessible consumer environmental information at the point of looking for and booking flights.
- We are seeking advice to understand the extent of our existing environmental information powers
- We are aiming to publish the Summary of Responses to the 2023 Call for Evidence and draft principles for public consultation in Q1 2024 with the current aim of publishing a further summary of responses and final principles later in 2024. We will be guided by both the Call for Evidence responses and the DfT's additional consumer research on presentation. We will link to DfT's additional consumer research when published.
- More information is available on the project's web page: <https://www.caa.co.uk/consumers/environment/consumer-environmental-information/>

SAF infrastructure at airports

Background

CAA supports the HMG on the journey to enable domestic and global SAF production

- The UK SAF production as outlined in the second consultation on SAF mandate sets out an aspirational target to achieve 10% UK SAF by 2030.
- The projection of 2025 target varies depending on the analysed availability of the feedstock. The HMG refines the predicted projections that is evidenced based.
- The CAA responded to the consultation reflecting on additional steps required to achieved this ambitious target and advising on a potential role that CAA might be undertaking in this area.
- The CAA also proposed potential areas of work in regulatory and consumer landscape to further support the Uk Government.
- Currently, SAF acceptable blend limit is 50Jet fuel / 50 synthetic blending component for most of the pathways with some of the pathways only up to 5%. Within this limits, no changes to infrastructure or fuel handling is required.
- In the near term, CAA identifies gaps and opportunities to address long-term feedstock availability.

Near-term actions

- Assessment of impact on SAF price on consumer;
- Gap analysis in hydrogen requirements across SAF and ZEF;
- Support D02.J0 fuel certification with the focus on identifying pathways that are aligned with the UK SAF mandate;
- Develop position on carbon intensity accounting and book and claim system



Next Steps

- In long-term, when CJF/SBC ratio increases above 50%, a separate infrastructure will be required for non-drop in fuels. Gap assessment of regulatory requirements to support SAF safe operation and implementation of the set of actions.
- Monitoring compliance of the aircraft operators to SAF uptake and reporting on the environmental performance through AER. Publishing of the environmental report that is SAF specific to report on compliance of the UK aviation to SAF obligation and its impact on GHG reduction.
- Provide recommendations to aircraft operators in area of further improvements to align GHG reduction with the UK Government mid- and long-term targets.
- Provide transparency on SAF used by the UK aviation sector to consumer.

Update on current CAA approach and activity to sustainability



- In May 2022, following extensive engagement with government, the CAA published its **Environmental Sustainability Strategy** setting out how it will work with the whole aviation system, both domestically and globally, to address environmental performance in aviation.
- We have developed our first central Sustainability Team, put in place a new **Environmental Sustainability Panel** to advise and challenge us, and have recruited specialist resource to enable development of regulatory frameworks for novel technology and for safety certification of new aircraft and fuels.
- Regulatory oversight work is traditionally funded via the Scheme of Charges, but as a novel requirement, the Sustainability Team is currently **principally funded via Section 16** – with a roadmap towards Scheme of Charges funding via industry to meet the polluter pays model over the coming financial years.

The CAA's roles in sustainability are mainly:

Regulatory

- Taking account of aviation's environmental impacts as part of our regulatory decision making;
- Co-sponsoring the Airspace Modernisation Strategy;
- Owning and operating the UK noise model;
- Reporting on the environmental performance of the UK aviation sector;
- Providing consumers with information on the environmental impact of their flights.

Strategic

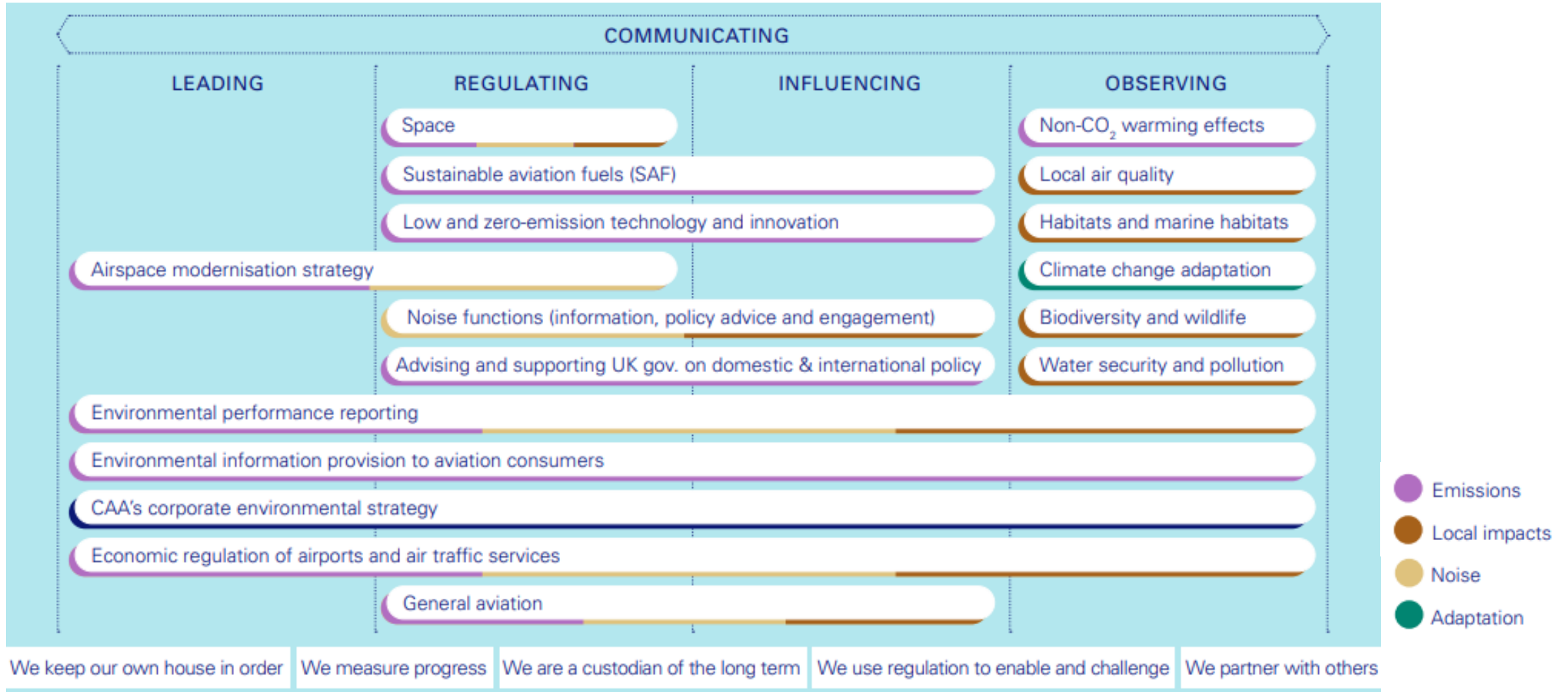
- CAA's Environmental Sustainability Strategy
- Sustainability Team
- Environmental Sustainability Panel
- Advice and insight to government
- Sectoral leadership and coordination

We see our reporting roles as being the bridge between regulation and strategic leadership of the sector.

CAA's Environmental Sustainability Strategy

Our Sustainability Strategy at a glance

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



The strategy's components



- Our environmental sustainability strategy is a deliverable of the CAA's Strategic focus area called 'Improving environmental performance'.
- It brings coordination to activities where sustainability is central or where environmental objectives are taken into account as a material factor in the exercise of our functions.
- It clarifies how our general regulatory role aligns with delivering our sustainability ambitions, starting from defining our different roles.
- Our prioritisation principle is designed to help us exercise discretion on how we can prioritise environment impacts in our decision-making and supports our choices on where to best allocate resource.