

[REDACTED]

From: [REDACTED] (MOVE)
Sent: Tuesday 6 December 2022 19:18
To: HOLOLEI Henrik (MOVE); CORNELIS Filip (MOVE); [REDACTED] (MOVE);
[REDACTED] (MOVE); [REDACTED] (MOVE); [REDACTED] (EEAS-
WASHINGTON); [REDACTED] (MOVE); [REDACTED]
(MOVE); [REDACTED] (MOVE); [REDACTED] (MOVE); [REDACTED]
(MOVE); [REDACTED] (MOVE); [REDACTED] (MOVE); [REDACTED]
(MOVE); [REDACTED] (MOVE)
Subject: Flash - Meeting with A4A

CAB (W Goetz and R Smit) meet with A4A [REDACTED] and US airline reps) on the state of play of different aviation files.

Interesting to highlight the following:

- Schiphol Airport: A4A concerned about movement reductions but reassured that EU legislation will be rigorously applied. A4A mentioned that Dutch Gov intends to apply an existing 2008 Dutch law that will allow them to already reduce the number of movements while waiting for the Balanced Approach to be applied. We invited them to share that info with us.
- EES: A4A involved in discussions with DG HOME. However, they claim not to have seen the basic documents that COM uses to justify that PSK are not sufficient and that certificates are needed.
- IRA: A4A wanted to know whether the EU has concerns about any aviation part of IRA as it is the case in other areas. They thought we would. (Action: [REDACTED] to check whether there is any local content requirement on the US SAF tax credit).
- ETS: A4A would like to see whether they can help in passing the message that the application of EU ETS to non-EU flights will create problems with the US.

Regards

[REDACTED]