



ANNUAL GENERAL MEETING
FAI ENVIRONMENTAL COMMISSION
LAUSANNE, SUISSE
2005-01-21/22

AGENDA ITEMS 1 - 4

The list of attendees and apologies will be supplied by the FAI Bureau.

The meeting was opened, and called to order, by the President, Chris Nicholas, at 1500h. His initial comment was to delay his formal comments to the adjournment of the meeting, at the end of the day. The elections will also be held at that time.

AGENDA ITEM 5

The minutes of the 2004 meeting were approved as presented, subject to the following corrections.

Ricard Matzens' name was misspelled.

Mention was made of the lack of availability of the minutes on the web site. It was believed to be due to the PDF format.

AGENDA ITEM 6. COMMISSION PRESIDENTS' REPORT

The Presidents' report was handed out to the attendees as attached to this document (Attachment 1). His verbal presentation resulted in discussion of old business as summarized below.

AGENDA ITEM 7. OLD BUSINESS

ENVIRONMENTAL REQUIREMENTS AT AIR SPORTS EVENTS

There was a general discussion on compliance, at competitions, with the FAI Environmental Standards, and the implementation of the relevant Air Sports Commission(s).

For example, Does the IGC require compliance? Aerobatics (Sweden) does.

Does CASI require compliance?

WEBSITE DEVELOPMENT

There was an extended discussion on this subject.

Specifically, the "needs" stated are:

That everything is on the web site that should be there.

That the currency of the web site is maintained.

That the site be managed effectively.

The notion of an independent web master was not acceptable.

Those present believe that we have the resources, within our present structures, and that an EnvC Delegate should be assigned to this task with the assistance of the FAI bureau.

There was no discussion on who, or how, the needed resource would be provided.

The 1997 Per Bruel paper should be added to the website.

The Aeromodelling paper on the effect of aeromodelling activities on the increase in fauna (birds and insects), and flora, indigenous to aeromodelling flight sites, should also be added to the website.

Rank and storage of items on the web site need periodic review. Wolfgang Scholze (Germany) felt that there would be appointees to review website files and remove or archive the obsolete.

The question "What has been done to enter into the site all of the materials provided", was asked.

NOISE

Ricard Matzen has sent an email message to the Air Sport Presidents and the FAI Vice Presidents detailing the status in Denmark(see attachment 2).

Generally, it is expected that EASA will address noise issues in Europe. Currently, though, they are preoccupied with JAR issues.
Individual countries will continue to look after their own needs.

Aircraft movements. In Germany, neither gliding nor ultralight activity is counted.

There was discussion on the French report. There is little for us to do here.

Bernald Smith related the positive effect that using retired airline pilots can have on the handling of noise issues at a General Aviation airport (Wings Field?) located NW of Philadelphia.

Riikka Vilkkuna reported that Sweden is implementing new rules, especially in Lappland, that relate to the behaviour of reindeer when exposed to non-normal, local sounds. Noise mapping of areas of interest is underway. It is notable that governmental officials had little knowledge of air sport activities and noise.

There was a general discussion of the effects of marketing our activities to governmental agencies. The skills, knowledge, experience and activities of airsport groups and facilities need to be presented to government agencies and neighbours. Should/could we utilize sympathetic, but not directly involved agencies, e.g. World Wildlife Fund?

AGENDA ITEM 13 ELECTIONS

Chris Nicholas had previously expressed his desire to retire as President.
The value of his service and dedication was acknowledged by all.

A MOTION to elect Chris "President of Honour" was unanimously approved.
The regular elections were held with the following unanimous appointments.

PRESIDENT	Michael Goth	GERMANY
VICE PRESIDENTS	Bernald Smith Kare Liasjo	UNITED STATES OF AMERICA NORWAY
SECRETARY	Bob Carlson	CANADA

AGENDA ITEMS 8 to 14 STATUS OF COMMISSION.

TECHNICAL AND WORK PLAN DISCUSSION

It is the role of a Technical Commission in the FAI to serve the needs of the individual Sports Commissions on a request basis, or, at the direction of the Executive Board, reporting to the General Council..

At this point reference, as appropriate, should be made to Bernalds' Budget proposal of 2005-01-15.

A point of concern is how, given a task, in what manner do we verify that the task is applicable to the FAI/Sport Commissions/General Council? Are external entities to be used/assessed as

a source of expertise, skills, data evaluations? Is involvement by Government(s) to be considered?

A data base that might be used is "Luftsport und Natur". One hundred twenty (120) pages of short articles that describe the air sports and agencies involved and their interactions with themselves, airspace and "natur".

This book also refers to German law and its' applications. Fifteen(15) pages are to be translated for us. Michael Goth and Wolfgang Scholtze volunteered to select and translated appropriate articles.

Riikka Vilkkuna, SWEDEN/FINLAND, related her experience that government officials are unaware of the interactions of flying and nature.

Michael Goths' objective is that we, the Environmental Commission, as circumstance and resources allow, will interact with the Air Sport Commissions, as a beneficial activity; as was done at the Madrid AGM, and the May Air Sports Commissions meeting.

Should there also be a widening of this commission's interests from issues that only occur at competitions, to those that occur in general? Would/do we have the resources to do this? Recognize that individual clubs, or NACs', may own or rent/lease/use private or government land that might have environmental needs or limits. Also, most, if not all aerospots, can have their practitioners land, with or without damage, on private or government land, without prior warning. A corollary would be, simply passing over, or near by, with or without our motors, sensitive areas related to breeding, nesting, raising of offspring, or just simple feeding or sleeping creatures whose "quiet enjoyment" may be disturbed.

Are these environmental and/or legal issues? Do we have, or should we have, a role in these situations?

Should we, or could we have, a role in the selection, or development, of new or refurbishing old, airport facilities?

Is our role, to work with individual clubs/entities or NACs/ exclusively? How, is knowledge and experience to be transferred? Individual ? Seminars ?

Should we foster environmental achievement within sports through the Air Sport Commissions, or the Executive Board?

During this discussion, it was agreed that Michael Goth should attend the May 2005 Air Sport Commissions meeting in Lausanne.

Should we use/foster competitions, e, g. Art Contests, as does the Education Commission? Bernald Smith will discuss with the Education Commission President, Ray Johnson.

Should we use our website, or a separate related website, to foster these program elements? To raise environmental awareness and sensitivity ?

These questions are not meant to be exhaustive.

AGENDA ITEM 9. BUDGET DISCUSSION

Max Bishop's assessment of Bernald Smith's "pro forma" budget was that it, the budget, needed a clearly stated objective(s) and the proposed means to achieve them.

As well, cost elements should be described in an objective hierarchy with "milestones" or "kilometre rocks".

We should refer, as appropriate, to all of the prior work/studies completed, to show how those prior results will be enhanced or reinforced with the successful completion of the proposal.

The response to Michael Goth's presentation in Madrid, as well as the content, should be used to foster/facilitate the progress and development of this commission and its' work.

The essence of the state of achievement, in Chris Nicholas' comments at the end of his Presidency, was that the basic elements that form the description, and to a degree, the achievement of techniques that foster solutions of environmental issues at Sport Aviation sites, has been achieved. We now have the tools. From now, onwards, we will use these tools to achieve acceptable solutions to problems that are brought to us.

Thus, our Work Plan is to:

Communicate our activities and capabilities within our countries and NACs', sharing the means of our successes and, the missing elements, if we fail.

THE WORK PLAN

(Responsible individuals are noted with initials, if already named)

Michael Goth will elaborate the work plan in more detail

Environmental Recognition(Certification) of flying site(RIC)

Objective: Environmental, public and Governmental recognition

Publication Base(ALL)

Improve web site

Translations

Inventory of Environmental fields of activity and resources

Supply, to the public, the location of resources

Maximize probability of selection of items by search engines

Maintain Content

Interaction with Air Sport Commissions(MG & BS)

Competitions

Active involvement of Council Delegates (RV, CN & JR)

Painting Competition

Education Committee (BS)

Elaborate a good workplan (MG & Delegates)

Noise (CN & KL)

Provide basic information about noise problems

Recommend additional perspectives

Resource Assessment (MG)

Contact Delegates not at Meeting

AGENDA ITEM 10 - NORDIC REPORT(Riikka Vilkuna, Kare Liasjo)

Norwegians meeting with environmental commission including disciplines.

Meetings Continue..

Finnish guidelines by parachutists -- how to organize environmentally friendly competitions. There are also Olympic guidelines/requirements. Powered parapente. Modelers and Gliding communities are also involved.

Swedish Aero Club meeting notes: Active contacts in specific environmental involvements. Have paid employees. Connections to regular meetings of air sports environmentalists.

AGENDA ITEM 11 - GERMAN REPORT(Michael Goth, Wolfgang Scholze)

Report is Attachment 3.

Also see: Web Page of German Aeroclub DaeC at www.daec.de, Section 4

AGENDA ITEM 12 - OTHER BUSINESS --- NONE

NEXT MEETING 2006-01-20/21

STARTS 15h00 on 20th

FINISHES 14h00 on 21st

THIS MEETING CLOSED AT 12h00, 2005-01-22

ATTACHMENTS

A1 Chris Nicolas, EnvC President Report 2005-01.

A2 Ricard Matzen, message, 2005-01-20

Hello, colleagues,

Thanks for your mail. I agree that it is best to have the election on day one. I also find the work plan prepared by Michael and Wolfgang as a good basic for the coming years work. Hopefully the meeting will make it more specific, especially in the area of characterizing noise to the surroundings of small airfields and flying sites. This is -- as mentioned before -- the biggest problem for the time being in Denmark.

Small airfields in DK -- as such is regarded all non IFR airfields and we are working on improvement of the present regulations which are based on ILS approach procedures. We have had meetings with our Minister of Environment and high officials in the Danish EPA, and it is agreed to accept minor corrections to the present regulations. (TSEL data) in order to make the noise emission calculations more realistic according to actual aircraft configuration and power setting. A major revision of the rules is waiting for common guidelines from EASA.

My presentation last year to FAI EnvC meeting is the basis for the revision, and after negotiations with Danish EPA reference lab. (EELTA Akustik & Vibration), it is agreed that my proposal, based on cabin noise level re. configuration, shall be verified for a number of the most common used GA aircraft on Danish register by field measurement according to ICAO an. 16ch. 6 procedure, say: max. power level flight at 300 m supplied with measurement on normal climb and approach configuration.

Unfortunately I am not able to attend the meeting due to serious illness in the near family.

Best Regards,

Ricard

A3 German Report (Michael Goth, Wolfgang Scholze) 2005-01-19

President's Report to 2005 Environmental Commission

Environmental Codes of Conduct

Following our last Commission meeting, I was able to attend the joint meeting of the ASC Presidents and Executive Board on 24th January 2004, to seek a decision as to whether they wish to attempt a wider level of acceptance and implementation of the codes. They agreed to ask, for events for which organisers seek ASC approval, that organisers should address the extent to which they would incorporate adherence to the appropriate Code of Conduct.

The FAI General Secretary has since written to the ASCs: "At your meeting in Lausanne in January, it was unanimously agreed that all ASCs would modify their Bidding Procedures to include the following standard question to potential event organisers:

"What plans do you have to implement the FAI Environmental Code of Conduct during your event?"

The answer to this question, to be included on all Bid Forms, would be taken into account by Commissions when they made decisions about the allocation of events."

I have seen no response from the ASCs on this. I believe this may be an action point on which this Commission needs to follow up in 2005.

Also, we have done very little to try to obtain assurance from the NACs (National Airport Controlling bodies, or aero clubs) to adopt them for events not requiring FAI endorsement and for their normal air sport activities.

Flying Site Noise Measurement

This continues to be a very long saga, at least in the European arena. I still know of no timing for European Community directives and initiatives which are likely to reach down eventually to small flying sites.

In the meantime, the approach to the UK Government for a fairer way forward for small flying sites is still in progress. This has built on work done by this Commission, and been taken forward (on advice from UK officials) by the UK general aviation movement. The aim is to seek first UK Government agreement and then a wider agreement internationally. The hope is to provide an acceptable, affordable, and safe alternative to the increasing tendency of Planning Authorities to restrict flying sites by indirect and unhelpful conditions aimed at noise control. The UK Government review of its planning guidelines is slowly progressing. Public consultation previously intended for 2004 is now deferred to 2005.

EASA

I have mentioned before that the European Aviation Safety Authority may cause further problems. According to Regulation (EC) No 1592/2002 article 2.2 the first additional objective (after safety of civil aviation) is a high uniform level of environmental protection. It is still not clear to us if their interest in "air operations" will extend to most air sports, but a previously indicated two year time schedule seems not to be any nearer - as is not unusual in international affairs.

“Does Green mean Goodbye” - Dr. Michael Goth’s Presentation

Dr. Michael Goth gave a presentation on October 1, 2004 at the Annual General Conference of the FAI in Madrid: "Does Green mean Goodbye - Environmental Concerns and Soaring - The FAI and German Perspective". The presentation described some of the environmental and nature conservation problems which impact and restrict air sport disciplines to the point that some airfields are closed, or restricted in time. He covered the history, and presented a number of practical approaches of problem solving strategies.

The presentation was well received by the delegates of national aero clubs and air sports associations.

Budget

A proposed budget for 7,000 Swiss francs was put to the ASC presidents and Executive Board in the FAI General Conference in October 2004. The proposals were rejected, in particular our request that part of the funding should be derived from a small contribution from the ASC's own funds. There followed considerable correspondence, including some unfortunate misunderstandings, but the end result is that this Commission needs to put another proposal forward, with a good case and some detail of what the expenditure would be for. Bernald Smith's paper to be discussed later in the meeting is the basis for discussion.

Environmental Commission Web Site

A renewed effort continues into setting up web pages to provide a more accessible database of information world-wide. In the absence of a voluntary web master, and with no funds available for a professional, new web pages have been implemented by the FAI Secretariat for:

Environmental Codes of Conduct - Introduction, General section, bibliography, but not yet the detailed codes for each air sport.

FAI Environmental Policy Statement

Lists of Officials and delegates to the FAI Environmental Commission.

Environmental Commission's Annual Plenary Meetings - with links to agenda for 2005 and minutes of 2001-2004 meetings.

As well as the need to complete the detailed Environmental Codes of Conduct for each air sport, I have also sent further pages for inclusion, covering:

Literature list - originally Wolfgang Scholze and Michael Goth put a list together and I have updated some web references and added a few things that I knew about.

List of actions in various countries which might be copied by others

Noise Work Plan - Overview

It was my intention to follow this up with a number of more detailed pages on various aspects of noise measurement issues as they affect Air Sports, and what we hope to achieve. I have been granted permission by Dr. Per Bruel, the first President and currently President of Honour of this Commission, to put on the web site his paper delivered in 1997 to the FAI.

I also wished to see added to our web site:

Olli Borg's paper

Various other papers on the interaction between air sports and the environment.

Any further work on the web site, however, still requires the assistance of the FAI Secretariat, unless and until a web master of our own can be found, which probably means funding one if and when the Budget comes into existence.

Conclusion

This is my last attendance in the role of President of the Environmental Commission. It is time to hand this on to somebody with new ideas and new enthusiasm for this work, which I continue to believe is most important for the future of air sports.

There are many people I have to thank: Dr. Per Bruel, who got the Commission started, and who did an enormous amount of work on Noise issues; Eilif Ness and Wolfgang Weinreich, FAI past Presidents, for their support and wise counsel; various Council and Executive Board members who have given their time and efforts to us, including for example Bob Clipsham, Alvaro de Orleans Borbón and Don Koranda; the Vice Presidents and Secretaries of the Commission which have worked during my time in office - Michael Goth, Bernald Smith, Ricard Matzen, Wolfgang Scholze and Bob Carlson; and all the Commission members and delegates; and throughout all this period, the invaluable help and support of the Secretariat, where Max Bishop, Thierry Montigneaux and Cosette Mast have been towers of strength.

Chris J Nicholas
President, FAI Environmental Commission

21st January 2005

**GERMAN REPORT TO FAI ENVIRONMENTAL COMMISSION MEETING 2005 –
JANUARY 21 - 22, 2005, LAUSANNE, SWITZERLAND**

Dr. Michael Goth (DAeC Delegate)

Dr. Wolfgang Scholze (DAeC Alternate Delegate), Environmental Officer DAeC, Technical Officer Environment Europe Air Sports

Dr. Michael Goth

1. Presentations at SSA Convention in Atlanta, USA and FAI General Conference in Madrid, Spain

The presentation "Does Green mean Goodbye - Environmental Concerns and Soaring - The FAI and German Perspective" describes some of the environmental and nature conservation problems which impact and restrict practicing the various air sport disciplines (glider flying, ballooning, parachuting, model flying, etc.) to the point that some airfields are closed or restricted in usable time and air space becomes banned. It includes explanations on the reasons for these problems, explains some case studies, and presents a number of practical approaches of problem solving strategies.

The presentation at the FAI General Conference was well received by the delegates of national aero clubs and air sports associations from all over the world. Hopefully, this reminder on some real challenges made its way into the minds so that environmental and nature conservation issues are no longer ignored by the international community of air sports people but actively resolved.

It is my opinion that the members of the FAI environmental commission should be similarly active in their countries and should give similar presentation at meetings of their aero clubs. My presentation can may be serve as an example for own developments and I distribute several CD during the meeting.

2. Article on ecological status of my air field Hahnweide, Germany

An article describing the changes at the large glider air field Hahnweide over the past years was published in October 2005 in the "Adler" (eagle), the official paper of the state flying association. A grass keeping and mowing concept was developed which contributes to the beauty of the meadows on the winch cable area as was shown on photos. The partly paving of a runway several years ago required the designation of a side area for undisturbed succession of flora. Three pits which filled with water serve seldom animals including the "yellow stomach croak", a species endangered of extinction, to breed.

It has to be mentioned in this context of doing good things for the environment, that an active nature conserver has "voluntarily" taken over the care of the water pits and the young animals. This included sampling some of the animals and transferring them to other, similar habitats. Verbally, he expressed his wish to extent the area of occurrence of the yellow stomach croak into the air field.

3. Certification Plans of commercial air field Freiburg

The new managing director of the air field Freiburg approached me with some ideas to provide support to the air field regarding environmental performance. This air field was

almost closed several years ago but rescued by a public campaign which ended in a voting for the continued existence of the air field. His idea was to gain the Blue Flag award but this award scheme no longer is applicable in German air sports. In first discussions, it was identified that the issue is to enhance the reputation of the air field in the public opinion by means of the environment. Alternatively to the Blue flag, we consider to develop and implement an environmental management system (EMS) for the air field. The EMS may become an example which can be adopted elsewhere.

Dr. Wolfgang Scholze

1. *Europe Airsports*

WS still is in the position of the Technical Officer Environment within Europe Airsports (EAS). As before EAS is even more intensively working on other than environmental topics (European regulations, EASA) in the moment and there is no active discussion within EAS on environmental issues. To my knowledge on the European level in the moment there is no urgent need for new environmental considerations.

2. *Environmental distinction: Blue Flag Airsports*

Due to administrative problems with the organizing association DGU, cooperation was terminated by DAeC and other German sport organisations as well. The "Blue Flag" distinction therefore was not any longer available for airports since the end of 2003. An initiative was started by several sport organisations to develop a new distinction, similar to the Blue Flag, but exclusively sports related, in close cooperation with our Federal Environmental Ministry. A concept paper has been written by WS and preparatory actions have begun. But, as all interested sport disciplines shall be incorporated, the process needs time.

A model project called "step-audit" was initiated end of last year in northern Germany, founded by the Federal state Schleswig-Holstein. Step audit is planned to become a very easy understandable and cheap entry into an environmental management system and by that replacing the Blue Flag for airports. Participating clubs will have the possibility not only to use the management systems documentary, supporting them to solve and avoid environmental problems, but as well to have their activities certified by an independent party. Step audit in parts is very similar to the Blue Flag scheme, but by far more comprehensive with additional tools such as e.g. public awareness rising, "good-neighbourhood work" and planning and realization of air sport events. Costs for a club for participation including the certification will be less than the Blue Flag.

Step Audit shall become a part of the "all-sports-environmental distinction" as referred to before. As the procedures strictly follow international audit standards it easily may become a European or international campaign to be used for FAI as well, if wished so.

3. *The Microlight/Goose project: Aktion Zwerggans / Operation Lesser Whitefront*

The Microlight/Goose project still is in preparation. As planned in 2004, Aktion Zwerggans and its partners have submitted a LIFE application "Protection of Anser erythropus via safe migration routes" to the European Commission. Friends of the Earth Germany (BUND) have become an active partner within this program. Our LIFE application is supported by

Germany, Sweden, Denmark, Kazakhstan and, of course, our partners and sponsors (see www.zwerggans.de). Unfortunately, Finland is not prepared to support our project.

The negative position of the Finnish Ministry of the Environment is caused by the controversial discussion about the genetics of Lesser White-fronted Geese bred in captivity, whether they can be used for re-introduction purposes or not. Aktion Zwerggans and its partners will carry on working on that question by expert help in order to give sound answers and solve the conflict. In spite of the delay all project partners will follow their objective to support the Lesser White-fronted Goose by means of re-introduction, using the microlight method.

4. New data about disturbance of fauna caused by aircraft

Discussion about disturbance of birds caused by low flying motorized aircraft is increasingly based on good, comprehensive data. A new Swiss study report is in preparation and will be published soon, clearly showing that recommendations given so far about flight height (600 m/2000 ft. above ground) are absolutely valid and sufficient in order to avoid disturbance of even sensitive bird accumulations or populations on the ground.

5. DAeC-study: „Luftige Begegnungen“ – „airy meetings“

Whilst knowledge about possible disturbance of birds caused by low flying aircraft is fairly well increasing, we do not know much about the “airy meetings/encounters” between our pilots and their feathered natural colleagues. Bird strike in commercial air transport is a severe problem – but how about airports? For our pilots it is a common experience to meet birds during flights; many stories exist about such encounters. Some reports are given about accidents, causing damage or loss of aircraft and even dead pilots. Many more reports are given by our pilots about beautiful meetings, flying close together with many different species of birds in full harmony, using together thermals and airflows. For many conservation people and scientists such encounters mainly are caused by aggressive behaviour of the birds, trying to defend their territories against the intruder – and by that a sign of disturbance to them. Data about such meetings and encounters are missing; discussion therefore to a large extent is based on assumptions.

A German publication in 2003 about a large bird of prey, a European Sea Eagle, trying to sit down on a flying glider (!) without any signs of aggressive behaviour and – luckily - being documented by photographs when doing so, brought forward the discussion. As a consequence one year ago DAeC in cooperation with a renowned German ornithological station started an inquiry, asking pilots to report their experiences within a standardised questionnaire “Luftige Begegnungen”. Pilots can use it directly on the web or download it at www.daec/umwelt. Until the end of last year more than 250 pilots, some of them even from the US and Australia (!), gave their reports and by that a large set of data is available now. Analysis is in progress and the results will bring light into this matter – for the benefit of airports and our feathered colleagues.

Dr. Michael Goth
Dr. Wolfgang Scholze

January 19, 2005