

N-ALM/63 (Nordisk Arbetsgrupp för Luftfartens Miljöfrågor) – notes from the meeting

Date and time	3 February 13:00 –4 February noon 2020
Location	Finnair main office, Helsinki Vantaa, Finland.
List of participants	See annex 1
List of actions	See annex 2

1. OPENING OF THE MEETING

Hilde Høiem (chair of the meeting), Pertti Pitkanen, and Outi Ampuja 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 N-ALM/63 meeting was adopted, with the addition that there would be a presentation on the CAEP Fuels Task Group (CAEP FTG).

b. Minutes from N-ALM/62 were approved without comments.

c. Actions from N-ALM/62.

- i.* Action 1. Hilde to circulate NALM TOR for comments and inputs. CLOSED
- ii.* Action 2. Hilde to circulate NALM WP for comments and inputs. CLOSED
- iii.* Action 3. Marie to check CAEP Work Programme on the deliverables expected from CAEP ISG in December 2019. Marie Hankanen informed that a list of ISG-experts had been presented to the CAEP SG and endorsed. The task would be to put aviation emission in context in a bottom-up basket of measures approach including MBM. Work on CO2 first and foremost – for other emissions more detailed modelling was needed - no results yet. Expect something during upcoming years. Pending decision in ICAO Council in March, a new group called Long Term Aspirational Goal (LTAG) – will consider input from ISG. CLOSED

3. STRUCTURE AND WORK OF N-ALM (Chair)

N-ALM TOR 2019-2021

Nordicao Board (previously NOLU) wanted to remove par. 8 of the TOR – conflicting opinions, this recommendation was supported. Otherwise approved without comments. The document had been circulated prior to the meeting.

N-ALM WP 2019-2021

Approved without comments. The document had been circulated prior to the meeting.

Reporting from NORDICAO Board (previously NOLU)

Hilde reported from the meeting based on input she had received. The NOLU meeting of Directors General of Civil Aviation has changed their name into the "Nordicao Board" – the last meeting was held in Copenhagen on 7 January 2020. On the agenda were among others outcome of the ICAO 40th Assembly, replies to ICAO State Letters, and reporting from ICAO Panels. The Nordicao Manual was adjusted – rotation hereafter between the 7 States, not only 5. There was a suggestion to add Long Term Aspirational Goal (LTAG) on Carbon emissions. Norway takes over the role as Chair of the Nordicao Board from Denmark.

Update list of contact persons and e-mails

Hilde circulated the list of contact persons in the meeting for eventual updates. She had also circulated it earlier. It was agreed to continue with a focal point per organization.

4. NEWS FROM MEMBER ORGANIZATIONS

Denmark

The Transport, Construction and Housing authority

Eva Nielsen reported. A new government came to power in Denmark in the summer of 2019, and presented more ambitious climate targets. Emissions reductions -70% in 2030. The government is looking into passenger aviation charges, no initiative yet. There is more awareness about aviation & environment in the general public. Citizens groups are being formed – such as "CPH without extension". The new F35 fighter planes are much noisier than the F16 planes, and this is felt by the neighbours to the air base in the south of Jutland. Compensation to the most affected neighbours have been granted. There is currently a process revising the noise guidelines from aerodromes, in cooperation between transport and environment authorities. A consultant has made a study. Should be in line with ECAC Doc 29 Fourth edition. As regards smaller aircraft – there is currently a revision of ultralight noise classes, the purpose being more simple noise calculation for smaller airports. Evaluation of noise impact from helicopter sightseeing flights ongoing.

Estonia

CAA Estonia

Moonika Käst reported. There is development of an Estonian plan for transport and mobility for the period 2021-2030. CORSIA and EU ETS are being taken into plan. There is a proposal for implementing the Free Route Airspace (FRA) – that would have positive impact and cause less CO₂ – would take 4-5 years still. Aircraft noise is problematic at times, but it is not so easy to make changes politically.

Finland

TRAFICOM

Outi Ampuja reported. There is work on a "Roadmap to fossil free transport" which covers all transport modes, and is a governmental plan. The idea is that Finland will be carbon neutral in 2035 - not yet an official goal, but the target is in PM Sanna Marin's government plan. Roadmap should be finalized by the fall 2020. More concrete actions after that. Political decisions should be made.

Janne Mänttari from the Ministry of Transport and Communication is leading a sub working group on how aviation can contribute to cut half of transport sector's emissions by 2030 and be carbon-free by

2045. The scope is both domestic and departing international traffic. Studying tools and measures to reach the target – the full basket of measures, including CORSIA, is key.

The noise partnership group at Helsinki-Vantaa Airport has annual follow-up on noise measures which include more stringent soundproofing requirements for residential buildings in the noise zone and buffer zones surrounding the airport. The work in the group is positive. Concerned municipalities and other stakeholders are very active attending these meetings.

There has been a meeting on drones and noise with stakeholders. Municipalities and other stakeholders were present. Good discussions. The plan is to meet again in October 2020. The results of a drone noise measurement study will come later.

Outi informed that the new TRAFICOM focal point for N-ALM is Helena Waltari. There is fine-tuning going on of the last reorganization at TRAFICOM. Pekka Henttu retired as Director General of Civil Aviation end of 2019 – successor has not been officially appointed (Jari Pöntinen acts as DGCA in international context).

Iceland

ICETRA

Anna Björnsdóttir reported. Jon Gunnar Jonsson is the new Director General of ICETRA. He is an engineer with lots of previous managerial experience. The new DG has presented a proposal for organizational changes at ICETRA. The department of licencing would be moved under a different department. Otherwise aviation would be organized much the same. The section dealing with aviation environment would be rebranded with a new name "department of international and passenger affairs".

There have been reorganizations at ISAVIA and at the Environmental Agency – new directors there as well.

There has recently been observed volcanic activity very close to Keflavik Airport. A contingency plan has been activated. Likeliest outcome is only magma, but also preparing for eruption. There is a settlement of 3300 people nearby. Although an eventual eruption most likely would be a small one, this is taken very seriously.

There have been attention given in the media and public debate regarding air travel of governmental bodies. Volume of emissions, and how the emissions are being compensated for. Environmental NGOs are also participating in the debate. There would likely be more stringent goals for government travel policy. As of today, there is no cohesive government policy in this domain.

It is being looked into – production of Sustainable Aviation Fuels in Iceland. Icelandair and IATA have had a meeting – there have been some initial discussions. E-fuel and synthetic fuels have been put on the agenda – the feasibility interesting to monitor. Seems at the moment that this could be a quite good option for Iceland, in the perspective of a 10 years vision.

The passenger numbers at Keflavik were down -25% in 2019, likely due to the bankruptcy of WOW air.

Norway

Ministry of Transport

Karl Koefoed reported. As a result of a government reshuffle, Knut Arild Hareide was appointed new transport minister on 24 January. Mr. Hareide has previously been Minister of Environment, Chair of the Transport Committee in the parliament, and party leader of the Christian Peoples Party.

The government decided to impose those selling aviation fuels at Norwegian airports a quota obligation (blending mandate) of 0,5% advanced jet biofuels. The relevant regulation entered into force on 1 January 2020. Transport and environmental authorities will closely monitor the impact and implementation of the regulation, in view of an eventual scale-up at a later stage.

The government has requested Avinor together with CAA Norway to develop a proposal for a programme for the introduction of electric aviation in Norway. In this programme, Avinor and the CAA will make recommendations on how to develop policies and take measures enabling the introduction of electric aircraft in Norway for commercial aviation. The proposal will likely be officially submitted and made public shortly.

Recently, the Ministry had a meeting with climate scientist Mr. Jan Fuglestad from the Norwegian Climate Research Institute Cicero. Mr. Fuglestad is member of the ICAO CAEP Impact Science Group (ISG). It was interesting to note that the number of research projects related to the climate impact of aviation is increasing. This is also due to the EUs "Green Deal".

A government advisory committee was appointed on 5 October 2018 and looked into certain aspects of aviation in Norway – and delivered a White Paper (NOU 2019:22) on 3 December 2019. The mandate of the committee was to consider what consequences continued globalization will have for workers, safety, and environment in the aviation sector. The committee held consultation meetings with a very wide range of stakeholders, including industry and environmental NGOs representatives. The committee was chaired by Mr. Sverre Quale, a former CEO of Avinor and also former head of the accident investigation board. The proposals of the White Paper in the field of aviation and environment were among the following:

- Norwegian climate policy measures should reflect that aviation is a global business and climate change is a global challenge.
- National policies such as the national CO₂ tax and the fiscal air passenger tax have limited direct effect on global emissions as emissions will increase elsewhere. The reason for this is that aviation in the EEA area is included in EU ETS and reductions in Norway's aviation emissions will make quotas available for other EU ETS members.
- National policies should aim at decreasing global emissions reductions, through development of new technologies and by showing good examples.
- The revenue from the CO₂-tax and the air passengers tax should be earmarked measures that will reduce aviation emissions, for instance subsidies of the use of biojetfuel.
- Policies that impact the extent of air travel should be considered.
- Authorities should aim at a higher level of environmental ambition in ICAO CORSIA and the EU ETS.
- The Avinor curved approaches should be extended to cover more airports.
- Different measures should be taken to encourage innovation.
- For the PSO-routes – emissions based public tender criteria should be considered.

The NOU 2019:22 from the advisory committee is now subject to a written public consultation available on the Ministry of Transport website, with a deadline for comments on 1 April.

(<https://www.regjeringen.no/no/dokumenter/horing---nou-201922-fra-statussymbol-til-allemannseie---norsk-luftfart-i-forandring/id2683366/>)

CAA Norway

Hilde reported that there is ongoing work to reduce noise from public transport, the CAA looks at regulation around airports together with Avinor. The work has not been officially approved yet. Otherwise, the CAA is involved in different tasks to reduce the environmental impact of aviation.

Sweden

The Swedish Transport Agency (Transportstyrelsen)

Marie reported that the "January Agreement" from 2019 between 4 political parties in Sweden gives the orientations for the policies to be followed in the field of aviation & environment. Fuel taxation for aviation should be encouraged, and jet-fuel blending should be required. The possibility of introducing charges for more environmentally friendly landing/take-off charges should be considered, and the Swedish Transport Agency has been tasked with this work.

The proposed Swedish Action Plan on Climate from December 2019 says that Sweden should put efforts on a higher level of ambition within the EU ETS, and promote fuel taxation in ICAO, in the EU, and in bilateral agreements. A national research programme on aviation and environment should continue. An expert group will follow-up the work on aviation and environment as well as relevant authorities in close cooperation. There is a suggestion on a climate declaration for long distance travelling covering all transport modes, including aviation. Long-distance travel will have to be defined. An electrification commission will look at electrification of the whole transport sector.

Airports/ ANSPs

CPH Airport

Inger Seeberg reported. Traffic numbers in 2019 were more or less the same as for 2018. 30 million passengers and some 263.000 operations. Climate issues have been high on the agenda. CPH is part of the Danish aviation industry initiative on climate goals. The climate strategy of the airport has been updated. Carbon neutral airport in line with the "ACI Carbon accreditation scheme" and aims at emission free ground operations by 2030. Participating also in the the goal of climate neutral aviation in Denmark by 2050, in line with increased focus from the government on reduction targets. CPH has entered into climate partnerships with high level attendance in cooperation with SAS – many Working Groups under that umbrella, working under some time pressure. Will present proposals on SAF, electrification, economic incentives etc. and propose an action plan to the Government. There is a Climate Act proposal in Denmark to legalize the 70% reduction target. New CPH Masterplan was applied from December 2019 – a long process for that. There is increased dialogue with neighbours and the airport is participating in the revision of the noise guidelines – taking part in the WG as mentioned by Eva.

Tallinn airport

Ingrid Lai reported. It was reported an increase in pax numbers at Tallinn Airport from 3,0 to 3,2 million in 2019. Storm water is a challenge. Airport expansion is ongoing. At Pärnu airport – a bigger

terminal is being constructed. Working on airport carbon accreditation and sustainable development goals.

Finavia

Mikko Viinikainen reported. The pax numbers at Helsinki Vantaa increased 4,9 % in 2019, and 4,2% at all Finnavia airports. The very intensive growth seen over years is smoothening out, which is good from an infrastructure capacity point of view. All in all Helsinki is a good position, in line with the development plan. In terminal 2, a new check-in area is under construction, as well as a parking house. Increased non-Schengen and transfer capacity will be the result, when new parts of the western pier of the Vantaa airport opens. Finavia maintains ISO14001 certification for the whole airport network. At Turku, Kittila and Rovaniemi airports , collection of stormwater/glycol in relation to deicing infrastructure is being needed. After that, Oulu airport. Lots of millions of euros spent. Helsinki and Rovaniemi airports are accredited according ACI. Also doing the same for the rest of the Finavia airports. Finavia is aiming at net zero carbon. Rules you have are essential for that. Carbon capture and storage will be part of it.

Avinor

Jan Anders Marheim reported. The work on PFOS – clean-up previously reported to N-ALM goes on. In August 2018 the Norwegian Environmental Agency imposed on Avinor an evaluation of 39 airports. The results of the evaluation include remedies, and cost of remedies, with risk for local effects. 32 sites call for concerns. 20 sites have an unacceptable risk. Ranking of sites is done. The cost is estimated to 100 milion Euros for Avinor. Harstad/Narvik Evenes airport in the northern part of Norway is defined as a quick reaction airport for the military, and is at the same time operated as a civil airport and owned by Avinor. The noise levels of the F35 fighters is of concern to Avinor, with respect to their passengers. Especially when the fighter jets use the afterburner. A car parking house fire took place at Stavanger Sola Airport on 7 January. A diesel engine took fire – and Jan Anders showed slides showing the huge impact of this fire.

Luftfartsverket (LFV)

Martin Wall reported. A huge internal LFV project on common requirements had been completed within the deadline on 2 January 2020. National regulations will be superseded by EU/EASA regulations. This was a major effort internally. The Remote Tower Concept is gradually being extended. From the Sundsvall centre, 3 airports are operated as of now – 4 airports will be operated from a centre in Stockholm next year including Malmö Sturup Airport. A new airport has been opened close to skiing resorts in the western part of Sweden - Scandinavian Mountain airport – not that much movements for the time being - about 100 over one month, which has no big impact on emissions. Working on the airspace around Stockholm Arlanda to make it as efficient as possible. 70% of Swedish flights are in this airspace. Also ongoing work to ensure that smaller airports comply with environmental permits

Swedavia

Therese Forsström reported. In 2019 40 Mil Pax have used the 10 Swedavia airports- decrease is seen mainly in the domestic traffic. A big organizational change have taken place. Process oriented organization from now on. Swedavia has a zero emission goal in their own operations. Work is going forward. Wants 5% SAF by 2025. Stormwater and PFOS are really big questions for Swedavia as well. Taking different actions and conducting risk assesments.

Finnair

Perti Pitkänen reported. New colleagues would replace Pertti in the N-ALM work. Anne Larilathi and Tuomo Karppinen. Strategy work is ongoing. Finnair has currently 13,3 million passengers/year and 83 aircraft - Norra aircraft included. More than 100 routes with some 300 flights per day. Growth is not so accelerated as before. New A350s are coming into the fleet. An energy efficiency audit has been carried out. Working now on the impacts of the Corona virus. Environmental issues and sustainability issues are very high on the agenda. Working on waste materials, carbon neutrality in the long term – shorter term targets/milestones on the way. Operational efficiency is a way to do it. Sustainable aviation fuels – aiming to speed that up and welcomes industry initiatives.

5. CORSIA TAB – discussions ahead of the next Council meeting in March

Marie and Karl reported. The meeting took note that a proposal from the CORSIA Technical Advisory Body (TAB) regarding programmes/projects under CORSIA had been submitted to the ICAO Council, following their meeting in the week starting 13 January. A decision from the Council is expected by the end of March. It was agreed as an N-ALM ACTION POINT a request that an expert will come and inform about emission credits programmes/projects under CORSIA at a later meeting of N-ALM.

ECO labeling

Outi reported that EASA has proposed an eco labeling concept. An easy to understand system that would communicate environmental performance to the passengers and the flying public. It could contribute to significant improvements over time and increase transparency. The roadmap/timetable is quite ambitious, public release should be already in the second half of 2020. It was shown details on the screen to the meeting how the eco labeling could be done in practice and how it could be visualized. Following the presentation, there was a debate. Operators have some concerns regarding the proposal, the role of EASA in this respect was discussed, as well as the airport and the ATM perspective.

6. Program for the introduction of electric planes in Norway

Jan Anders Marheim said that the proposal for the program on electric aircraft was sent to the Ministry – but yet not accepted, so he could therefore not go into all the details. He started with the historic context and the interest of Avinor over time in environmental matters. The airport network structure and flight distances flown in Norway make electric flight particularly interesting. There is considerable interest in the board and top management of Avinor. Avinor as a company has a vision that all domestic should be electrified by 2040, which got lots of media attention worldwide. Noise measurement of Avinors demonstration electric aircraft showed that electric aircraft are very quiet. At 1000 feet overflight – it was not possible to record it at all. Regarding the incident involving the Avinor demonstration aircraft in August 2019, the causes are not known yet and is being subject to an investigation. Avinor appreciates that CAA Norway has entered into an agreement with the EASA. Avinor will provide free charging and takes responsibility for charging infrastructure for electric aircraft. The amount of energy needed is quite a challenge. There are proposals in the government white paper concerning electric flight. Aircraft batteries capabilities are being developed very rapidly.

7. ICAO Long Term Aspirational Goals (LTAG)

Jyrki Laitila reported. There was an ECAC meeting Paris on 30-31 January 2020 discussing the European participation and proposals into the ICAO process on a Long Term Aspirational Goal (LTAG) for international aviation. An ICAO CAEP proposal is on the table for the ICAO Council – and there is hope the Council will accept it at their meeting in March. A new LTAG group will be established under CAEP, if the Council accepts it. A European plan regarding this work in ICAO is not finalized yet. The

meeting in Paris looked into the climate impact of aviation and the state of play in the different parts of the Basket of Measures. ICAO is also hosting a stocktaking seminar end of April in Montreal in order to discuss these matters. The work needs to be completed by end 2021 to reach the ICAO A41 deadline in the autumn of 2022.

8. EU

Developments on environment and aviation within the new Commission.

Eleonora Elittä presented the "Green deal" proposal from the new European Commission. The overall transport perspective – long term strategy for sustainable transport. To be noted that Maritime transport is proposed included in the EU ETS. In aviation, there is focus on a higher level of ambition in the EU ETS for aviation, Single European Sky II+, and sustainable aviation fuels. In the following discussion, it was noted that there is proposed an initiative on local air quality around airports. This might be in order for Europe to get closer to the WHO guidelines on LAQ.

9. ECAC

Environmental Forum, Paris, 21-23 October 2019

Anna reported from the meeting, which had broad attendance from authorities, industry and environmental NGOS. Among the topics were the outcome of the 40th ICAO Assembly, CAEP work, CORSIA, sustainable energy management, and environmental taxes.

Regarding CORSIA – it had been noted little response to the State Letter on amendments to annex 16 volume 4. Online documentation on the ICAO CORSIA website had been presented, as well as the CORSIA support facility from Eurocontrol.

Concerning sustainable energy management - there were presentations on the growing importance of SAF, quota obligations, data information, the role of airports in SAF etc. The focus was more what's beyond CORSIA.

Noise management and land use planning were discussed, as well as the WHO Europe noise policy. Supersonic aircraft were discussed.

CAEP membership and implementation of CAEP standards were discussed.

Environmental taxes was highlighted. The environmental impact of fuel tankering was discussed – some airlines carry more fuel than necessary to save costs.

ECAC DGCA/153, Paris, 11 December 2019.

Karl reported from the 153rd ECAC meeting of Directors General. A WP on the Long Term Aspirational Goals (LTAG) process in ICAO had been discussed, as well as the outcome of the 40th ICAO Assembly in all the different aviation domains, including environment. It could be noted that Directors General were pleased with the European Coordination in the field of environment. A working paper on ECAC Environmental work in 2019 and priorities for 2020 was submitted to the meeting. The meeting welcomed the election of two Europeans for high position in ICAO – the ECAC candidate from Italy Salvatore Schiaccitano elected president of the ICAO Council, and Nabil Naomi from Germany elected President of the ICAO Air Navigation Commission.

10. ICAO

Karl informed about the outcome of the 40th ICAO Assembly, which took place from 24 September to 4 October 2019 at the ICAO headquarters in Montreal. 184 Member States and 55 observer

organizations attended the Assembly. As usual there was close European EU/ECAC coordination both before and on site during the Assembly. Environmental discussions took a lot of attention also this time.

The text of the ICAO draft resolution proposed by the ICAO Council in WP59 on CORSIA was adopted unchanged, after lengthy discussions and a vote. The new CORSIA resolution 40-19 contains a few modifications from the 2016 one three years ago, among which the clarification that CORSIA is the only global market-based measure to address emissions from international aviation. Finland, on behalf of the EU, Norway and Iceland, made a statement for the record clarifying our commitment to voluntarily implementing CORSIA, while also preserving the right to pursue a higher climate ambition within the EU. There was no discussion or opposition to the EU/Norway/Iceland statement. Given the discussions on CORSIA as reflected in the Assembly report, resulting in a vote, the Chair noted for consideration the request to convene a high-level conference to try to address the contentious issues on CORSIA.

The text of the ICAO draft resolution proposed by the ICAO Council in WP58 on climate change matters was adopted unchanged after a vote, which was a common vote on both the resolution on CORSIA and on long term goals on climate change. The climate resolution renamed A40-18 lays down ICAO policies and practices related to sustainable aviation focusing on climate change mitigation. It anchors the ICAO process in actions to be taken to meet the goals of the Paris Agreement, and resolves to strengthen ICAO's response to combat climate change. The resolution reaffirms the four measures in the basket of measures in order to achieve the Carbon-Neutral Growth 2020 goal.

Regarding the ICAO work on a long-term goal for CO₂ emissions, Europe proposed that the 41st Assembly in 2022 would take a decision on a goal. However, this proposal did not get sufficient support. A compromise solution was found. ICAO's work on a long-term goal shall be prioritised to bring options for consideration to the 41st Assembly. This work should be complemented by a roadmap showing the modalities for implementation. On SAF, the new resolution and the associated Assembly report do include references to production and uptake.

Hilde mentioned that on noise – the Assembly reaffirmed the CAEP compromise on supersonic aircraft development. Regarding the balanced approach, no changes were made.

It was recommended reading Assembly working papers 625, 626, and 627 available on the ICAO website, containing the reports of the Plenary on environmental matters:

[https://www.icao.int/Meetings/a40/Pages/WP_Num.aspx?Category=\(P\)](https://www.icao.int/Meetings/a40/Pages/WP_Num.aspx?Category=(P))

11. CAEP outcome from CAEP SG in December

Marie gave an introduction to the outcome of the CAEP Steering Group meeting in December.

The following topics are on the agenda:

In WG 1: Supersonic aircraft, balanced approach, monitoring of new technology, helicopter noise, and analyse of noise margins to chapter 14 – forming a basis for a new stringency.

In WG2: Flight efficiency, climate adaptation, airport database, and metrics of relevance.

WG3: Fuel impacting, nvPM, maintenance of Annex 16 Vol II and III and new NO_x and new PM Cruise-climb relationship, SST, review of new technology and its emissions.

WG4: Maintenance of annex 16 volume IV CORSIA. Development of the CERT management of the EUC, MRV, programme registries, technical analysis. Discussion on participation in different subgroups.

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 State members from the ECAC region, and 5 state observers.

LTAG-TG Europe should not be in majority in this group. High interest in Europe. Sweden to nominate one expert. ICAO Council to decide in March 2020.

FTG 2020 current status.

Jyrki reported on the work in the Fuel Task Group (FTG) under CAEP. There are subgroups. Fuel producers and NGOs are taking part which lead to interesting discussions. Main points: Sustainability requirements low carbon aviation fuels is the main point in the next FTG 03 meeting Abu Dhabi, life cycle analysis expands into new pathways, indirect land use change in different regions is under study, and direct land use change. For SAF it is proposed to expand sustainability criteria to same level as other certification schemes. A presentation was made to the ICAO Council in the form of an Informal briefing on 29 January.

12. Any other business

Nothing reported under this agenda item.

13. Dates and venue of the next meeting

Anna proposed 22-24 September 2020 as the next meeting dates (including noise subgroup), and this was agreed. She welcomed all to attend the next meeting, which will be held at the ICETRA premises downtown Reykjavik.

CLOSING OF THE MEETING

Hilde thanked all for participating and expressed appreciation to the hosts from Finland for the excellent organization of the meeting, including the social evening.

Annex 1 – Participants list

List of participants N-ALM-meeting in Helsinki 3-4 February 2020

Hilde Høiem	CAA Norway
Marie Hankanen	Swedish Transport Agency
Moonika Käst	Estonia CAA
Eva Nielsen	Danish Transport, Construction and Housing Authority

Karl Koefoed	Ministry of Transport Norway
Helena Waltari	Traficom
Jyrki Laitila	Traficom
Anna Björnsdóttir	Icelandic transport Authority
Jenny Ryman	Swedish Transport Agency
Reet Pruul	Estonian Ministry of Environment
Inger Seeberg	CPH
Outi Ampuja	Traficom
Mikko Viinikainen	Finavia
Ingrid Lai	Tallinn Airport
Pertti Pitkänen	Finnair
Anne Larilahti	Finnair
Tuomo Karppinen	Finnair
Eleonoora Elittä	Ministry of Transport and Communications Finland
Therese Forsström	Swedavia
Jan Anders Marheim	Avinor
Martin Wall	LFV Operations

Annex 2 – List of Action points

- i. Request that an expert will come and inform about emission unit credits programmes/projects under the ICAO CORSIA at a later meeting of N-ALM.

