

N-ALM/62 (Nordisk Arbetsgrupp för Luftfartens Miljöfrågor)

Date and time	21 May 13:00 –22 May noon 2019
Location	Tallinn airport, room "Zeppelin", Estonia.
List of participants	See annex 1
List of actions	See annex 2

1. OPENING OF THE MEETING

Hilde Høiem (chair of the meeting) welcomed everybody and informed about the practicalities of the meeting. A round of presentations was made, all participants briefly introducing themselves.

2. ADMINISTRATION

a. The agenda for the meeting was adopted without comments.

b. Minutes from N-ALM/61 were approved without comments.

c. Actions from N-ALM/61.

- i.* Action 1. Copenhagen airport will provide the link to a new web-portal for noise complaints. The link has been circulated. CLOSED
- ii.* Action 2. SE will report back to NALM/62 about the CO2-tax: Marie sent a link with the details.
<https://skatteverket.se/foretagochorganisationer/skatter/punktskatter/flygskatt/skattesatserforflygskattperland.4.41f1c61d16193087d7f2acc.html> As of 1 April 2018, you have to pay tax as air carrier at Swedish airports – applicable for aircraft allowed for more than 10 passengers. Both domestic and international flights. Amount depends on final destination. Three different rates. For 2019 within Europe SEK 61, middle-range SEK 255, long-haul SEK 408 per passenger. CLOSED
- iii.* Action 3. Finnavia will present news from ECAC/Airmod meeting to NALM/62. The action concerned the previous AIRMOD/29-meeting in Helsinki in October 2018 and the news is obsolete. A presentation had already been made on AIRMOD/30 at the noise sub-group meeting. CLOSED
- iv.* Action 4. SE to contact the Council member to see whether any countries disagreed to the state letter response on CORSIA. The information has been requested, the reply was that there is no official information from ICAO Secretariat on this topic. CLOSED.
- v.* Action 5. DK will contact ICAO EUR/NAT to try to find out more about the capacity building meeting in Baku in December 2018, concerns and the purpose of it. Jens Erik sent an e-mail about it – incorrect mailing-list was used by ICAO. CLOSED

- vi. Action 6. Decide specific dates for the meeting in Finland for autumn 2019. Finland suggested dates 3-4 February 2020 in Helsinki, due to a lot of meetings in the autumn 2019. The meeting agreed to these dates. CLOSED

3. STRUCTURE AND WORK OF N-ALM

N-ALM TOR 2017-2019

The TORs for the main N-ALM meeting and the noise subgroup were shown on the screen. Some members of the noise subgroup had ideas for an update of their relevant part of the TOR, and this will be taken into account in a future update. It was agreed that Hilde will circulate the documents to N-ALM before the NOLU meeting of Directors General later this year for comments by written procedure.

N-ALM WP 2017-2019

The WP is to be endorsed by the NOLU meeting of Directors General. The Chair went through the main points of the WP. Participants were requested to send their eventual input/updates to Hilde. It was agreed that Hilde will circulate the document to N-ALM before the NOLU meeting of Directors General later this year for comments by written procedure.

Reporting from NOLU

The NOLU meeting of Directors General was held at Stockholm Arlanda on 5 February 2019. All 7 DGs from Nordica States were in attendance, in addition to the ICAO Council Representative from Sweden Heléne Jansson Saxe. Jesper Rasmussen, Director Flight Standards at EASA, had been invited as a guest at the meeting. Hilde briefly went through the main points of discussion at the NOLU meeting. It had been noted at the meeting that climate developments with regard to aviation have been more in focus in the Nordic States than in the rest of Europe.

Update list of contact persons and e-mails

Hilde circulated the list of contact persons in the meeting for eventual updates.

4. REPORT FROM NOISE-SUBGROUP

Jan Anders Marheim reported highlights from the noise-subgroup meeting, immediately preceding the main meeting on 20-21 May:

Mikko Viinikainen presented Continuous Descent Approaches + low power and low drag information videos to the meeting. "Study of effects of aircraft noise" also presented to the meeting. Outi Ampuja mentioned– noise measuring at Helsinki Vantaa. Drones – noise mentioned by Marie Hankanen. Hilde presented news from different noise-related CAEP work, including the WG1-meeting in Boston, APU noise – high frequency - high on the agenda. Mike Newman reported on the Airmod/30-meeting in France this spring. Eva Nielsen presented noise guidelines review, and noise effects of the seaplane route in DK. Jānis Brižs mentioned the introduction of the new airbus A220-300 at Riga Airport – likely to be main type of aircraft of Air Baltic. Noise reduction plans at Riga airport mentioned. Noise certification of Avinor two seater electrical plane presented to the meeting by Jan Anders. User forum noise – use and improve noise systems, presented by Peer Borglund Nielsen and Jens Rasmussen. It was agreed that there could be an agenda point in future noise sub groups about noise measuring systems. It was discussed if noise emissions modelling should be included in the noise subgroup in the future? A brief presentation was made at the meeting about the WHO Europe noise guidelines. It was reported on a meeting in Brussels – the day before the ACI noise meeting. Draft minutes from the noise sub-group meeting will be circulated for comments.

5. NEWS FROM MEMBER ORGANIZATIONS

Iceland

The post as DG of the Icelandic Transport authority was advertised in May, in accordance with terms of mandate rules. It is currently unknown if the current DG continues or if there will be a new person appointed.

RUV (Icelandic public broadcaster) tv series "what have we done?" – one episode was centered around aviation and environment. The series has brought lots of attention to climate developments.

Anna Margrét Björnsdóttir made a presentation at a seminar about alternative fuels. Fascinated about the work going on on electrofuels seen elsewhere. Could be relevant for Iceland. A lot of interest. Many attended the seminar.

The government has started work on climate change adaptation. Working on contingency plans. Workshop on climate adaptation recently.

Finland

Parliamentary elections about a month ago. New government to be formed shortly. Climate issues high on the political agenda. Most likely – no national aviation passenger tax to be introduced in Finland.

TRAFICOM – organizational changes results in new name. New DG – former DG in the communications agency. Otherwise business as usual. Helsinki Vantaa noise partnership group is chaired by TRAFICOM. Increase in operations. Good discussions.

Denmark

The Transport, Construction and Housing authority has moved to a new location close to the Copenhagen main train station.

Reorganization of the authority – environment together with aerodrome inspectors.

In a few weeks elections – probably change in leadership according to opinion polls. Climate high on the agenda. Nearly all political parties oppose aviation passenger tax. Want european /international solutions instead.

Updating national regulations on aerodromes and helipads. ANSP tracks/radar data – work is ongoing.

Estonia

New Director General of the CAA from 1 January 2019 Rait Kalda. Elections – also new minister. Tartu airport – starting with radar services. Remote tower at Tartu airport – test period ongoing.

Norway

Mentioned new party in govt this year. New english name "Ministry of Transport" instead of "Ministry of Transport and Communications" from 1 May 2019. Updated latest news on the quota obligation for advanced biofuels starting from 1 January 2020. Said the electric aircraft programme was likely to be delivered by Avinor and CAA Norway this summer.

CAA involved in work on new national noise goals. Work ongoing. All transport modes are participating – meeting on Thursday.

Sweden

Reorganization at ministerial level. Infrastructure – transport, energy and IT put together. Advantages, especially on alternative fuels.

Environmental impacts of drones – working on a report.

Climate adaptation – considering impact on regulations.

ANSPs

Finnavia

Helsinki Vantaa reached 20 million passengers last year.

Improving airport infrastructure to facilitate Europe-Asia traffic. Will take two years to finish.

Kittilä and Lapland airport – expansions ongoing.

Water pollution – underground wetland. Work on leading water in a different direction.

Wind power – electric – renewable diesel will be distributed to the whole networks of airports. HEL – more solar energy – 750 kw/peak from next year.

Swedavia

Former government formed "Arlandarådet". Action plan for Arlanda. No developments right now on this initiative.

Zero emission carbon – 500 tonnes – 3 airports have reached the zero goal. Ronneby, Luleå and Visby. The last one is a Swedavia airport.

Swedavia compensates biofuels for own business travel.

"Fossil free domestic flights in Sweden". Swedavia part of this project.

LFV

New airspace strategy being developed. Complete overhaul below 3000 mt. GA and military needs have to be taken into account. Also RPAS/UAS need attention. Start with Arlanda first, and then the regions. One authority responsible for developing the airspace strategy.

Major organizational change – Above FL 95. Control is going back to LFV. Few practical consequences.

Copenhagen airport

2019 - even more passengers than in 2018 likely, despite SAS strike.

Building a new terminal. Lots of construction work ongoing.

Participating in the Danish industry climate industry – "CO2 neutral". Distribution of sustainable fuels starting.

Performance based navigation (PBN) postponed due to staffing issues at Naviair.

Roskilde: Land use planning. Planned to reduce the noise zone. Govt. decided to keep regulation as is. 82 000 operations in 2018. School flights, GA, helicopters.

Airport is adapting in a more environmentally friendly direction – change of cars etc.

Tallin Airport

13,6 % increase in number of passengers in 2018. Gave a presentation on airport developments. New parking house opened recently. Plans for new office buildings on ground owned by the airport by 2035.

Very few noise complaints.

"Chemical week" – lectures for staff and passengers - cooperation with Tallinn University.

Avinor

PBN work mentioned.

Helicopter project – low frequency – fairly good results. 10dB reduction. Offshore helicopters in particular.

Parking service provider in Bergen bankrupt. Possible reason: Tram "Bybanen" introduced to the airport.

Explained noise situation at Evenes airport with introduction of F35 military fighter jets.

Looking at a third runway in Oslo sometime after 2030. More details requested by govt.– on alternative location west of the airport.

Explained "new airport new city"- concept in Bodø, where it is planned to move the airport to give more space for city development.

Showed latest noise complaints statistics.

Riga airport

Need for a better way to manage noise.

Pressure to strengthen noise limits even further.

Liepāja – smaller airport – pilot school opened by Air Baltic – today 3 aircraft - planning for 16 aircraft circling around.

Finnair

Outi Merilä passed away earlier this year. Pertti Pitkänen took over N-ALM work at least temporarily. Finnair is rethinking how to organize these issues. VP Sustainable Kati Ihamäki has left the company for a new job in the financial sector.

IATA environmental audit – three findings.

Energy efficiency system. ISO 50001 – ISO 14001.

Environmental policy has been renewed.

Reduction of CO2 emissions in operations. More continuous descent approaches. Electricity and heat consumption reductions. Finnair kitchen – recycling of plastics improved.

CORSIA and EU ETS are well organized internally

Environmental review board established + environmental WGs.

PFOS

Jan Anders presented work ongoing concerning (the closed down) Fagernes Leirin airport. Explained what is PFAS/PFOS, fire-fighting training activities at the Fagernes airport historically, leakages into local lakes and water streams, sampling/consequences for eating fish from the lakes, National Food Safety Agency recommendations for tap water, water cleaning measures being taken, and possible further work on the soil.

6. CAEP

Marie reported on the CAEP/11-meeting in Montreal from 4 to 15 February.

It has been decided to increase the number of CAEP members to max 33, and increase the number of non governmental observers to max 10. Intention is to increase geographical representation. Europe has currently 10 members from the ECAC region, and 5 state observers.

State Action Plans - ICAO will accept the European State Action Plans with common sections. ICAO stressed the need for a national part in addition to the common section – ECAC will convey this message to its member states.

Chile wants to become a new CAEP-member. Advanced biofuels association was accepted as ~~new~~ observer during CAEP/11. Something new is that there is a chair from the member states. The first chair is Mr. Gilles Bourgeois from Canada.

WG1 / Noise

New supersonic aircraft. 3 supersonic projects. One of the projects already applied for a type certificate in 2017 (will not fly supersonic over land). Discussions will continue. Still trying to get more information.

Margins to chapter 14 standards, drones noise, electric aircraft noise, and helicopter noise on the agenda.

WG2 Airports & Operations

Airport planning manual endorsed. Climate adaptation report delivered (with applause). Work on environmental community engagement PBN presented. Vertical flight efficiency - work will continue. Horizontal flight efficiency has already been done. New work on environmental metrics, Sweden is in the lead.

WG3 Emissions

Emissions, non-volatile particulate matter mass and number standard – from engines decided upon.

In this cycle – the group will further monitor emissions from newly developed engines and monitor emissions from newly developed aircraft.

Impact Science Group (ISG)

White paper on aviation noise was endorsed.

Upcoming work:

Long term goals, work on cruise emissions and a "bottom-up approach" – analyse aviation sectors efforts to address climate change.

CORSIA

Update of the Environment Technical Manual and implementation elements endorsed.

Technical Advisory Body (TAB) – additional terms of reference – discussed, Recommendations to the Council.

CAEP will continue to amend the reporting tool and CO2-calculation models.

A new WG4 was established that will replace GMTF the next cycle.

Analysis of supply, demand and price on emission units in the CORSIA.

Guidance on MRV

Periodical review of CORSIA. Some WG4 participants think it is premature.

Alternative fuels / FTG

Work on indirect land use change (ILUC).

SCSEG – establishment of the group reporting to CAEP. TOR decided upon,

Continue evaluation of sustainability certification schemes.

Fuels task Group (FTG) will replace AFTF, continue to work on additional LCA and ILUC from different types of SAF . Review sustainability criteria.

CAEP TOR

Discussions on aircraft recycling – CAEP cannot do this alone, the group doesn't have the expertise. Need help from others.

Discussion on attendance at CAEP meetings – many only on the e-mailing lists to receive information. Not participating actively in the meetings.

7. ECAC

Environmental Forum, 10-11 December 2018.

It was noted that WHO Europe noise guidelines were presented and discussed at the Forum.

DGCA meeting, 6-7 May 2019

Karl Koefoed reported that one European A40 working paper was adopted by DGs on supersonic aircraft development. Now looking for other states to co-sponsor this paper. Two papers discussed not adopted at this stage – will be subject to written procedure before the summer – on balanced approach and on climate change. In addition to ECAC processes, all WPs will be subject to the formal adoption processes in the EU over the summer – AVIA / COREPER.

8. ICAO

ICAO CORSIA Helsinki, 26-27 March 2019.

Outi reported on highlights from the seminar, which included, information on capacity building, emission monitoring plans, and verification. Karl congratulated Finland on a very successful organization of this regional ICAO seminar for the European region – the feedback was very good from the participants.

Symposium on Environment "destination green – the next chapter" 14-16 May 2019

Karl reported on a few highlights from the discussions. Including climate adaptation and supersonic aircraft development.

Janne Mänttari commented that it was useful to have the perspectives from a Norwegian scientist at the seminar on the measuring of annoyance levels, in relation to noise levels.

Mikko commented – which other sectors have something like CORSIA? –The aviation sector should spread the word even more.

Green airports, 8-9 May 2019.

Sweden was there, and Marie reported on the basis of input from a colleague. Main message – airports must prepare for climate adaptation. Many examples from around the world given.

ICAO SAF Stocktaking Seminar, 30 April-1 May 2019

Karl reported on the outcome of the seminar based on input from a colleague. In the seminar there was, among other topics, focus on certification processes, use of SAF by airlines, developments in the production of SAF, and the sustainability criteria of SAF. At the end of the seminar ICAO presented some estimates on future SAF production capacity globally.

9. CORSIA and EU ETS

What happens in ICAO Council?

It was taken note that CORSIA TAB has European members from France, Norway, and Sweden.

Karl mentioned that NO has concerns regarding the vintage dates of programmes and projects in ICAO CORSIA, and that older programmes/projects might be allowed under CORSIA, which could impact the environmental integrity and credibility of CORSIA.

What happens in EU?

In the autumn, Janne informed, we might have some more information from the European Commission on the future of the ETS, in relation to CORSIA.

EU implementation – CORSIA MRV rules. Janne informed about the state of play of discussions in the EU if the European Commission or the Member States should submit data to ICAO.

What happens in CAEP (GMTF and AFTF) TAB and WG4?

See a previous agenda item.

News on national developments (information sharing with operators)

The meeting took note of developments in the respective States with regard to CORSIA implementation, and work being done to keep operators up to date. Eva informed that it had been agreed in DK that the Energy and Climate authority would be responsible for CORSIA MRV.

10. SOU 2019:11 "BIOJET FOR FLYGET"

Marie explained the remit of the report released earlier this year, and the 8 proposals contained in the report. Among these: A committee should be tasked with environmental goals for decreased emissions from aviation. Greenhouse gas emission reduction obligation should be introduced. 1 % from 2021 to approximately 30% in 2030. The report targets fossil free flights by 2045. If targets are not met, reduction obligation fee of SEK 6 per kilogram of CO2 equivalents is proposed. Also obligations in the report on the Swedish Armed Forces. Climate declaration for long-distance travel – should be developed by the consumer agency. Night train traffic should be analysed – as alternative to flights. Expectations on price that biofuel will be cheaper when supply increases, Expectation on production costs. Estimated effect on ticket prices is calculated. It is estimated that new projects take 10 years from pilot facility to put to market.

More details to be found on SOU – english summary as well. No political follow-up for the time being. Will be sent out on a public consultation shortly.

11. ICAO ASSEMBLY AUTUMN 2019 – PREPARATIONS

Karl informed about the upcoming 40th ICAO Assembly in the autumn of 2019, possible environmental topics, and ongoing work regarding the draft European EU/ECAC working papers in the field of environment being developed. At this stage, it looks like possible environmental topics for the 40th Assembly could be noise, local air quality, new CO2-standard, sustainable aviation fuels, CORSIA, and cooperation with other international environmental bodies. Unsure to what extent future climate goals for international aviation will be a topic.

12. ANY OTHER BUSINESS

Marie informed about the publication of the European Aviation Environmental Report 2019.

Mikko mentioned a conference organized by NL on aviation taxes/carbon pricing in the EU at the Hague on 20-21 June.

Martin made a presentation on CDO (continuous descent operations), and at what level to set the reference point for CDO. An analysis made on different alternatives and outcomes for Stockholm Arlanda, and the recommendations of LFV on the chosen altitude. Would welcome nordic cooperation on this. A discussion took place.

13. DATES AND THE VENUE OF THE NEXT MEETING

Outi proposed 3-4 February 2020 as next meeting dates, and this was agreed. TRAFICOM welcomed all to attend the next meeting, which will be held at Finnair premises at Helsinki Vantaa.

CLOSING OF THE MEETING

Hilde thanked all for participating and thanked the Estonian hosts for the excellent organization of the meeting.

Annex 1 – Participants list

Eva Nielsen, Trafik-, Bygge- og Boligstyrelsen

Jens Rasmussen, Copenhagen Airport

Peer Borglund Nielsen, Copenhagen Airport

Kea Toi, Estonian Civil Aviation Administration

Ingrid Lai, Tallin Airport

Janne Mänttari, Finnish Ministry of Transport and Communications

Outi Ampuja, TRAFICOM Finland

Mikko Viinikainen, Finavia

Pertti Pitkänen, Finnair

Anna Margrét Björnsdóttir, Icelandic Transport Authority

Karl Koefoed, Norwegian Ministry of Transport

Hilde Hoiem, Norwegian CAA (Chair)

Jan Anders Marheim, Avinor

Mike Newman, Avinor

Jānis Brižs, Riga Airport

Marie Hankanen, Swedish Transport Agency

Martin Wall, LFV

Lena Wennberg, Swedavia

Annex 2 – List of Action points

- i. Hilde to circulate NALM TOR for comments and inputs.
- ii. Hilde to circulate NALM WP for comments and inputs.
- iii. Marie to check CAEP Work Programme on the deliverables expected from ISG in December 2019.