Task List for
Expert Groups / Technical Commissions

As of 18 January 2014

Date of Task Assignment :	**18 January 2014**
Date of interim report to EB :	**10 June 2014**
Date of final report to EB / GC :	**10 September 2014**

FAI ENVIRONMENTAL COMMISSION (EnvC)

INTRODUCTION

It is important that the FAI Environmental Commission starts to make better progress on some projects that are relevant and useful to its colleagues in the air sports community. There are three projects that have been particularly requested by other members of the FAI. In order that the Environmental Commission can be seen to be working to assist and advise the air sport community, it was propose that these projects should be undertaken as soon as possible.

TASKS :

1. **Find an ambassador** for making our sports more "public friendly" or "media friendly" on the environment matter. The aviator personifying the most the environmental values we should fight for is Bertrand Piccard and the Solar Impulse project.

2. **Create a presentation of Sport Aviation and the Environment**: This proposal follows requests that the EnvC President received from the NACs and Commissions to prepare a short presentation about sport aviation and the environment, which will enable them to provide relevant information in a reasonably concise form to all their national and local organisations. This presentation will be a tool enabling the NACs and Commissions to present how Air sports are fully compatible with a clean and noiseless environment.

   The presentation should present facts (numbers and actions) about Air sports and noise, Air Sports and carbon, Air Sports and wildlife, showing how our activities can be presented positively from the environmental perspective. It may be created from an existing presentation or be a completely new one if somebody in the group is so inclined.

The materials provided should be both slides (powerpoint) and some texts and graphics to add to a NAC formal presentation.

Timescale: to present such a document to Air Sports Commissions and NAC by the end of Q1 2014.

3. **Support to CIVA on the development of low emission aeroplanes**: CIVA, the FAI Aerobatics Commission, thinks about developing a new class of aerobatic aeroplanes that will have low carbon emissions. They are looking for support in developing the technology required for their particular branch of sports aviation.

   CIVA have asked if the EnvC could help define a low emission class of aerobatic airplanes which would allow manufacturers to create new models with smaller more efficient engines and, maybe, an electric aerobatic class for the future. In this field, we also need some experts who are able to gather figures and propose emissions limits based on existing engines, with the possibility of designing an aerobatic airplane around these engines. Because of issues with lead, and the scarcity of 100LL in new markets, it would be ideal to base the calculations on Mogas or diesel engines.

   Timescale: Next Commissions Presidents meeting is in May and it would be the best moment to present this proposal. Therefore, the EnvC should work with CIVA colleagues in Q1 and Q2 2014.

4. **Support on the creation of Certificates of Airworthiness for electric aircraft**: This project will involve working with the FAA (the civil aviation authority of the United States of America) and EASA (European Aviation Safety Agency) to develop a CofA adapted to electric aircraft.

   For this topic, the EnvC needs to find some experts capable of proposing new rules for incorporating electric flying certification into the current regulations. Light airplanes regulation experts who can describe how the FAI should amend current texts or create new ones, so that light electric sport aircrafts (airplanes, rotorcrafts, ultralights, powered parachutes,…) can be developed within the regulations…when they should exist. (There may be regulations on batteries or power supplies on aircrafts which are not subject to any certification). The project needs to take EASA & FAA regulations into account.

   Experts with knowledge of both electric flight technology and Airworthiness regulations would be appropriate for this task.

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Timescale: on going process for at least 2 years but will allow Air Sports to be part of current works on this topic within agencies and industries.

5. **provide a suggestion for further (future) tasks in Environment issues**. Highest priority should be given to Environment matters of global importance impacting air sport activities. These suggestions should be forwarded to FAI EB Director Frits BRINK (frits@brink.st).

Note :

Additional information can be obtained by contacting the respective EB member, or the FAI Head Office ; contact person is the FAI Members & Services Manager, Segolene Rouillon (members@fai.org).

With best regards

p.p.
FAI Secretary General

Frits BRINK
FAI Executive Board Director