# Draft report N-ALM/59 (Nordisk arbetsgrupp om Luftfartens Miljöfrågor)

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| **Date and time Location** | 21 November 13:00 –22 November 13:00 2017 Oslo Norway |
| **List of participants**  **List of actions** | See annex 1  See annex  Presentations from the meeting can be found on the Swedish Transport Agency´s webpage: <Http://transportstyrelsen.se/en/aviation/environmental-protection/n-alm/> |
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## Opening of the meeting

Marie Hankanen opened the meeting and greeted everybody welcome to the meeting hosted by Norway.

Jan-Anders Marheim welcomed the N-ALM group to Norway and informed about the practicalities of the meeting.

## Administration

a. Adoption of the Agenda. The content of the agenda was adopted without amendments.

b. Approval of the minutes from the 58th meeting. The minutes were approved and will be put on the portal.

c. Actions from N-ALM/58. The meeting went through and closed all.

The CAEP memo is not finalized yet, but it has been sent out to the CAEP-members and also as a State Letter from ICAO. Marie will look for information and inform the N-ALM group. *Done:* Marie informs about the ICAO CAEP-memo on climate adaptation. CAEP WG2 is working with collecting and compiling information about climate change and resilience actions. Initial coordination was held with the CAEP Impacts and Science Group (ISG) to ensure the latest science efforts on climate change are appropriately considered. ICAO has sent out CAEP Memo and surveys to all members and observers and also a State Letter and survey to all ICAO States. A report will be published after the CAEP11/2019.

Marie will send the Draft ToR to NOLU and ask for adoption. *Done:* The draft ToR was sent to the NOLU-meeting 4-5 of July 2017. The NOLU-meeting had nothing to add and no objections were made.

Marie will send the draft Working Programme for 2017-2019 to NOLU and ask for adoption. *Done:* The draft Working Programme was sent to the NOLU-meeting. The NOLU-meeting had nothing to add and no objections were made.

Marie will send the ToR to the member organizations and ask for nominations of focal points for each organization. *Done:* A list containing the Focal Points is published.

Johanna Kara to inform about PFOS issues. *Done:* Joanna will hold a presentation during the meeting.

Marie forwards the mail from Martin Porsgaard with information on NISA. *Done:* The mail was forwarded on the 3rd of October.

Jens and Peer inform Martin Porsgaard about the conference in Mexico 11-13 October which might affect the date for the planned NISA-seminar. *Done*

Marie sends out a request for the names of the focal points in N-ALM countries for the State Action Plans. *Done:* The mail was forwarded on the 3rd of October.

Peer/Jens B will send information concerning updates of TSEL-database to Christer Heed. *Done*

## Structure and work of N-ALM

## N-ALM ToR 2017-2019

Marie informed that ToR are published on the portal.

## N-ALM Work Programme 2017-2019

Marie informed that the Working Programme is published on the portal.

## Reporting to NOLU

After the previous N-ALM meeting reporting to NOLU was made to the NOLU-meeting July 4-5 2017. There will also be a NOLU-meeting in the 5th of december 2017.

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

The Terms of References says that every two years the new chairman will ask participating organizations to nominate a contact person for N-ALM. (The attendance in the meetings is not limited to the contact persons.)

After the previous N-ALM meeting Marie contacted the member organizations and asked for nominations of focal points for each organization. A list of focal points is now published.

## Alternative Fuels

### a. NISA

Martin Porsgaard from NISA (Nordic Initiative for Sustainable Aviation) gave a presentation on NISAs work to promote and develop a more sustainable aviation industry. NISA has been working for four years and the main purposes are to facilitate, coordinate and push forward the development of sustainable and alternative fuel for the aviation industry. In 2016 the report from the Nordic Council of Ministers *Sustainable jet fuel for aviation* was published and in October 2017 NISA, in corporation Nordic Energy Research, Nordic Council of ministers held a seminar and presented the following core observations as message to politicians in the Nordic countries with elements for a political framework and the urgent need for an action plan:

* Include aviation in National Energy Plans which also includes for the EU (winter package)/RED2. Encourage corporate, private and public use of sustainable jet fuels (a Nordic Fly Green Fund?)
* Include sustainable jet fuel in public procurement with sustainability criteria (military and public entities)
* Explore opportunities public-private partnerships to establish fund, grant, pilot/domo plants a.m
* Consider introducing a pan-Nordic blending requirement similar to the emerging Norwegian blend-in plan
* Evaluate (Nordic) market opportunities, could be a pre-qualification-or tender process, procurement requirements
* High priority to negotiations on aviation- and climate issues in international bodies.

There were good discussions on the seminar (unfortunately without participation from politicians). The work in order to get bio-fuels for aviation on the agenda will continue and NISA will continue its work – however with a substantially smaller budget than before. The message from Martin was that if states want to make progress on alternative fuels it is necessary to be active and raise the topic among politicians nationally.

### b. Feed-back from CAAF/2 in Mexico

Karl Koefoed informed the meeting about the ICAO Conference on Aviation and Alternative Fuels that was held in Mexico City 11-13 October 2017. The purpose of the conference was to establish an ICAO Vision for future work on alternative fuels. FI, NO and SE participated along with 26 other countries (8 from Europe) and a broad participation from stakeholders.

The outcome from the conference is a declaration containing an ICAO vision that contains no quantitative targets but says that a significant proportion of conventional aviation fuels has to be substituted. Europe worked in a coordinated way and managed to introduce a specific reference to sustainability in the vision. However sustainability criteria was not defined since it is expected to be developed within ICAO. The states has a key role in making progress on alternative fuels and ICAO is expected to act as a facilitator.

### c. News on alternative fuels from the participants

*Finland.* Finavia has the ambition that Neste green diesel will be used in all vehicles at the airport. Finavia also tries to influence the ground-handling to use this diesel. Finnair is only using HEFA today, but they are waiting for green diesel.

*Norway*. Avinor and Oslo Airport has been involved in biofuel for 10 years. A lot of things has been done and several project are ongoing. Bergen Airport is also offering biofuels.

For the moment the mandatory blending requirement is under scrutiny. The blending mandate for aviation fuel is a new thing and it must be investigated if the mandate causes some kind of problem in some aspect and it must also be investigated how to make it work properly.

The mandate was politically approved in June 2017 and will be introduced in 2019 (1 %) and the percentage will gradually increase depending on possible supply. It will be implemented in national law.

*Sweden.* During 2017 a number of authorities has been working on a proposal for a Strategy for a fossil free transport sector. It was presented for the Government in the end of April and contains some proposals which address aviation. The government has declared that there will be an investigation in order to find out if and what measures and incentives are needed in order to get biofuel for aviation.

## Environmental work at Avinor including discussion/input from all on the topics

### Environmental management

Jarl Övstedal from Avinor gave a presentation on environmental management in Avinor. Avinor is operating 45 airports, has 3 200 employees and has 50 million passengers (25 million at Oslo Airport). Avinor works with water-, soil-, waste-, biodiversity-, climate-, chemical- and noise management. Avinor is 14001 certified and use the management system SMART in combination with ISO 14001.

Concerning climate change Avinor has noticed more winter precipitation and that the temperature more often varies around zero degrees. Even as high up as Svalbard it is warmer and more de-icing is needed. A comment from Inger Seeberg at Copenhagen Airport is that they have noticed that the last 5-6 winters has been warmer with less variation around zero degrees.

### PFOS/PFAS

Avinor informed that it is more PFOS than PFAS that is found at the airports in Norway and it is due to firefighting activities. It is found all over the airports and it may be necessary to decontaminate the practice areas for firefighting.

Johanna Kara from Finavia informed about a project in Finland where they rent firefighting practice from the fire brigade. Copenhagen Airport is working with internal risk assessment concerning PFOS. In Sweden PFOS is a problem both for the Swedavia airports and for the military airports.

The group had a discussion on the possibility to create a minor group within N-ALM to discuss PFOS- or different questions concerning water. 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. Action 1. The airport service providers will consider arranging specific meetings for discussions concerning special airport questions.

## News from member organisations

Participants are invited to inform the meeting briefly on relevant issues on their organizations/countries (all):

1. *Ministries and Authorities:*

Denmark: After a reorganisation of the Danish Transport and Construction Agency Jens-Erik Ditlevsen and Eva Nielsen are back in the Aviation department. A revision of the guidance for calculation of noise has stated. The old guidance was from 1994 and the new guidance will be based on ECAC 29. There is a discussion in Denmark on vertical radar data accuracy. Land use planning around Roskilde and Copenhagen is a hot topic as there are plans for construction close to the airports. Jens Erik Ditlevsen is now a member in CAEP GMTF.

Marie Hankanen adds that accuracy in radar data was discussed in AIRMOD and for information it is possible to contact Swedavia. Action 2. Gather knowledge for discussion/information on radar accuracy at the next N-ALM meeting.

Norway: The Norwegian CAA has reorganised. The noise project continues. The Ministry inform of a national meeting concerning CORSIA and the future requirements where stakeholders and environmental organisations will participate. Norway has nominated an expert in CAEP ISG how will contribute climatological aspects. Norway has also started to plan the work with the State Action Plan that will be submitted to ICAO in June 2018.

The Norwegian EPA is the competent authority for EU ETS and will be responsible for implementing Corsia in Norway.

Iceland: Iceland Transport Authority is setting up a specific process for noise complaints. The Environmental Agency is responsible for the question, but the Transport Authority wants to have a good picture of situation.

Finland: No new news from the ministry. Trafi informs of a meeting that the partnership group concerning noise around Vanta Airport recently had. It was a good meeting with good discussions between ministries, municipalities, Finavia and Finnair. There are concerns on additional constructions within the 55 dBA LDN-contour and new constructions in 50-55 dBA LDN-contour. There will be more strict regulations on noise insulation. Trafi has started planning guidance for minor airports on how to address noise problems.

Sweden: The Maritime and Civil Aviation Department at the Swedish Transport Agency has got a new director (Gunnar Ljungberg). The national implementation of Corsia is a topic of high importance and the agency has started project in order to examine national implementation. The government has proposed an aviation tax in Sweden. The tax is not decided yet. Action 3. Marie Hankanen will update the participants on news concerning the Swedish aviation tax.

*2. Service providers*

Avinor: Curved approaches as a noise mitigation tool has so far been implemented at Oslo for visual approaches. It has recently been implemented for all kind of weather i.e. regardless day and night which leads to further noise mitigation.

Avinor has a noise complaint form for every airport on the website.

The Norwegian army is planning to have a main airport near Trondheim and a new maritime surveillance facility.

The main issue for the moment is de-icing.

Finavia: The passenger amount has grown with 10%. The south pier opened this summer and the west wing is on the way. The goal is to centralise all check-in in one place. There are solar panels on the roofs and when the west wing is finalised 10 % of the airport energy consumption will be supplied by solar energy.

Vanta is a carbon neutral airport since August and in 2020 all the 23 Finavia airports will be ACI-certified.

Finavia has produced a video about the work to be carbon neutral. The video *Hel of a challenge* is available on youtube.

Copenhagen Airport: In July 2017 the Danish government published a new strategy for aviation which contained 40 initiatives for the aviation sector. There were no sustainability initiatives, but some of the initiatives concerns Copenhagen airport. Copenhagen Airport is a private owned airport and recently a major owner from Australia sold its share to a Danish pension company and there are some changes due to that.

The master plan for the airport may be revised.

The environmental permit for Roskilde Airport has been appealed.

Tallin Airport: The first step of a runway and airside area project is finished. The runway is extended to 3480 m. A reconstruction of runway surface and safety area is made and improved system of taxiways and aircraft parking areas. Now the airport have higher category approach lights and navigation system and environmentally friendly snow-melting and de-icing areas. Right now the water from the snow-melting areas goes through the oil trap. Next year the airport will monitor the water and then have to decide if and which kind of bio cleaner is needed. The de-icing water goes to bio cleaner already.

The airport is making prognosis when 50 000 flight will be reached and mapping the obligations and what have to be done when reaching the number.

The airport is working together with CAA and is are monitoring the noise areas and mapping the problems and possible solutions. There will be a meeting in December with Tallinn environment agency about the noise.

A PFOS study is almost finished. In this study all possible environmental emissions of PFCs were assessed based on enterprise documentation, safety data sheets and other relevant sources. Today the risk to the environment has been reduced to the minimum as a) it is prohibited to use AFFFs containing PFCs, b) Tallinn Airport Ltd has received conformations from suppliers that the AFFF do not contain PFC c) PFC content in AFFFs has been avoided.

De-icing mixtures-risk for the environment is low due to the historic use of de-icing fluids that have been known to contain small concentrations of PFCs, but the risk to the environment has been reduced to minimum by collecting the mixture of rain water and surplus de-icing fluids and sending them to the bio cleaner.

Today conformations about current mixtures have been received and the PFC content in de-icing liquids has been avoided.

The hazardous wastes and environmental pollution management plans have been complemented in the way that they will be in accordance with demands made by 850/2006/EC.

*c. – Air carriers*

Finnair: Finnair is expanding and the fleet consists of 70 aircraft in total (11 Airbus A350). The economy is good and the price of the stock has raised 200%, but it has taken hard work during 20 years to reach the good situation of today.

## ICAO

### Corsia – latest news

Swedish Transport Agency presented the recent development in CAEP and ICAO on the Corsia Package. Katja Lokho-Soner, Finland, Therese Sjöberg, Sweden and Jens-Erik Ditlevsen, Denmark are now members of CAEP/GMTF.

The package consists of:

* Proposal (the Corsia regulation with mandatory demands) is contained in a new volume in Annex 16
* Environmental Technical Manual (ETM)
* Supporting document (now called Implementing Elements)

The package was adopted by the ICAO Council on 10 November after intensive discussions. The main discussions concerned where to put EUC-criteria in the package and the sustainability criteria for alternative fuels. The package will now be sent on a State Letter consultation. Hopefully it will be decided in Council in June 2018 and from 1 January 2019 all aircraft will have to start monitoring their fuel and emissions in order to establish the baseline which will be based on the average of year 2019 and 2020.

Marie informs about a mail conversation that Sweden had with the EU Commission concerning how EU ETS and Corsia will be regulated. KOM has not decided how international flights within the EEA will be treated from 2021 when both EU ETS and Corsia are applicable. EU ETS would not revert back to its full-scope, it will continue applying to intra-EEA flights only until the end of 2023. KOM also informed that they will probably amend Regulation 601/2012 (or adopt a new regulation).

### Nordic participation in CAEP working groups – latest news

Marie Hankanen showed an organisation chart for CAEP/11.

During this cycle the Nordic representation is as follows:

* WG 1 - ­Hilde Hoiem, Outi Ampuja and Marie Hankanen.
* WG 2 – Jenny Blomberg.
* WG 3 – Inger Seeberg (ACI)
* AFTF - Annika Lindell, Jyrki Laitila
* GMTF – Therese Sjöberg, Katja Lokho-Soner, Jens-Erik Ditlevsen
* MDG – no Nordic participation
* FESG – no Nordic participation the last years

Marie emphasised that both Marie and Hilde can nominate members to the working groups within CAEP and are more than happy to do so.

### State Action Plan

Sweden informed briefly about the process within Europe for developing State Action Plans. The states are supposed to submit State Action Plans to ICAO in June 2018. EU/ECAC will cooperate and prepare a common section describing actions and CO2-emission reductions on an EU/ECAC level and Eurocontrol will prepare a baseline scenario.

The European way forward will be discussed on meeting in the European Aviation and Environmental Group that will meet in the beginning of December. Action 4. State Action Plans will be discussed at the next N-ALM meeting.

## EU

### EU ETS - (discussed under 7 a.)

### CNOSSOS

CNOSSOS contains common noise prediction methods for all transport modes and is to be used for strategic noise mapping. ECAC doc 29 is to be used for aircraft noise.

The meeting had a discussion about atmospheric absorption and the possibility to choose different methods for calculation and the fact that one of the methods result in larger noise contours. It would be interesting to know if and how the countries have implemented the new way to calculate and it could be a topic at next N-ALM meeting, maybe on the noise subgroup agenda. Action 5. Discussion and information on atmospheric absorption will be on the agenda for next noise subgroup meeting.

### Other issues -

## ECAC – ANCAT

### New organisations for European Environmental Groups

At the previous meeting Karl gave a presentation about the reorganisation of Environmental Working Groups within ECAC that was adopted by the ECAC DGCA on 4 May 2017.

At this meeting Marie informs about the coming meetings in the new groups and shows the agendas for the first meeting of the European Aviation and Environment Working Group that will be held in Brussels 6-7 December 2017. The group is a continuation of EuroCAEP and is a working group, which means that the participants are expected to contribute at the meeting. Participation is restricted to CAEP members, observers and their nominated experts/alternates. At the meeting ToR will be adopted and the different questions that CAEP is working on is on the agenda. One of the main topics is Corsia.

Marie also shows the agenda for the ECAC Environmental Forum which is a more informative meeting open for ECAC-states and stakeholders. The agenda is similar to the previously described meeting.

## National work on Corsia

Jens Erik held a presentation about the implementation of Corsia and some reporting requirements. The implementation of Corsia will start with a voluntary pilot phase 2021-2023, the first phase between 2023-2026 is also voluntary and the second phase between 2027-2035 is mandatory.

It was noted that the RTK data from the Nordic countries on the ICAO website differs substantially.

## Any other business

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## Dates and venue of the next meeting

The next meeting will be held in Sweden. The meeting had difficulties to decide on possible dates for the meeting, which led to plan A: 24-27th of April 2018 and plan B: 3-5th of April 2018. This meeting is planned to include a noise subgroup-meeting.

## Closing of the meeting

Marie closed the meeting and gave her thanks to the Norwegian CAA and Avinor for a very nice and well organised meeting.

**Annex 1 List of participants**

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**Annex 2 List of actions**

Action 1. The airport service providers will consider arranging specific meetings for discussions concerning special airport questions.

Action 2. Discussions on radar accuracy will be held at the next N-ALM meeting

Action 3. Marie Hankanen will update the participants on news concerning the Swedish aviation tax.

Action 4. State Action Plans will be discussed at the next N-ALM meeting.

Action 5. Discussion and information on atmospheric absorption will be on the agenda for next noise subgroup meeting.