

Date
20 April 2018
Handling officer
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Civil Aviation and Maritime Department
Market, Environment and Analysis Unit
Section for Environment

Draft report N-ALM/60 (Nordisk arbetsgrupp om Luftfartens Miljöfrågor)

Date and time	9 April 13:00 –10 April noon 2018
Location	Norrköping, Sweden
List of participants	See annex 1
List of actions	See annex 2

1. Opening of the meeting

Elin Roos (Head of Market Section) welcomed the group to the meeting and gave a presentation about the Swedish Transport Agency.

Marie Hankanen (chair of the meeting) welcomed everybody to her hometown and informed about the practicalities of the meeting.

2. Administration

- a. The agenda was adopted without comments.
- b. Minutes from N-ALM/59 were approved without comments.
- c. Actions from N-ALM/59.
 - i. Action 1. The airport service providers will consider arranging specific meetings for discussions concerning special airport questions. *There has not been any formal meetings yet. However, the participants from the airport operators stressed that exchanging information is important, especially about gaining knowledge in national investigations and scientific knowledge projects. Some representatives, among them ISAVIA, said that they indeed are interested in some sort of cooperation, but there was no*

formal decisions on the action point. During the previous meeting N-ALM/59, the group had a discussion on the possibility to create a minor group within N-ALM to discuss PFOS- or different questions concerning water. During N-ALM/59, the group thought that this was not inside the scope of N-ALM and that it would be a better idea if the representatives from the airports had specific side meetings in conjunction with the N-ALM meetings.

- ii. Action 2. Discussions on radar accuracy will be held at the next N-ALM meeting. *Will discuss topic in the Noise-sub group. Receive information at N-ALM 61, since the sub-group is after the N-ALM meeting. **Action Point 1***
- iii. Action 3. Marie Hankanen will update the participants on news concerning the Swedish aviation tax. *Marie informed that since April 1 2018, airlines have to pay 60 SEK flying to European destinations, 250 SEK for mid range flights , and 400 SEK for long range flights. After Marie´s update, there was a discussion on the perception of the newly introduced tax by media and passengers on the request of Finavia. In Denmark, there is no such tax, and there are no discussions to introducing one. In Norway, there has been a passenger tax since 1 April 2016. It is a fiscal tax and not an environmental tax of 83 NOK both for domestic and international flights. When it was introduced, there were discussions in media.*
- iv. Action 4. State Action Plans will be discussed at the next N-ALM meeting. *The topic is on the agenda for this meeting.*
- v. Action 5. Discussion and information on atmospheric absorption will be on the agenda for next noise subgroup meeting. *Done. It was discussed during the noise sub-group meeting.*

3. STRUCTURE AND WORK OF N-ALM

The participants were reminded of the N-ALM ToR and Work Programme. No changes have been made since NALM/59.

a) Reporting to NOLU

Marie informed that NOLU has asked for a report after every N-ALM meeting.

b) Update of the list of contact persons and their e-mail addresses

Marie passed a list around in order for the participants to review it and add names and contacts, if needed. Marie informed about the upcoming General Data Protection Regulation (GDPR) and the possible affects it would have on the N-ALM portal. In order to comply with GDPR, we have to create a secure portal with password to access it. Another alternative would be to review the documents on the portal today and delete all contact information, and a third solution would be for another Nordic country to host it. Marie will return to N-ALM on how to solve the situation. **Action Point 2**

4. **CAEP SG in June 2018 – preparation of non-MBM topics**

- a. WG1 / Noise: Marie informed about the work within the group, and further said that ECAC think it is valuable that N-ALM meets. Intense topic now is airplanes going supersonic. Initially, forecasts do not show a huge amount of flights, but the noise from these airplanes are significant. American industry is pushing for progress. The industry have solved the issue of noise differently; flying on a higher altitude/lower speed or designing the planet minimize the sonic boom. An ICAO Annex 16 standard is needed; including one chapter on LTO-noise (aimed for 2022) and another chapter one “en route” noise (aimed for 2025). Europe want to measure the noise on the ground, whereas the industry want to measure on a higher altitude. There are also discussions on helicopter noise. However, more data is needed. Trafik, Bygge og Boligstyrelsen will look into the question on helicopter noise and talk with colleagues and give an update to N-ALM/61 **Action Point 3**. WG1 is also discussing noise from APU and they plan to monitor noise from UAS, electric aircraft and air taxi.
- b. AFTF/ Alternative fuels – Annika Lindell, member of AFTF gave general information about the sub-group. It was created in 2014 and was supposed to be a task force. The first initial task was to assess emission reductions with LCA, in both short and long run. Now, there are four working groups in AFTF, such as calculation of default LCA-values. The sustainability criteria, to be used in CORSIA, is a hot topic, the group started with 12 different criteria, but only two survived to the ICAO-council session; greenhouse

gases and carbon stock. Sweden will nominate a new person in AFTF from the Swedish Energy Agency.

- c. WG2 / Airports and operations: The Swedish member Jenny Blomberg said that WG2 is working with guidance material, Climate adaptation is one important topic.
- d. WG3 / mainly about the PM standard and emissions SARPS for supersonic airplanes. The group update Annex 16 Vol II, regarding emissions and CO₂.

5. State Action Plans

Information of the on-going work

Overview among the countries within N-ALM and their preparations for the submission of State Action Plans to ICAO in June 2018.

Norway: In January, they requested input from airlines, Avinor and CAA Norway. They have received final input from most of them as well as statistical data from Avinor. There has been development in some areas since the last update of the plan in 2016, mostly concerning the blending mandate for biofuels in aviation from 2019, and interest for electric aviation in Norway. CAA Norway proposed to underline this particular development about electric aviation in the State Action Plan.

Denmark: No significant changes from the previous plan, they are waiting for the Eurocontrol part. DK has contacted the operators for information to put into the plan.

Finland: No significant changes. Tiia Jyräsalo will be responsible.

Iceland: Don't expect any significant changes from the previous plan. Will contact the stakeholders for their input soon.

Estonia: No significant changes.

Sweden: No significant changes either. Will contact the stakeholders for their input soon. Max Ohlsson from Swedish Transport Agency is the focal point, replacing Annika Lindell.

6. CORSIA

- a. **CORSIA seminars, feedback from participants** – Karl Koefoed from the Norwegian Ministry of Transport gave a presentation from the regional seminar on CORSIA in Skopje, which gathered about 120 participants including 13 participants from the Nordic countries. In the seminar, it was stressed that there is not yet a final adoption of CORSIA in the ICAO Council. There were both presentations by the Secretariat and seminar participants working together in groups. Noted the significance for Europe since there were high-level participants from the European Commission and Eurocontrol. Presentations were easy to understand and pedagogical. A lot of information to absorb during these days. Much focus on the longer time-line. Several stakeholders participated, which covered a vast majority of those who will be regulated by CORSIA. The ICAO Secretariat rejected comments and questions about EU-ETS.
- b. **CAEP** – The chair left the N-ALM meeting during agenda point 6 b and c, due to an urgent telecom in CAEP. The discussions concerned the definitions of fuels, such as conventional, sustainable and alternative. There are some oil-producing countries that want to change the definition because of how the fuel is produced and therefore, it can be defined as sustainable. Important that the CORSIA outcome do not include conventional fuel as being sustainable, and how to agree on a writing in regards to the definition.
- c. **ICAO Council negotiations 214th session** – Anders Hermansson from the Swedish Transport Agency informed the meeting about the negotiations and the process regarding CORSIA. For CORSIA, ICAO sent out a State letter to all member states. One of the major issues were alternative fuels. CAEP has received the State Letter responses from the member states. The CAEP secretariat will then send out their proposal for the package proposal, which will be discussed during the council meeting in June 2018. Problems in some countries regarding the verification process, since there is a high level of corruption. Anders expect that it will be difficult discussions in council. Many small changes that may have significant impact. We do not know. The EU hopes that the package will not be reopened again.

There were discussions during the meeting about the relation between EU-ETS and CORSIA. Most of the participants have

interpreted that the EU will announce after the package is adopted how they will deal with the situation.

d. News on national development including information sharing with operators –

- Sweden informed that the proposal is that the Swedish Environment Protection Agency (Naturvårdsverket) will work with the reporting from airlines, and the Swedish Transport Agency (Transportstyrelsen) will continue working on international development of CORSIA. The authorities are waiting for a decision from the ministry on this proposal.

- In Denmark, Trafik, Bygge og Boligstyrelsen have contacted the Energy Agency which is responsible for the EU ETS, but Trafik, Bygge og Boligstyrelsen is still the competent authority. However, it is not yet decided who will be responsible. Jens-Erik stressed that it could be fruitful to share how the countries will deal with CORSIA issue, practically between the Nordic countries.

- Finland think that the CORSIA responsibility will be in the Trafi. They are also responsible for EU-ETS for aviation today.

- In Norway, the CORSIA competent authority will be the Norwegian Environmental Agency under the Ministry of Climate and Environment. The Ministry of Transport and Communications will however ensure the CORSIA Focal Point function towards ICAO. They are planning a joint consultation meeting with national stakeholders in late June after the council decision. The environmental agency will work with the airlines.

- Iceland plans to have an information meeting in mid-May and then later a follow-up later in the summer. They have cooperated with the Environment Agency on the CORSIA implementation.

Several participants agreed that the environmental agencies in the N-ALM countries should cooperate more regarding the CORSIA implementation process.

7. EU (all)

- a. EU ETS – any news? - Swedish EPA informed that CORSIA would be implemented through EU-ETS as a delegated act. The goal of the COM is to make it as easy as possible for airlines. Some changes in the EU-ETS that came into force this year was prolonging the acceptance for longer flights, a new rule for small emitters and a better linking to the Swiss example of the emission scheme.
- b. Status CNOSSOS – EU – Discussions in the noise subgroup after N-ALM/60.
- c. Other issues – Copenhagen Airport raised a concern regarding ICAO Doc 444. The document include demands on safety issues, which have impact on noise. Requested information how the status are in other airports.

8. ECAC – EAEG and Environmental Forum

- a. EAEG 7th -8th and 23rd-24th of May in Brussels: Marie informed about the upcoming meetings. Jens-Erik from Denmark said that there was an EAEG 5-6 December 2017, where they discussed the European contribution to different working groups within ICAO. This was the first meeting in this constellation, replacing EuroCAEP. There was a call for more European participation in the working groups and discussion about the state action plans. Concerning chairmanship of EAEG and ECAC Environmental forum it was informed that no Nordic country planned to apply. However, the meeting agreed to a coordination of whom to support as chair for the groups.
- b. ECAC Environmental Forum Autumn 2018? – No information when it is scheduled.
- c. Other issues including Workshop on ECAC Doc 29 4th Edition the 21st of June in Berlin: Swedavia informed about a workshop in Berlin about the document 29 within ECAC. The main goal was to explain the content of the document, and future work. There is a course about drones from the 8-10 of October, hosted by an Airside company. Headline is "Aircraft noise and emissions around the airport" Link: <https://www.airsight.de/training/>

9. News from Member Organizations

- a. Participants are invited to inform the meeting briefly on relevant issues in their organizations/countries (all):
 - i. CAA's and ministries:

Norway: Karl Koefoed (Ministry of Transport and Communications): Updated on jet biofuel blending mandate, which the Norwegian parliament adopted. Received significant input and advice from the Norwegian Environmental Agency, CAA Norway, and Avinor. The plan now is to send out a draft national regulation for a three-month public consultation in the spring. From a policy perspective, the Norwegian government encourages the development with electric aircraft. They are reviewing possible policies, incentives and measures but have not yet made any concrete proposals. They support the initiatives in the work of Avinor on this matter. Will keep the N-ALM forum informed about developments in this area. Karl thanked Sweden for the cooperation of the state-letter process on CORSIA.

There was a discussion about the batteries and its life-cycle analysis. In Norway, they are not there yet in the very early stages; instead, the discussion is about the potential and the actual use of the electric aircrafts.

Finland TRAFI: No specific news. Are happy about the Nordic cooperation and coordination with state-letters. Coordination with involved stakeholders on noise is ongoing. New process of land use planning due to national regulation.

Iceland: Business as usual. Agree with the Nordic cooperation about the state-letter process. Iceland has a new government and the new minister for transport since November 2017. Sent out the state-letter, following meetings with stakeholders to have input on CORSIA where they went through the SARP. Both authorities (transport and EPA) went through the state-letter. Further, the transport-authority received an invitation to participate in a seminar organized by energy sector about alternative

fuels. It was supposed to focus on aviation fuels. However, in the end the seminar did not focus on aviation.

Estonia: Informed about investments on infrastructure and some projects with Tallinn airport.

Denmark: Land use planning is also a topic in Denmark especially in CPH and Roskilde Airports, where they see an interest in establishing industries and housing areas close to the airports.

Sweden: There will be an investigation about alternative sustainable fuels managed by the former green party leader Maria Wetterstrand. The government has announced that it will allocate 100 million SEK to fund research on alternative fuels. In the beginning of 2017, the government adopted a Swedish aviation strategy. One of the outcomes from the strategy was to form a council that would work with the vision to develop Arlanda Airport to become the leading Nordic Airport in 2040.

ii. Service Providers

Avinor: Presented news about PFOS. According to the Norwegian EPA, they have until the end of the year to document the local risk for all their 45 airports and what measures to take. They are cooperating with social and economic people to look at these aspects, such as health. By the end of this year, all 45 airports will have the ISO standard 14001. The winter caused a lot of de-icing water, which ran out to the ground water. The climate change is affecting their airports. They need to use more chemicals. Biofuel discussion: Now looking into the supply and demand problem for biofuels production. The Bodö Airport is in need of a major upgrade. Discussions to move the airport from the city centre. Mentioned micro plastics from the snow clearing machines. They now have a project that looks into the impact it may cause for the ground water from these machines.

Finavia: Helsinki airport reached more than 18 million passengers last year and has an intense development of the airport including plans for a new check-in facility. Also plans to establish a railway link to Helsinki city centre and onwards to the national railway links. Lapland Airport is planning for new constructions as well. Finavia has had

environmental management system existing for 17 years, but have not certified the airports yet for any ISO standard, but will try to do it this year. There are discussions in Finland to introduce an aviation tax. Concerning the ACI work, Finavia has ongoing discussions with stakeholders and regular meetings with ground handling operators. They wish that the operators would use electric vehicles on the apron. They are installing chargers.

Swedavia: Passenger-numbers is going well on the airports. By the end of 2020, they shall have got rid of all of their carbon dioxide emissions from their own operations. All 10 airports have a certificate according to the highest accreditation level for airports. Since 2020 is quite soon, Swedavia is now working to set new goals for future, and strive toward the concept of “fossil free airports in 2025”.

Copenhagen Airport: Lot of constructions. Last autumn, they opened a new security area. There is an expansion plan for the coming years for CPH Airport, which now is at the political level. They had some PFOS installations, and have a third installation this spring. In Roskilde Airport, there are issues with noise complaints. They have a new web-portal for noise complaint handling, and they will provide the link. **Action Point 4**

Tallinn Airport: The airport has several expansion plans including a new terminal connection and parking spaces. According to their water permission we have to monitor our storm water in seven ejection points (PAH, PFOS included) from snow storage areas. A strategic noise map to Tallinn from all the transport related noise.

ISAVIA: Two news: applying for level 2 Airport Carbon Accreditation, and approved an action plan for climate matters to 2030 to reduce carbon footprints.

- iii. Air Carriers – No air carriers were present in the meeting.

10. Any Other Business

Copenhagen Airport informed of the first draft guidelines on noise from WHO Europe. Will have a significant impact on airports. Finavia added that such guidelines or recommendations often are based on zero risk level. The report could be useful when negotiating

noise stringency in CAEP. **Action Point 5** to put WHO guidelines on the agenda for upcoming meetings.

Marie asked if any wanted to raise for specific topics during these N-ALM meetings, but no one gave any input. If you have ideas, send them to Marie.

11. Dates and Venue for the Next meeting

- a. Proposal A: 6th-7th of November 2018 in Copenhagen (plan B: 13th-14th of November): **The meeting decided to have the next N-ALM 13-14th of November.**
- b. Spring 2019; Estonia kindly offered to host, noting that sub-group meeting is also needed. The date will be decided in Demark in the November meeting. **Action Point 6**

12. Closing of meeting

Marie closed the meeting, thanked the participants for fruitful discussions, and invited everybody to participate in the next N-ALM meeting in Copenhagen.

Annex 1 List of participants

Karl Koefoed, Norwegian Ministry of Transport and Communications
Hilde Hoiem, Norwegian CAA
Jan Anders Marheim, Avinor
Michael (Mike) Newman, Avinor
Mikko Viinikainen, Finavia
Christer Heed, Swedavia
Ingrid Lai, Tallin Airport
Jens Rasmussen, Copenhagen Airport
Peer Borglund Nielsen, Copenhagen Airport
Jens Erik Ditlevsen, Trafik- och Byggestyrelsen DK
Eva Nielsen, Trafik- och Byggestyrelsen, DK
Suvi Häkkinen, Swedavia
Anna Margrét Björnsdóttir, Icelandic Transport Authority
Mats Björnell, Swedish EPA
Kea Toi, Estonian Civil Aviation Administration
Outi Ampuja, Finnish Transport Safety Agency
Marie Hankanen, Swedish Transport Agency
Annika Lindell, Swedish Transport Agency
Niklas Nilsson, Swedish Transport Agency
Anne-Marie Ragnarsson, Swedish Transport Agency
Jenny Blomberg, Swedish Transport Agency
Max Ohlsson, Swedish Transport Agency
Anders Hermansson, Swedish Transport Agency
Elin Roos, Swedish Transport Agency

Annex 2: List of Action Points

Action Point 1: Noise subgroup to discuss radar accuracy and report to N-ALM 61.

Action Point 2: Marie will investigate how to deal with the portal in order to align with GDPR.

Action Point 3: Eva Nielsen said that she will look into the question on helicopter noise and talk with colleagues and return to N-ALM/61

Action Point 4: Copenhagen Airport will provide the link to a new web-portal for noise complaints when it is open.

Action point 5: Discuss WHO guidelines in upcoming meetings.

Action point 6: Decide on the November meeting when to schedule the spring 2019 N-ALM/62 meeting.