



*Fédération
Aéronautique
Internationale*

Minutes

of the Annual Meeting
FAI Environmental Commission

held in Rome, Italy
on 8 February 2014
at the Aero Club d'Italia

February 20, 2014

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ATTENDEES

PRESENT

President	Mr. Pierre Duval (PD) (also French Delegate)
Vice President	Mr. Bernald Smith (BS) (also USA Delegate and Representative of IGC)
Germany	Miss Denise Kluge (DK) (Delegate)
Italy	Mr. Andrea Tomasi (AT) (Delegate)
Sweden	Mr. Rolf Bjorkmann (RB) (Delegate)
Secretary	Mrs. Diana King (DKi) (also United Kingdom Delegate)
FAI	Mr. Visa-Matti Leinikki (VML) (FAI IT Manager)

APOLOGIES FOR ABSENCE

None

PROXIES

None had been received.

1. Welcome and Opening Remarks

The President of Aero Club d'Italia, Giuseppe Leoni, welcomed the delegates to Rome and to the Aero Club d'Italia. Elsa Quaglia and Luisa Mancini, members of the AeCI office staff, also welcomed the delegates.

The EnvC President, Pierre Duval, also welcomed those present and called the meeting to order at 09.00 hours.

Some small adjustments to the Agenda were agreed in order to consider the future of the Commission after all other business.

2. Remarks by Visa-Matti Leinikki, FAI IT Manager, on behalf of the FAI Secretary-General

VML reported on the change of Secretary-General. Jean-Marc Badan had left in November and Susanne Schödel would take up her post in March. Ms Schödel had been appointed from a field of 22 candidates and has a strong record of achievement as a world class glider pilot and a manager of voluntary organisations.

VML reported on the 2013 General Conference. There had been no election for the Executive Board (EB), which would continue with no changes in its membership. The FAI now has 113 members. Mike Heuer (USA) had been appointed a Companion of Honour. The 2014 General Conference would be in Thailand and 2015 in Rotterdam. The Annual Report would be published in March.

The new IT service centre can provide space for communications and for the workings of Expert Groups. Attempts to set up video-conferencing have so far been unsuccessful due to different world-wide protocols. The Sporting Licence database had been officially launched and NACs had started to enter their data. There had been a discussion at the General Conference on the operation and benefits of the database.

The current structure of the FAI Head Office is composed of the following departments: Sports, Administration, IT, Communication, Member Services and a Marketing section managed by FAME.

3. Approval of the Minutes of the last meeting in Lausanne 9 Feb 2013

It was agreed unanimously that the Minutes be accepted.

4. President's Report

4.1 PD reported that he had made a presentation to the EB concerning the EnvC's proposal to broaden the concept of the 'environment', with a view to integrating air sports into communities and enabling a greater connection and acceptance of air sport by communities, as well as continuing the existing work relating to noise, emissions and other conventional environmental concepts. PD had also made a similar presentation to the General Conference.

4.2 Following the 2013 EnvC vote against converting to an Expert Group, PD had presented to the General Conference and to the EB that it would be unwise to move to an Expert Group because of the high profile of environmental concerns. A request to NACs for experts to assist with specific projects had resulted in a minimal response, so the prospects for an Expert Group would not be good. He also commented on the lack of good communication between the ASCs and the NACs and between air sport and the rest of the world.

4.3 *Priorities for work:*

4.3.1 Bertrand Picard's team was approached with a view to him becoming an environmental ambassador, but it became clear from discussions with contacts that such a position should include a contribution to Solar Impulse project that EnvC cannot assist with.

4.3.2 Andy Chau of Hong Kong has volunteered to prepare the EnvC presentation for the ASCs, but has not yet completed the work. The presentation will be useful at FAI and at NAC level to demonstrate what air sport can do about the environment.

4.3.3 The Aerobatics Commission (CIVA) has problems with noise complaints and also wants to expand its activities into poorer countries like India and China, where people cannot afford the expensive aerobatic aircraft currently available. PD has proposed the development of a low emission, quieter, lightweight, low cost aircraft category that could provide new opportunities for aerobatics. Electrically powered aircraft would also be appropriate for aerobatics and should be constituted as a separate class, because the flight duration is normally quite short. There is a challenge to persuade the European and US authorities to accept an LSA for aerobatics, as LSAs are currently not authorised to do aerobatics.

BS commented that EnvC could also lead developments in simulators, which are low cost and low emissions. There are discussions in IGC about simulator opportunities including contests, but there is currently no contact or integration between mainstream gliding and simulators.

PD suggested that electric aircraft could be developed in their own right with the possibility of a specialist licence for electric aircraft. The FAI has no role to deal with certification of aircraft, but it might be possible for EnvC to lobby for their inclusion in the Sporting Code, which could then put pressure on manufacturers and regulators to develop and authorise the aircraft.

5. Reports from Air Sport Commissions

IGC - Bernald Smith

BS reported that the Sporting Code requirements for Category 1 contests require compliance with FAI environmental conditions and also with local environmental regulations, but there is no checking or evidence that this is being done. It was agreed to recommend to the EB and to CASI that the Sporting Code should contain a clearer requirement for compliance with the Environmental Code. EnvC could propose some suitable wording to be included in the Sporting Code and VML agreed to advise on the appropriate section of the Sporting Code for this new section to be inserted. It was also agreed that, by the end of February, all members of EnvC should review the Environmental Code to check that it is up to date and credible, including comparison with motor and boating sports' codes. A request should be circulated to all EnvC members to send any comments or updates to DKi, who would summarise the comments and circulate them to EnvC members.

Action: DKi to prepare an appropriate request and to follow up VML to advise on the Sporting Code

6. Reports from NAC Delegates

6.1 *Pierre Duval, Delegate (France)*

PD reported that he is organising a meeting on the topic of electric-powered aeroplanes. If it is successful, he will promote the concept to other NACs. He is preparing a presentation outlining the opportunities and possibilities for electric aircraft.

6.2 *Rolf Bjorkmann, Delegate (Sweden)*

RB reported that restrictions on airfields have continued due primarily to noise.

There was a discussion about the problem of noise and the general hostility towards air sports because of the lack of understanding. There is therefore a need to communicate with other people.

6.3 *Denise Kluge, Delegate (Germany)*

A written report by DK had been circulated (Appendix 1), covering low take-up of the Sport-Audit Luftsport, some joint work with the Swiss Aero Club, the continuation of 'airy meetings' and problems with wind turbines.

6.4 *Diana King, Delegate (UK)*

A written report by DKi had been circulated (Appendix 2), covering developments in planning and wind turbines, electric aircraft, biodiversity studies on model flying sites and volunteers for some of the EnvC projects.

There was a discussion of the impact of wind turbines and activity needed to defend air sport.

6.5 *Bernald Smith, Delegate (USA)*

BS reported that United Airlines are undertaking environmental activity and promotion, unlike the air sports in the USA.

BS raised a question about disposal of fuel, parts, oil and other hardware. There are rules about the disposal of oil and fuel, but not about parts and hardware. The Environmental Code should be checked for inclusion of some appropriate guidance.

BS also raised safety issues related to UAVs; it was decided that these are not environmental issues. No further action.

More than one company is now offering low-lead fuel for aircraft. RB reported that UL91 has become more widely available for use by aircraft under 200 hp. It may be

appropriate for the Environmental Code to include encouragement and promotion of newly available fuels.

BS would review new information on 'intelligent control for performance', which may lead to reduced emissions.

7. 2014 – 2015 priorities and plan

7.1 Project Leaders

PD is leading on the development of electric aircraft.

Andy Chau is leading and progressing the EnvC presentation.

AT agreed to lead on finding a suitable Ambassador for environmental air sports. There was a discussion of suitable types of people that might be approached.

7.2 ASC Environmental Champions

Contacts are needed for environmental champions in the ASCs.

7.3 Environmental Initiatives

Information is needed on environmental initiatives by the ASCs.

It was agreed that communication should first be improved, providing the environmental presentation and the revised Sporting Code, followed by better liaison with ASCs and then an invitation to the ASCs to submit relevant projects. Agreed PD to liaise with the ASC Presidents to ask for a representative to be nominated, to be briefed and able to take an environmental lead and to promote the environmental presentation. It was suggested that the work should initially be started in three or four ASCs; IGC, CIVA and CIVL were suggested.

Action: Pierre Duval

7.4 External environmental initiatives

It was suggested that environmental initiatives from external companies or organisations could also be sought.

8. Website

The website is working well and no new site is planned. There is potential for new services, with ASCs and others holding discussions and other work via the website. VML suggested that environmental promotion could be done through a Twitter account which requires less work and so could suit the limited resources of EnvC. PD to ask Faustine Carrera for guidance and then enquiries could be made to identify someone to lead the project.

Action: Pierre Duval

9. Angelo d'Arrigo Diploma

The award has been approved by the EB and the General Conference. AT reported that Mrs d'Arrigo had confirmed the family's acceptance of the name of the Diploma and that she could attend the 2014 General Conference to present the first award. It was agreed that the wording regarding eligibility was sufficient for an invitation for nominations. The mechanism for voting should be checked by VML and the nominations invitation to be drafted by DKi, for EnvC approval. It was agreed that the

'awards committee' should be the delegates present at the 2104 EnvC meeting.

Action Diana King and Visa-Matti Leinikki

10. Classes and Certification for Electric Aircraft

It was agreed that the criteria for classes of electric-powered aircraft need to be defined. This should be done jointly with other Commissions, to support them in defining how to implement new classes of aircraft in their Championships.

11. Environmental and public friendly Air Games

There was a brief discussion of the difficulty of presenting events for several different air sports, because of their different location and environmental needs. The possibility was discussed of an event more like an airshow, which might attract more spectators than conventional competitions. It was agreed to defer the topic.

12. Breitling sponsorship and FAME

PD reported that Breitling had sponsored the FAI for two years but that, in spite of the appointment of FAME to manage the relationship, Breitling were not satisfied with the return from the FAI. As a Board member of FAME, PD has suggested that one FAI Board member be responsible for the relationship and that a small number of Category 1 events be identified to have major relevance for Breitling. A FAI staff member will handle the full Breitling relationship in the future.

13. EnvC Status as Commission or Expert Group

There was a discussion on the most suitable future status. The Executive Board wants to convert the Commission to an Expert Group, but the General Conference makes the decision. It was considered that an oversight from the air sport perspective is needed, combined with expertise on different aspects of environmental work. The consensus was that a Commission has better credibility and breadth and it was agreed unanimously that the status should remain the same.

It was further agreed that some credible work and results must be produced. Tools and information for the Executive Board, ASCs and NACs must be provided. It was suggested that the EnvC could be further promoted by presentations and displays at the General Conference and that all nominees for the Angelo d'Arrigo Diploma could be asked to provide a display.

14. Elections

President – Pierre Duval was nominated and elected by acclamation.

Vice-Presidents – Bernald Smith was nominated and elected by acclamation.

Secretary – Diana King was nominated and elected by acclamation.

15. Next Meeting

The meeting would take place in Lausanne or Paris, provisionally on 24 January 2015.

The meeting closed at 16.05.

Minutes prepared by:
Diana King
Secretary, FAI Environmental Commission
20 February 2014

Appendix 1

German Report to FAI Environmental Commission Meeting 2014 – February – 08.
2014, Rome, Headquarters Aeroclub of Italy

by Denise Kluge (DAeC Alternate Delegate), Environmental Officer Deutscher Aero Club (DAeC)

1) DAeC-study: “Luftige Begegnungen” – “airy meetings”

In July 2013 the project „airy meetings” received an award as an UN-decade project “Biodiversity”. In addition the project was still voted as the project of the month November 2013 and it is nominated as the project of the year 2013.

These honourings are very useful for airports to reveal the engagement of the DAeC related to the biodiversity. Furthermore pilots are included directly and they get information about intermediate data, bird behavior and correct reactions.

2) Sport-Audit Luftsport (air sports audit scheme)

The duration of the certificates was increased up to two respectively up to four years (like announced last year). But there are still problems to approximate it to the clubs. Unfortunately they don't see a direct use and in the majority of cases our offer is rejected immediately so we try to develop new offers.

3) Seminar Aero Club Schweiz

The AeroClub of Switzerland invited the DAeC to the exchange of information on subjects like noise, surface consumption and contact with dangerous substances. One agreed that some german projects would be also portable in Switzerland and possible options are checked.

4) Wind engines and the problems with aviation

Currently there are many conflicts by planning wind engines. Needs and demands of the aviation are not estimated by sides of the wind engine planners properly. Up to now aerial offices and consultants could interfere to prevent “worst case”. Pilots and clubs need more securities like construction protection areas at airports. At the moment the DAeC is in contact with the Federal Government Department to check out the potential.

Appendix 2

UK Report to FAI Environmental Commission 2014

Direct interest in environmental matters by UK pilots continues to be limited. Most pilots and organisations only become involved when they see opportunities to reduce costs or to address other problems, or if their activity is threatened by some environmental project.

Jane Randle, Alternate Delegate to the EnvC, attended a Royal Aero Club meeting in late 2013 and presented information on the FAI Environmental Code to the other members. There was some interest expressed and a request for further information. The planned EnvC presentation to inform air sports about the work of EnvC could be of value here.

Renewable energy

The level of concern about wind turbines continues to be high. Several significant airfields in the UK are threatened by proposed developments. At least two airfields could close as a result of the turbines if the developments go ahead.

Some airfields have registered 'safeguarding plans' with their local authorities, which can provide some assistance in opposing wind turbines and other threatening developments too close to airfield activities. Airfield managers are also being encouraged to establish closer liaison with local planning authorities.

The CAA has secured funding to undertake research into the possibility and effect of turbulence in the lee of turbines. This research is being undertaken at Liverpool University and it is expected that the report will be published shortly.

Fuel

Two businesses are working actively to develop electrically powered aircraft and a representative of one of those businesses has volunteered to become involved in the EnvC projects to develop electrically powered aircraft.

The Eurofox, powered by a Rotax engine, is becoming very popular with UK gliding clubs, largely due to the reduced fuel requirement.

Bio-diversity and wildlife on airfields

The British Model Flying Association has updated one of its studies into the impact of model flying on birds and other wildlife on their flying sites. As before, the study indicates that the impact is generally positive, with more birds and other wildlife being observed than on other comparable land.

Security of airfields

The General Aviation Awareness Council is active, representing all aspects of general aviation, aiming to dispel the public view that 'aviation' is the main cause of global warming pollution and supporting GA in defending its airfields. The airfields used by GA are usually green fields and are often more bio-diverse than farmers' fields.

Volunteers

A member of the British Balloon and Airship Club has volunteered to assist EnvC with projects. She is a chartered Town Planner, working as an Airport Planning Officer, with experience of noise, air quality and environmental issues (including knowledge of Environmental Impact Assessments and Health Impact Assessments).

Diana King
Delegate to EnvC
Royal Aero Club of the UK

31 January 2014