



**FAI Environmental Commission (EnvC)  
Report to the 108<sup>th</sup> FAI General Conference  
Pattaya, 17-18 October 2014**

**Reported by :** Pierre Duval, EnvC President

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**1. Important activities, projects or events since last FAI General Conference:**

FAI EnvC has stated and presented its strategy and targets in 2013 for the long term survival and development of general and sport aviation worldwide.

This future is based on a better integration into our human environment through behaviour and technology. As general and sport aviation does not have the same issues as large crowds moving sports or gas sipping activities such as motorcycling or automobile, we do not have (somewhat unfortunately) to deal with same detrimental environment connected aspects such as presence of dozens of thousands of spectators to our main competitions. We nonetheless have such impact and responsibilities when we participate to large air shows attracting hundreds of thousand people every year.

We also bear the responsibility of being the last motorized activity (for some of our sports) to use leaded gasoline and our global balance in this respect is seen as negative by the public and media because is still connected, in some countries of historical importance to our sports, to older perception of wealthy individuals wasting precious CO<sub>2</sub> emitting gas in noisy machines spreading decibels over the countryside and population.

In order to deal with these challenges, EnvC set in 2013 a target of participating to a lower noise and CO<sub>2</sub> emission aviation through studying and supporting the development of new unleaded fuel to replace 100LL, of non-petrol derived fuel to supplement Jet A, and of electric powered aviation where it can be used.

In addition to these activities, EnvC committed on developing a short presentation of sport aviation cares about the environmental aspects of its activities to be included in each sport presentation. EnvC also studied if large sport aviation events deal with crowds and their impact on the environment in a different way than their ground or sea bound siblings.

**2. Positive and negative results:**

To date most of these targets have been reached except for the development of a standard presentation to be inserted in all sport aviation competition documents (still in the works with October 2014 as a deadline).

EnvC is now connected to EASA and FAA for participating with a small group from FAI Aerobatic Commission to the definition of what kind of low power aircraft category (read low CO<sub>2</sub> and noise emitting) could be designed for basic aerobatic training and entry level competition to spread the activity in new countries and revive it in historical ones (with low cost and low impact on neighbouring population in mind) as well as defining under which condition an electric category could be

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created. Another step has been the organization with AeroClub de France of an event on the current development status of electric powered aviation.

EnvC members have followed the progress of replacement fuels for our activities without being in a position to take any specific part into these exciting ventures.

EnvC President participated to USA based EAA 2014 AirVenture event with the target to define if we do better or not than other sports in dealing with environmental aspects when we move hundreds of thousands across continents (we really do at least as good!).

**3. Main problem(s) encountered and solutions adopted :**

As EnvC does not receive requests from other commissions to act on local or global issues, the Commission developed its own schedule without knowing if it fits real need from other FAI bodies. The commission would welcome guidance from others in order to check if it acts on the right topics but has its own program if no specific request is made.

**4. Planned activities and projects for next year :**

EnvC will move on the schedule exposed above, dealing with low emission and electric powered aircraft as well as communication on its specific positioning for other commissions

**5. Proposals (if any) to FAI Executive Board, FAI Head Office or for the next General Conference :**

Develop a communication to the public, media and authorities showing our commitment to implement a lower noise and emission sport aviation on the long term in line with today's public expectations

**6. Free reporting:**

EnvC still defined its tasks as a FAI technical Commission, working on self-imposed targets and schedules, and not an Expert Group, working on potential requests which may never be stated.

Date: August 28 2014

Signature :Pierre Duval