



*Fédération
Aéronautique
Internationale*

Minutes

of the Annual Meeting **FAI Environmental Commission**

held in Lausanne, Switzerland
on 11 March 2017
at the offices of the
Fédération Aéronautique Internationale

March 12, 2017

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ATTENDEES

PRESENT

President	Mr. Pierre Duval
Vice President	Mr. Sergey Ananov (also Russian Delegate)
Secretary	Mrs. Diana King (also United Kingdom Delegate)
Sweden	Mr. Rolf Björkmann (Delegate)
FAI	Ms Susanne Schödel (FAI Secretary General)
FAI	Mr. Bengt Lindgren (FAI Executive Board member)
FAI	Mr. Alfons Hubmann (President CIACA)
FAI	Mrs. Ségolène Rouillon (FAI Members and Services Manager)

APOLOGIES FOR ABSENCE

Italy	Mr. Andrea Tomasi (Delegate)
New Zealand	Elizabeth King (Delegate)

PROXIES

No proxies had been received.

1. Welcome and Opening Remarks

The EnvC President, Pierre Duval, welcomed all present to the meeting.

2. Approval of the Minutes of the last meeting in Moscow 5 Mar 2016

It was agreed unanimously that the Minutes be accepted.

3. Commission President's and Secretary's Reports

Pierre Duval said that he continued to be frustrated at the lack of response by FAI members to environmental needs. People think that it is a constraint and are not willing to give time to it. He reported that he had presented the idea of a race for electric-powered aircraft at the last FAI General Conference in Bali and hoped that it could be an attraction that would encourage people to recognise the value of environmental practices.

Diana King reported that she had organised the circulation of the rewritten Environmental Code to NACs and ASCs. It had also been sent to CASI with a request to incorporate it in the Sporting Code. Sergey Ananov, a member of CASI, commented that it had received a positive reaction, but that CASI did not want to incorporate it in the Sporting Code but had agreed to include it as an Annex. However it did not appear to have been published as an Annex and Ségolène Rouillon was asked to check what had happened. Pierre Duval expressed his thanks to Denise Kluger, Orsolya Diófási and Diana King for producing the document.

4. Reports from NAC Delegates

4.1 *Andrea Tomasi, Delegate (Italy)*

Andrea Tomasi had circulated a written report (attached).

4.2 *Diana King, Delegate (UK)*

Diana King reported there continued to be little interest in environmental projects, but that the representatives of the airport members of the Royal Aero Club had welcomed the Environmental Code.

4.3 Sergey Ananov, Delegate (Russia)

Sergey Ananov reported on several steps forward during the last year. A small number of projects are using aircraft to monitor animals. The main progress is in the development of electric aircraft, with several companies and designers making a variety of aircraft and one large company making electric engines.

4.4 Pierre Duval, Delegate (France)

PD reported that he had organised a conference on electric flying, in order to keep a high level of attention to electric flying possibilities. The conference had attracted 250 delegates including representatives of the CAA and EASA. He would like to establish a European electric plane conference to bring all developers together.

Five electric aircraft projects are currently under way. The Airbus E-fan will be the first electric-powered two-seat trainer globally and is expected to be certified in 2019. All other projects are uncertified or kits. However people are not considering the 'cradle to grave' environmental needs for re-use and sustainability or the amount of infrastructure required, such as high-power charging facilities. The concept of an electric race must demonstrate the full sustainable electric-powered concept.

Susanne Schódel suggested that links needed to be made with innovation and also that a decision should be made on where electric flying fits within the FAI structure. GAC might be appropriate, where there is provision for electric aircraft.

Regarding the race, Susanne advised

- Presenting a proposal to the EB for endorsement;
- Trying to align with one of the other Commissions;
- Talking to Tony Webb of the FAI marketing team.

Alfons Hubmann mentioned that CIACA already has two VPs responsible for innovation and new technology.

4.5 Rolf Bjorkmann, Delegate (Sweden)

One company is developing electric engines but is not publishing any information. The age of the national aircraft fleet is a major problem, because of the high fuel consumption, but clubs cannot finance new purchases. UL fuel is widely available and is used in many aircraft. Noise continues to be a problem, which is aggravated by loss of airspace, which means that GA aircraft have to fly lower. Silent or quieter aircraft would be helpful.

5. 2017-2018 Priorities and Plans

5.1 Website

Pierre Duval has discussed the structure of the new FAI website with Faustine Carrera. It is to be launched later in 2017 and will then need populating.

5.2 New Commission members

Pierre Duval thought that new members would only be attracted by exciting projects, but it was recognised that the mundane work still had to be done.

Bengt Lindgren reported that the EB had discussed several Commissions that are poorly attended and suggested that combining some Commissions could improve matters. He also suggested a seminar on new technology at the next General Conference including issues with environmental impact. Sergey Ananov suggested several stages for progress, starting with a conference, then an exhibition or airshow and finally a competition. This triple concept could be part of the Air Games Series, which is directed to the outside community. Individual ASCs will develop sustainable concepts for their own discipline and the EnvC could complement these developments with an environmentally sustainable event.

Lack of time and money inhibits NACs and clubs from using environmental opportunities that

have already been developed. The next stage may be to link environment, innovation and technology, creating attractions to encourage people's involvement. Options were suggested

- linking the EnvC meeting with an environmental conference, using technical presentations to attract delegates to the joint event;
- having the meetings alongside another Commission meeting (e.g. CIACA), so that FAI staff only have to attend one event;
- holding the meeting alongside an event such as AERO at Friedrichshafen.

Pierre Duval summarised the potential solutions for attracting more delegates as:

- an interesting project;
- combining with another event;
- working with other people.

It was agreed to move forward by sending a proposal to the EB to broaden the scope of the EnvC to include innovation.

6. 2018 Electric Race London/Paris

Pierre Duval commented that 2018 might be too soon for this event, but suggested that a London to Paris event including a Channel crossing would attract media coverage. Practical plans and activity towards the event were now needed. It could make sense to liaise with an existing German electric gliding contest, but that event is based on a classic gliding competition structure and so may not be compatible. If so, a challenge may have to be developed independently.

Ideas discussed included:

- a two class event for self-launching gliders and for powered aircraft;
- several day races, e.g. circumnavigation of London/London to South coast/cross-Channel/French coast to Paris/ circumnavigation of Paris.
- sponsors will be needed.

Priorities were agreed:

- 1) to define the project by the end of April, to present to the EB and potential sponsors.
- 2) write the rules (including factors relating to CO₂ and noise) by August, to go to EB by the General Conference.

A working group of Pierre Duval, Sergey Ananov and Andrea Tomasi was agreed to take the project forward.

7. Executive Board Task List

7.1 Presentation on Sport Aviation and the Environment

This presentation for ASCs to use with potential sponsors or host cities had not progressed and anyway it was thought that ASCs would not have time to use it. An alternative approach was discussed of transferring the Environmental Code to a pictorial version. Pierre Duval to discuss with Faustine Carrera the mechanism and likely cost to create such a project digitally and promote it through social media. All delegates were asked to look for a possible sponsor.

7.2 Support to CIVA on development of low emission aeroplanes

It was decided that this project is unachievable because the first step of certification is EASA responsibility and EASA is not convinced that the concept is viable. CIVA must create categories of competition first.

7.3 Support creation of Certificates of Airworthiness for electric aeroplanes

This is also impractical for the same reason. Pierre Duval has been pushing for progress at EASA but has had no success.

8. Angelo d'Arrigo Diploma

Pierre Duval as Commission President had made a proposal for a project of an aerobatic Extra plane re-engineered with a Siemens electric engine. His nomination had been made by the closing date of 45 days before the meeting and it was agreed to accept the proposal. Pierre to contact Siemens to advise them to expect an invitation to the FAI General Conference in autumn 2017 in Lausanne.

It was proposed to amend the Diploma to a 'Distinction' or 'Recognition' for specific projects, with the potential advantage of a less formal process being possible. A sponsored cash prize could be considered to attach to the award.

9. Update on EnvC topics

9.1 Classes and certification for electric powered aircraft

Discussed already.

9.2 New fuels availability

Shell have won a contest in the USA for unleaded fuels. In Europe 91UL is taking over from 100LL and is widely used in some countries, e.g. Sweden and UK.

10. Elections

President – Pierre Duval was nominated and elected unanimously.

Vice-Presidents – Sergey Ananov was nominated and elected unanimously.

Secretary – Diana King said that she wished to stand down as UK Delegate and Commission Secretary. A vote of thanks for her work was agreed. It was agreed to seek a new Secretary at the next Commission meeting.

11. Next Meeting

It was proposed that the next meeting should be in Friedrichshafen alongside the CIACA meeting in April 2018. Pierre Duval to negotiate with AERO about incorporating the FAI logo in the event.

Minutes prepared by:
Diana King
Secretary, FAI Environmental Commission
12 March 2017

Appendix



FAI Environmental Commission

2017 Annual meeting, Lousanne 11 marzo 2017

Italian Report

The major 2016 activity promoted by the Aero Club of Italy to promote the sustainable flight has been focused on the organization of a contest devoted only to self-launching gliders, powered exclusively by using electric motor and batteries.

In order to achieve a greater diffusion and image throughout the all country, the race was organized in collaboration of another major sporting event of great Italian resonance, the "Giro d'Italia" a very famous national cycling contest. This event has a great history and Italian tradition, almost like the old "Tour de France", and it was considered to be a strong train for the promotion of sustainable aeronautic.

The glider race has thus taken place in parallel with the "Giro d'Italia" by following some of the major tracks of this important event. In the first edition of the "Giro d'Italia with gliders", the number of participants was not significant, but the resulting publicity, the image of an environmental friendly aviation, has definitely had considerable success. For more details, attached is the summary of this event, published in a famous magazine of the glider activities: "Sailplane & Gliding Aug / Sep 2016".

Even in 2017 this event will be replicated with the same formula and the same agreement with the "Giro d'Italia" with the hope to see increased the number of glider pilot participants.

Andrea Tomasi
FAI Environmental Commission
Aero Club d'Italia Delegate