

**NOTES FROM THE 46TH MEETING OF THE N-ALM  
COPENHAGEN 17-18 JUNE 2009**

**(NORDISK ARBETSGRUPP FÖR LUFTFARTENS MILJÖFRÅGOR)  
FINAL NOTES**

**PARTICIPANTS**

| <b>Name</b>            | <b>Country/ Organization</b>                     |
|------------------------|--------------------------------------------------|
| Jenny Ryman            | Sweden Transport Agency                          |
| Kalle Keldusild        | Sweden Transport Agency (Chair)                  |
| Johan Bogren           | Sweden EPA                                       |
| Lena Wennberg          | Sweden LfV                                       |
| Sveinn V. Olafsson     | Iceland CAA                                      |
| Matti Tupamäki         | Finland CAA                                      |
| Kaisa Leena Välipirtti | Finland Ministry of Transport and Communications |
| Johanna Kara           | Finland Finavia                                  |
| Eva Nielsen            | Denmark CAA                                      |
| Jens Erik Ditlevsen    | Denmark CAA                                      |
| Rebekka Falk           | Denmark Energy Agency                            |
| Inger Sturm            | Denmark CPH                                      |
| Jan Erik Paulsen       | Norway CAA                                       |
| Trond Kråkenes         | Norway Min. of Transport and Communications      |
| Dag Svarstad           | Norway Min. of Environment                       |
| Ida Bjørkum            | Norway SFT                                       |
| Tom E. Moen            | Norway Avinor                                    |
| Kati Ihamäki           | Finnair                                          |
| Niels-Eirik Nertun     | SAS                                              |
| Helge Hafstad          | SAS                                              |

**1**

**ADMINISTRATION**

**a. Opening**

Kalle Keldusild welcomed all participants and expressed his gratitude to the Danish hosts.

**b. Participants and represented organisations**

The participants were introduced and are noted above.

**c. Adoption of the agenda**

“Airport infrastructure adaptation - climate change” was included in the agenda before item 7 and will be included in future agendas.

**d. Adoption of the Minutes of the 44<sup>th</sup> meeting**

The draft minutes (draft 1) were accepted with minor changes. Page 4: LFV is misspelled, Page 4: The statement that SAS will be without MD80... is not correct. It might be around 2014. SAS will give Jenny the right wording.

**e. The Action points in the Minutes of the 45<sup>th</sup> meeting.**

The chairman noted that no action item is pending from the last meeting.

**2****STRUCTURE AND WORK OF N-ALM****a. Report to NOLU meeting**

The NOLU meeting will be held in Iceland starting June 25. Kalle had previously sent out the draft input to NOLU including the proposed simplified structure of this year's reporting to all participants. The core of the reporting is a letter with action points for continued N-ALM activities for the next year in accordance with the current Terms of Reference (slightly amended) and a yearly report of N-ALM meetings held.

Both the letter and the report need to be updated with the outcome from this meeting and sent to NOLU immediately after the N-ALM meeting. The meeting assigned to Kalle and Jenny the duty to complete the reporting to NOLU.

**b. Update of designated contact persons and list of participants**

The lists of designated Contact persons and of Nordic representatives in environmental Working groups were circulated amongst the participants and updated. The meeting was informed that Karin Sjölin left the Swedish CAA in December 2008 and is now working at IMO in London.

**c. Chair for forthcoming N-ALM meeting**

Sweden will chair the next meeting (Iceland January 20-21) as well. Norway is next to chair N-ALM for two years. It was noted that the CAA:s are responsible for the N-ALM meetings including the reporting to NOLU.

Finland will host the first meeting chaired by Norway.

**3****NEWS FROM MEMBER ORGANIZATIONS****a. Nordic CAA:s and Ministries****Norway**

Jan Erik: the CAA is in the process to strengthen its environmental activities and that he will be the responsible person for those activities and for the coordination in the CAA of environmental issues.

Trond: the Norwegian Ministry of Transport and Communications is strengthening the expertise in environmental issues in Norway. Norway is preparing for the implementation of the EU ETS. The Ministry is working with CAA to develop a strategy to be more active in this environmental arena in the future.

Dag: The EU legislation on the inclusion of aviation in the EU ETS (Directive 2008/101/EC) at present does not apply to the EEA EFTA States Norway, Iceland and Liechtenstein. If the EU legislation is included in the EEA Agreement, the scope of the scheme will be extended to cover a number of additional EEA EFTA flights, i.e. (1) **domestic flights in the EEA EFTA States**, (2) **flights between the EEA EFTA States**, and (3) **flights between EEA EFTA States and third countries outside the EU/EEA Area**. The inclusion of additional flights will i.a. result in the need to adjust the total cap

#### **Denmark:**

Jens Erik: a new permit for Copenhagen Airport is underway. The CAA has only a marginal role in the EU ETS implementation. The ATM provider NAVIAIR launched a climate strategy last year. There is a need to involve some of the Swedish airspace to be able to do CDA:s. It is a challenge to have both CDA and green departures. The meeting had discussions of challenges about implementing CDA as well as green departures. See also under Copenhagen Airport below.

#### **Iceland:**

Sveinn: the economic downturn has not yet affected the authority but budget cuts for the CAA are expected. The ETS implementation is dealt with in the ministries due to financial crisis. Iceland is not a member of Eurocontrol, but contacts are taken. Within Iceland there is now 50% less passenger travelling. Total numbers are 10-15% less compared to two years ago (same for Sweden and Norway).

#### **Finland:**

Kaisa Leena and Matti: There will be a reorganisation of the administration next year. CAA will be part of a new Transport Safety Agency for all transport modes. Finavia will be a state owned company. Finland is preparing a parliamentary act on aviation and ETS. The Ministries of Trade, Environment and Transport are cooperating but the aviation ETS responsibility will be with the Ministry of Transport. However, approvals of the monitoring and reporting plans etc. will be made by CAA.

#### **Sweden:**

Kalle: The Swedish Transport Agency (STA) covering all 4 modes of transport is established. The infrastructure authorities are next in turn to be reorganised. Sweden will take over the Presidency of the EU soon. One important issue is the

coordination task of the high-level meeting in Montreal in October. The STA is actively involved in the preparation of EU/ECAC working papers and will participate in the meeting.

## **b. Nordic Service Providers**

### **Finavia**

Johanna: Finavia will be a state owned company from Jan 1st 2010. Location will still be Vantaa. The traffic numbers are quite OK but the Scandinavian market is down around 15%. 6 decisions on applications for environmental permits will be taken in September. CDA project is ongoing and there is cooperation with Tallinn. A new gateway terminal will be opened this autumn.

### **Avinor**

Tom: There are a number of issues in the environmental field.

Water on ground pollution, lot of improvement work on all the airports (old systems). Work with extension of the safety areas around runways, relocation of buildings etc.

Noise is a big issue as new airspace for eastern Norway is to be implemented in spring 2011, in order to increase the capacity and to create a better system for controlling the aircraft. This will lead to different runways and noise maps and give impact on the neighbours. Work with handling of CDA etc for incoming aircraft is ongoing as well. Thus, new regulations for arrival and departure have to be in place. There are also noise insulation programmes.

Regarding CO2 emissions there is a sustainability project for carbon neutrality and Avinor participates in the ACI Airport Carbon Accreditation Scheme. CO2 emissions are compensated by CDM projects. For the Oslo terminal extension the aim is to optimise the environmental performance of the building.

### **LFV**

Lena: There are discussions to divide LFV in two parts and to create a state owned airport company. LFV has applications for environmental permits for Arlanda, Gothenburg and Malmo airports. The main issue is noise in Upplands Väsby outside Stockholm. Different measures are on the table, e.g. 4th runway and a prolonged 3rd runway. Arlanda airport is testing curved approaches in combination with CDA, but curved approaches will only be included as an option in the environmental permit application. LFV has been an active partner in the initiation of the ACI Airport Carbon Accreditation Scheme and work with accreditation is ongoing. The cooperation between LFV and Naviair about joint managing of airspace in Sweden and Denmark (NUAC) is evolving with the aim to have an arrangement in place 2012.

### **Copenhagen Airport**

Inger: The decline in passengers is around 15%. CPH is very busy preparing for the logistics for the gigantic COP/15 meeting in December.

There is environmental management profiling through the CDA project and Green departures to/from CPH. Green departures: steep departure, go as direct as

possible to the destination. That will result in 2-3 % CO2 savings. It could be even more environmental benefits than from CDA:s. Combining arrival and departure procedures can make greener flights without disturbing each other. However, there will be more noise closer to the airport. It depends on the population around the airport if there will be noise benefits as areas a bit further out from the airport are going to get the benefits. The airport is trying to get data for comparing and for evaluation. A continuous climb is probably more important than the steep angle.

Approval for CPH airport about noise is pending. The environmental authority thinks the airport has to make an environmental impact assessment – negotiations are ongoing. The environmental report for 2008 is published and a new air quality monitoring system is launched.

### **c. Nordic Air Carriers**

#### **Finnair**

Kati: Finnair might have to cut some of the traffic due to fewer passengers. The fleet renewal will be completed this year – MD11 will be gone. Finnair is preparing for EU ETS. The airline has worked through AEA and eventually joined the Aviation Global Deal group and cooperation with NGOs and authorities. Finnair supports the stabilization of emissions for the sector.

#### **SAS**

Niels-Eirik: In connection of the World Business Summit on Climate Change in Copenhagen in 24 May, SAS as a co-sponsor had the opportunity to have the key note speaker Al Gore on board on a flight that landed after 30 minutes CDA. SAS was coo-hosting the summit with IATA. For SAS the decline of passengers is worse in Business class than other seat classes. The Swedish government demands sustainability reports and SAS has got the highest ranking for its report. SAS is working close with the Swedish EPA in the EU ETS preparations. 2008 was the best year ever on CO2/RTK, 129 g/RTK.

## **4**

### **UNFCCC NEGOTIATIONS**

#### **a. Emissions from aviation and maritime transport – Road to Copenhagen 2009**

The meeting noted that there are a number of subsequent meetings both in the UNFCCC and the European context during the year. The meeting discussed different options on the table such as charges and ET and the proposals of directing revenues from such measures in order to finance mitigation and adaption in developing states. Also the emerging US ideas on ET were touched upon including the need for global harmonisation of measures.

The meeting also noted that EU MS have agreed on a clear position (Council Conclusion of 3 March 2009, 7128/09). EU position is that COP15 shall set a global target for the international aviation sector (as well as the international shipping sector) and that Parties should commit to work through ICAO (and IMO) with the implementation issues. It was also pointed out that the positions from developing countries are against quantitative goals.

The meeting was informed that there will be up to 18 000 guests in Copenhagen during the meeting. The Foreign Ministry is responsible for the practical meeting arrangements.

## 5 ICAO (EMISSIONS AND NOISE)

### a. Replacement of Karin Sjölin as CAEP Member

Kalle informed that Sweden is suggesting appointing him as CAEP member after Karin. It was agreed that a letter to ICAO, nominating Kalle Keldusild as CAEP member will be circulated within the Nordic countries to the ICAO contact persons after the summer vacation for any comments.

### b. Outcome of the GIACC/4 meeting in May and the preparations for the High Level meeting on Aviation and Climate Change in Montreal 7-9 October 2009

Kalle informed about the outcome from the discussion in Brussels in a recent ECAC/EU GESG meeting. The conclusions were that the European ICAO Council members should try to ensure that the GIACC Programme of action was not reopened and changed before the submission to the HLM.

The Swedish presidency will coordinate any input from the EU States to the HLM. There is a council working group meeting on 23 July for such coordination. A GESG meeting will probably be held on 17<sup>th</sup> of July to discuss a not yet materialized draft for a European paper from the Commission. It is essential to also involve the non-EU ECAC states in a European paper. Kalle pointed out that the GESG meetings are important as they include the European experts and that also ECAC is involved in the process through GESG. Kalle encouraged all Nordic states to participate in GESG.

### c. Preparations for the CAEP Steering group meeting in Salvador 22-26 June 2009:

The meeting went through the list with items that was sent out by Kalle, "CAEP SG Salvador – Topics for discussion at N-ALM in June 2009". Some of the items were highlighted and discussed. It was noted that the development of a CO<sub>2</sub> standard will probably be on the agenda for the next CAEP cycle. The standards are for new aircraft types, production cut offs are not discussed at this moment.

The meeting also had an exchange on aviation related carbon calculators such as the SAS and the Finnair calculators. The ongoing update of the ICAO calculator was discussed and the meeting was informed that Norway needed a calculator for LTO NOx for tax purposes.

Inger expressed the need for assessments regarding takeoff thrust for continuous climb departures. Kalle shall try to establish contact between CPH and the relevant people in CAEP WG 2 for the task in question.

Kalle mentioned that for the CAEP meeting in February 2010 the members and observers are allowed to have many advisors with the restriction that only two advisors can be at the front table at a time. He declared that Sweden and Norway are happy to invite people from the other Nordic States to participate in the meeting.

The steering group reporting will be sent out after the Salvador meeting.

## 6

### EU

#### **a. Status of the anticipated NOx proposal as flanking measure to EU ETS**

The meeting was informed by Kalle that according to a Commission representative, a proposal will probably be issued not later than September. The proposed directive would allow states to introduce charges on NOx, based on the ERLIG model. There will be no mandatory charging. The Commission is aware that continued work for several years is needed to get adequate scientific understanding of NOx mitigation in relation to climate change. However, the Cabinet can still stop the proposal.

Kalle said that if there will be proposal published, there will be ANCAT/ECOM-meetings with industry, ECAC State participants etc. The first meeting will be scheduled after that the proposal has been presented, probably in October.

#### **b. Status on the updation of the Noise Restriction Directive (2020/30/EC)**

If there will be a proposal, it will be late this year. A proposal will probably hit the MD80s with harder noise restrictions.

- #### **c. Implementation of EU ETS for aviation in the Nordic States, in particular**
- Requirements for Monitoring Plans for related aircraft operators in different Nordic states**
  - Treatment of third country operators**

The purpose of this part of the N-ALM meeting was to have a “workshop” for exchange of information and discussions between representatives from the competent authorities in charge of the EU ETS implementation and the general N-ALM participants. There were representatives for such competent authorities present from 4 Nordic states and the exchange of information and the discussions were extensive and fruitful.

The “workshop” started with a presentation by Johan about EU ETS and its implementation in Sweden.

Issues discussed were inter alia the maturity of the rule making in Nordic States, the requirements for the timing of submissions of Monitoring Plans, information to operators including third country operators, Iceland and Norway integration problems, free allowances, new entrants and sanctions.

The meeting was also informed about the Compliance Forum work for harmonization between MS of the EU ETS implementation including specific working groups for aviation issues.

## **ECAC – ANCAT**

### **e. Outcome of ANCAT/76, Oslo 29-29April**

Kalle noted that there were a number of persons at the meeting that had also attended the ANCAT meeting and that the most significant issues from ANCAT were already covered under the previous agenda items. There was no further intervention under this agenda item.

### **6 bis Airport Infrastructure Adaption - Climate Change**

Jens Erik informed that a working group is established under the transport ministry of Denmark. It is preparing a report about adaption to climate change for airports in Denmark. The meeting noted that at the Stockholm meeting in October 2008, Avinor gave a presentation on the same topic for Norwegian airports with the title *Klimaendringer og infrastruktur, Utfordringer for Avinor*. Kalle has subsequently made a Swedish CAA study available to the N-ALM group with the title *Sårbarhetsanalys av rullbanors förändrade bärighet och renoveringsbehov av flygplatsers dagvattensystem*.

## **7 OTHER RESEARCH/STUDIES/INFORMATION**

Nothing was raised under this agenda item.

## **8 ANY OTHER BUSINESS**

No other business.

## **9 DATES AND VENUE OF THE NEXT MEETING INCLUDING NOISE SUB GROUP MEETING**

The meeting decided that Iceland will host the next N-ALM meeting, January 20-21. The timing is between COP-15 and the CAEP/8 meeting in February and gives opportunity to explore the outcome of the climate change negotiations and to prepare for the forthcoming ICAO activities on environmental protection. There will be a noise sub group meeting in the morning of January 20. A person with detailed expertise on noise issues will chair the sub group.