

Date

29-30 October 2018

Handling officer

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Civil Aviation and Maritime Department

Section for Environment

Draft report N-ALM/61 (Nordisk arbetsgrupp om Luftfartens Miljöfrågor)

Date	29-30 October 2018
Location	First day at the Danish Transport, Construction and Housing Authority, and second day at Copenhagen Airport
List of participants	See annex 1
List of actions	See annex 2

1. Opening of the meeting

Marianne Zauner (Head of Section) at the Danish Transport, Construction and Housing Authority welcomed everybody to the meeting. Thereafter, a presentation round followed and Marie Hankanen, chair of the meeting, welcomed everybody to her last meeting as chairperson. Starting from next year, Norway will take over the chairmanship.

2. Administration

- a. The agenda was adopted without comments.
- b. Minutes from N-ALM/60 were approved without comments.
- c. Action from N-ALM/60
 - i. Noise subgroup to discuss radar accuracy and report to N-ALM 61. *Marie showed the draft report from the noise sub-group. The reason for investigating this issue is to support replies to airport neighbours questioning the reliability of tools used to present radar tracks. Most countries use the tools ANOMS or Topsonic with a certain accuracy. CLOSED*
 - ii. Marie will investigate how to deal with the portal in order to align with GDPR. *There is a new portal on the Norwegian CAA website with relevant information. CLOSED*
 - iii. Eva Nielsen said that she will look into the question on helicopter noise and talk with colleagues and return to N-

ALM/61: Eva made a national outreach, but had no information to share with the NALM-group. CLOSED

- iv. Copenhagen Airport will provide the link to a new web-portal for noise complaints when it is open. *The web-portal is not yet open, but will be in mid-November. It is a CASPAR flight system.*
- v. Discuss WHO guidelines in upcoming meetings. *Is on the agenda for this meeting. CLOSED*
- vi. Decide on the November meeting when to schedule the spring 2019 N-ALM/62 meeting. *Will be decided during the meeting. See topic 12. CLOSED*

3. Structure and work of N-ALM

a. N-ALM ToR 2017-2019

There was a discussion about participation from airlines in NALM. The Swedish operator BRA could be a potential future member.

b. N-ALM Work Programme 2017-2019

c. Reporting to NOLU

Marie showed draft notes from their meeting in May where they discussed CORSIA and supersonic planes among others. NOLU request a report from every meeting of NALM, and not once a year as previous. Next NOLU meeting is in February 2019.

d. Update of the list of contact persons and their e-mail addresses

Marie circulated the list around the table. One contact person per organization so that the listed person can distribute invitations to NALM internally.

4. News from member organizations

- a. Participants are invited to inform the meeting briefly on relevant issues in their country/organization
 - i. CAA's and ministries
 - Iceland:

- A new robust climate strategy was approved by the government. The strategy is to fulfil Iceland's goals related to the Paris agreement.
- In November there will be a seminar on alternative fuels, and Anna-Margrét will take contact with Nordic colleagues to find out more about what is going on in their countries.
- The authority has received a national award for a project in the maritime business.

Denmark:

- On October 1, Denmark submitted their state action plan to ICAO.
- There is currently a discussion with the climate ministry on which authority to become competent authority on CORSIA.
- Informed that in Greenland, there are 12 public airports. Among those, only one has international flight connections. There are plans on three new airports, with financial support from China.
- The authority will move to a new location in the centre of Copenhagen.
- New noise calculations in Denmark based on ECAC doc. 29. There will be a seminar which will address technical and administrative issues in November.
- The authority is in a dialogue with Navair about the possibilities to initiate a project on accuracy of radar data display. Also discussing with city of Copenhagen where many tall buildings being constructed, which may have an impact on seaplane operations.

Estonia:

- Developed cooperation between authorities, in order to have the same understanding on different issues, and to know who does what.
- On CORSIA developments, they are awaiting the delegated act from the European Commission. The Environmental Ministry is the competent authority for CORSIA
- Lots of work with Land use planning related to noise around airports is ongoing

Finland:

- The ministry informed that they will have a plan on how to transform the transport sector to carbon neutrality by 2045, and some organizational changes will occur.
- CAA TRAFI will merge with the Communication regulatory Authority in January 2019.

Norway:

- Following a public consultation during the summer, in 2020 all companies selling jet aviation fuels will have to blend in 0.5 % of advanced biofuels. Exception is made for Military Aviation.
- The government has requested Avinor develop a program for the introduction and commercialization of Electric Aviation. In September they had preliminary discussions and the program will finalise next year on what policies and measures to take.
- A Government Committee will look into certain aspects of aviation in Norway. The committee will present their proposals by the end of 2019.
- Hope to submit the State action plan to ICAO soon.

Sweden:

- Gave a shorter presentation of the government investigation to promote biofuels for aviation. The investigation will present its outcome in March 2019. The investigator is Maria Wetterstrand, the former Green Party leader.
- The Swedish Transport Agency has received a government task to develop a plan for unmanned aircrafts (i.e. drones). The task will cover several aspects of an increased drone use. The task will submit its findings during June 2019. Marie reminded the meeting about the delegated act from EU on the noise levels. A discussion on the Swedish CO2 tax followed and its implications. It was decided that Sweden was to report back to the next NALM meeting. **Action Point 1**

ii. Service providers

LFV:

- Have developed an in-house radar monitoring system without noise calculations
- Have suggested rules for harmonized descent speed, but airlines opposed, probably because the fuel price is not very high at the time being.
- LFV is tasked to develop a new airspace strategy for long-term planning of the airspace use (Luftrum 2040), because the airspace is very fragmented. The old one is from 1998, and the new strategy will be presented in 2019.

Finavia:

- 11 % passenger growth from last year, mainly due to transfer passengers.
- Expansion projects at Helsinki airport will be completed by 2021.
- Started to use NESTE renewable fuels in all of their diesel vehicles and the buses at Helsinki airport.
- Regarding the noise issue, they have a video on how to fly to and from Helsinki airport at lower noise levels. Targeted groups are pilots and air traffic controllers and is concentrated on approaches. Noise calculations.
- Had an AIRMOD meeting a couple of weeks ago. Finavia to present news from ECAC/Airmo meeting at next NALM meeting. **Action Point 2**
- By 2020, all Finavia airports will be carbon neutral.

Swedavia:

- By 2020, Swedavia has an internal goal of having zero emissions of CO₂ from their own operations. A new strategic target of 5 % biofuels uplifted at their airports by 2025.
- Bromma airport has a lot of noise from ground activities and asked if others had the same experience since there is no clear environmental regulation in the area.
- Investigation is ongoing to decrease the spreading of PFAS at Bromma and Arlanda.

Copenhagen Airport

- More than 30 million passengers, a new record for the airport.

- Second round with stakeholders on how to develop the airport. The proposal and possible alternatives will go to the Danish CAA in January 2019.
- Noise action plan submitted to EU: LDEN has decreased and Lnight has increased compared to the last reporting to EU. Investigations on PBN and noise barriers is ongoing.
- Roskilde airport: Will start to use the CASPAR Flight system in November.

Tallinn airport:

- Received an award for airports below 5 million passengers.
- Plans for reconstructions at Pärnu airport, among others a new parking house.

Avinor:

- Celebrated Oslo Airport Gardermoen's twenty year anniversary in October.
- New noise study for a possible third runway at Gardemoen airport is completed. Possible completion of the third runway some time after 2030.
- Avinor has purchased a two-seated electric aircraft produced by the Slovenian company Pipistrel. Lots of media attention at the inaugural flight in May. Link: <https://www.tu.no/artikler/i-dag-skal-avinor-sjefen-og-samferdselsministeren-fly-elektrisk/440188>
- Concerning PFOS, Norwegian EPA has requested Avinor to clean the ground at one airport, Evenes, and to compile information regarding the degree of PFAS contamination as well as possible remediation measures at all airports. The program has an estimated cost of 10 million euros.

iii. Air Carriers

Finnair

- Finnair will launch a compensation program of CO₂ for passengers, which enables customers to purchase jet biofuel or certain environmental projects.
- Finnair will have a new CEO soon.

- Finnair now operates 19 routes to Asia, and will begin to fly to Los Angeles in January.

5. CAEP–non-MBM topics – outcome from CAEPSG3 in June and input to CAEP/11

WG1/Noise

- Marie presented the working group on noise. Marie, Outi and Hilde attend the meetings. Main task for the WG is noise from supersonic airplanes.
- Noise from Supersonic Aeroplanes: En route noise including sonic boom and LTO Noise
- Helicopter noise Noise certification correlated to day-to-day operations and Hover noise
- Independent Expert Integrated Review. A report will be presented at CAEP/11. The report will form basis for future stringency standards.
- Mid-term and long term goals for technology on noise and emissions – basis for stringency of standards during CAEP/13 - 14

WG2/Airports and Operations

- Henrik Ekstrand from Novair recently joined the group from Sweden.
- The group cover several aspects: climate adaptation where a report will be presented in February. Furthermore, ATM efficiency, aircraft end of life and recycling, which is a proposal from the CAEP-secretariat. Aviation system block upgrade (ASBU), and Global Air Navigation Plan (GANP) from ICAO. Update on the document 9889 on the airport air quality manual.

WG3/Emissions

- No Swedish member.
- SARP on Emissions for new aeroplanes. One example is the new CO₂ standard. This cycle they are working on PM standards and stringency analysis. Furthermore, emissions from supersonic

aeroplanes – will end up in a report for next cycle.

6. ECAC – ANCAT

- a. **EAEG 13-14th of November, 18-19th of December + telecoms:** develop working papers for CAEP/11. Nordic contribution is important. Deadline for paper submission to ICAO is 19 November.
- b. **ECAC Environmental Forum 10-11 of December 2018:** No agenda yet. Main task: To develop Key Briefing Documents for CAEP/11.
- c. **Report from Workshop on ECAC Doc 29 4th Edition the 21st of June in Berlin:** There were around 50 participants, and they went through items of the fourth edition and the work programme for the coming three years. ECAC Doc 29 is considered to be an “EU standard”. When Doc 29 is updated, the intention is that EU also will update their regulation. Peer reported from the Airmod meeting in Helsinki. Airmod is now working with helicopter data and topography, which might be part of the upcoming ECAC Doc 29 5th Edition. Comparison calculations/measurements, supersonics and WHO report was also discussed in Helsinki.7.

WHO report on noise

LFV briefly informed the meeting about the report. The main concern was raised on WHO strong recommendation on 45 Lden for aviation noise. It was concluded that this recommendation was based on annoyance. About 8 million people will be exposed to Lden 45 dBA in London, as an example of the huge impact.

Day 2

8. CORSIA and EU-ETS

- ICAO State Letter – who replied? First part to be sent by 22 Oct. No reply, taken as “no issues”. SE replied, showing support, highlighting review and possible strengthening in upcoming phases and reserving a right to come back on Implementing elements. FI did not reply. DK sent a short reply that they support it. ISL, NO, FI and EST did not reply. Second part; send in by 1 of December. Expecting KOM to give guidance. SE to contact the council member to see whether any countries disagreed to the state letter response.

Action Point 3

- What happened in ICAO Council? – On the CORSIA topics: Karl gave a presentation on the outcome of the decision made in June this year. This means that the MRV to start as planned 1 January 2019 were adopted. CORSIA Implementation elements for emission unit criteria and sustainability criteria for alt. fuels are left outside the decision. The Council has to decide on double counting and time frame. Furthermore, Karl gave a presentation on the upcoming 215 council session in Oct/Nov. Likely to be discussed are eligibility of emission units, general transparency, report of programme testing group (PTG), set-up of the TAB. Marie: in the council meeting is also a question of the procedures in CAEP (part of the CORSIA decision). The NORDICAO member is part of the group of WGGE (Working group of governance and efficiency), where the member has made a lot of interventions on the transparency issues. Terje: Worked a lot on briefing papers for the upcoming council meeting. Asked about the telecom on PTG: Major support for the PTG report. Double counting was addressed as something to be dealt further. This has to be dealt with within the UNFCCC with the aim of avoiding double counting.
- What happens in EU? – KOM is discussing possibilities to file a difference to the whole CORSIA package OR to file differences later in the process when relevant parts of the SARPs will enter into force. UK and CH do not like the first option. EU:s Climate Change Committee (CCC) is discussing CORSIA MRV implementation in Europe through implementing acts. CCEG will discuss the delegated act. A discussion followed about the relation between CORSIA and EU-ETS and what will happen when the two schemes are up and running.
- What happens in CAEP?
 - GMTF: Several participants from the Nordic countries. Therese attended the GMTF/14 meeting in Bern. About MRV: They finalized their recommended additions to the environment technical manual on CORSIA. All of the amendments and additions will be presented in a separate WP to CAEP/11. EUC group: Finalized the update on the supply and demand report.
 - AFTF: Alternative fuels task force had its 7th meeting in Montreal in September. Several issues were discussed: possible establishment of a Fuel advisory board, should be equivalent to the TAB. ILUC values and feedstock

classifications were also on the agenda. AFTF will develop several papers to be presented at CAEP/11.

- News on national development including information sharing with operators
 - Sweden: Preparing an information paper for the airlines and will meet with them in December. Not sure how many airlines that will be included in CORSIA. SAS is expected to be covered by SE.
 - Iceland: Started a cooperation with the environmental authority holding regular meetings on the SARP and implementation of CORSIA. Had a meeting with their airlines, around 4-5 affected. No formal decision on how to split the task between the authorities. They have made a preliminary note to their ministry on how to deal with the issue. Keeping to airlines informed on developments.
 - NORWAY: Organized their sixth consultation meeting with relevant parties in August. Informed about the outcome of the ICAO council discussions in June, and the state of play in general. Participation from environmental groups and airlines. Questions about the relation between CORSIA and EU-ETS. The Ministry of climate and the environment agency will implement CORSIA in Norway. The environment agency has established a dedicated website.
 - DENMARK: Still not decided who will be the competent authority. They think there are about five operators who will be part of CORSIA. Expect to invite them to a meeting in late November. In DK, the energy agency is the competent authority for EU ETS.
 - FINLAND: Trafi is the competent authority for EU ETS, and Finnair is the operator that will be affected by CORSIA.
 - ESTONIA: Ministry of Environment is the competent authority.

9. Update from NISA

Martin Porsgaard from Nordic Initiative for Sustainable Aviation (NISA) presented the agenda for the upcoming work-shop to be held in Copenhagen on the 20th of November. The work-shop will shed light on status of sustainable aviation fuels in the Nordic countries. Electro fuel and hybrid solutions will also be on the agenda.

Martin informed of the earlier goal of 2 million tonnes alternative fuels, which is not kept any longer.

10. ICAO Assembly Autumn 2019 – Thoughts on Environmental Topics

Not expecting any major differences on technology SARP's recommended by CAEP/12, although stringencies for the PM-standard will be discussed.

Norway made a shorter presentation on their initial views on Assembly/40:

- A need to address the non CO₂ emissions, contrails, NOX and methane emissions.
- Supersonic aircraft; noise and emissions – should be addressed as well as noise reductions at source, and local air quality around airports.
- Sector reductions, the deployment of jet biofuels and infrastructure investments. Following the high level conference in Mexico on alternative fuels – the outcome has to be taken into ICAO policies.
- Increasing the stringency on CO₂ standard.
- Transparency issue and a more inclusive approach on environmental work within ICAO.
- The Assembly/40 maybe need to focus on other topics than environment.

NO highlighted the IPCC report to reach the 1.5 degree target. Would like to address the decision in Assembly 2013 on carbon neutrality growth after 2020. Maybe too early to bring up?

11. Any other business

Several members of NALM received an e-mail from ICAO's regional office in Paris concerning an invitation to a capacity building meeting in Baku, Azerbaijan. Jens-Erik will take contact to try to find out what the meeting concerns and the purpose of it. **Action Point 4**

12. Dates and venue of the next meeting

- a. 2019 in Estonia: NALM will have the meeting in Estonia on **11-13 March**.
- b. Autumn 2019 in Finland? Finland will host the meeting. Specific dates to be decided during the meeting in Estonia. **Action Point 5**

13. Closing of the meeting

Jens-Erik closed the meeting and thanked all the participants for good discussions and especially Marie who chaired her last meeting. Starting next year, Norway will be the chair.

Annex 1 List of participants

Karl Koefoed, Norwegian Ministry of Transport and Communications
Hilde Hoiem, Norwegian CAA
Jan Anders Marheim, Avinor
Therese Forsström, Swedavia
Ingrid Lai, Tallin Airport
Peer Borglund Nielsen, Copenhagen Airport
Jens Erik Ditlevsen, Trafik-, Bygge- og Boligstyrelsen
Eva Nielsen, Trafik-, Bygge- og Boligstyrelsen
Anna Margrét Björnsdóttir, Icelandic Transport Authority
Kea Toi, Estonian Civil Aviation Administration
Martin Wall, LfV
Marie Hankanen, Swedish Transport Agency
Max Ohlsson, Swedish Transport Agency
Outi Merilä, Finnair
Inger Seeberg, Copenhagen Airport
Janne Mänttari, Finnish Ministry of Transport and Communications
Johanna Kara, Finavia

Annex 2 List of actions

Action 1: Sweden will report back to NALM/62 about the CO₂ tax.

Action 2: Finavia will present news from ECAC/Airmod meeting NALM/62

Action 3: SE to contact the council member to see whether any countries disagreed to the state letter response on CORSIA.

Action 4: DE will take contact to try to find out what the capacity meeting in Baku concerns and the purpose of it

Action 5: Decide specific dates for the meeting in Finland for autumn 2019.