



FAI Environmental Commission (EnvC) 2023 Plenary Meeting Minutes



Held online via ZOOM on 27 June 2023 from 13:00(UTC)

Ver. 1.1 2023-09-04

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1 WELCOME AND ADMINISTRATIVE MATTERS

The FAI EnvC Secretary, Mr Jeff ZALTMAN, welcomed all attendees, delegates, experts and FAI observers.

1.1 ATTENDANCE

- Roll Call

Present:

- Mr BERLO Jacques (BEL) Delegate
 - Mr BRAGA Mauricio (BRA) Observer
 - Mr LETHI Jari (FIN) Delegate
 - Mr BENIADA Frederic (FRA) Alternate Delegate
 - Mr ZALTMAN Jeff (GBR) Delegate
 - Mr SCHROEDER Karsten (GER) Delegate
 - Dr TOMASI Andrea (ITA) Delegate
 - Mrs PAUZUOLIENE Egle (LTU) Observer
 - Mr RYSER Andreas (SUI) Delegate
 - Mr FOLKESSON Hans (SWE) Delegate
 - Mr ATTAR Maher (TUN) Delegate
 - Mr PAPADOPOULOS Antonis (CASI) Observer
 - Mr HUBMANN Alfons (CIACA) Observer
 - Mr GUNNARSON Tom (CIMA) Observer
 - Dr LINDHOLM Henry (CIMP) Observer
 - Mr MONKS David (FAI President)
 - Mr NAEGELI Patrick (FAI EB Member)
 - Mr HAGGENEY Markus (FAI Secretary General)
 - Mrs VOKOUN HAJKOVA Kamila (FAI Members & Commissions Relations)
- Apologies
 - Mrs KING Liz (NZL) Delegate
 - Proxy
 - none
 - Established Majorities 5 from 9 delegates/alternate delegates present.

1.2 AGENDA

The agenda (v1.1, 22 May 2023) has been distributed to the delegates on 22 May 2023.

Agenda approved (unanimous)

1.3 CONFLICTS OF INTEREST

No conflicts declared.

1.4 MINUTES OF ENVC 2019 PLENARY MEETING

Annex 1 -2019 EnvC Plenary Meeting Minutes

Minutes approved (unanimous).

2 ENVC

FAI EnvC Secretary Jeff Zaltman opened the meeting highlighting the need for environmental activation and awareness within the air sports community. He mentioned that while not much had happened with the commission in recent years, there had been developments in air sports and environmental issues. He stressed the increasing significance of environmental concerns and cited statistics showing the aviation industry's contribution to global emissions. He believes that the Commission has a duty to address these environmental challenges to ensure the continuity of air sports in a sustainable manner.

The mentioned objectives of the Commissions should focus on finding ways to minimize environmental impact, enhancing education and awareness, and showcasing achievements in sustainability efforts. Therefore, he called for a collective effort within the Commission to address these issues.

He concluded with appreciation for everyone's attendance.

3 FAI REPORT

Annex 3 FAI EnvC Plenary Meeting -FAI SG Report (2023-June-27)

Mr. Haggenev commented on extracts of the attached report. He summarised FAI activities, decisions taken by the 2022 General Conference, including elections. Financial results for FY 2021 show cost savings and some extra positive effects as presented. The auditor reported on FAI having addressed past observations and that no deficiencies had been identified.

In 2022, Category 1 & 2 events are now back to pre-pandemic levels, a particularly good sign.

He explained the timeline leading up to the GC 2023, to be held in October in the USA.

Finally, the Commission was encouraged to be more visible, to promote environmental related activities more boldly.

4 REPORT OF THE DELEGATES

Delegates were invited to provide a report on activities in their countries.

4.1 BELGIUM

Jacques BERLO emphasized the increasing importance of the environment within Air Sports, especially considering political initiatives like the European Green Deal. He highlighted the significance of all Air Sport Commissions being involved. He expressed his personal concern and called for a collective effort to formulate clear messages, objectives, positions, and visions related to pro-environmental initiatives. He underscored the need for effective external communication on these matters within the FAI and suggested to review exiting FAI documents published at website (<https://www.fai.org/envc-documents>).

4.2 FINLAND

The delegate had nothing to share with the Commission at the time of the meeting.

4.3 UNITED KINGDOM

Jeff ZALTMAN shared updates from the ballooning association within the Royal Aero Club of United Kingdom - a trend of competitors shifting from propane to biopropane for environmental reasons, despite higher costs initially. He also mentioned that the Formula Air Racing Association in the United Kingdom is making strides in electric air racing, having flown their first manned electric race plane and forming partnerships with companies like Airbus. The association aims to promote electric propulsion and mobility advancements. There is lack of communication therefore Jeff is proposing to conduct the national survey to collect more details.

4.4 GERMANY

Karsten SCHROEDER has been working as a technical and environmental consultant for NAC Germany since June 2022. His role involves supporting the government's long-term strategy for pollution reduction in Germany and environmental protection. The country's primary focus is on "green" energy, mainly wind and solar power. He collaborates with a team of five experts to assist clubs in managing natural parks near airfields and discussing restricted areas. This group also contributes to climate protection efforts by providing guidelines to national associations and clubs for reducing their carbon.

4.5 ITALY

The delegate had nothing to share with the Commission at the time of the meeting.

4.6 SWITZERLAND

Andreas RYSER clarified that there are nine flying schools with special electric planes in Switzerland, and two airports have charging stations for these planes. However, many pilots that learnt to fly on these planes switch back to regular ones. It is causing an issue as some flying schools are now considering selling these special planes. In terms of innovation, different groups are working on making electric planes certified. Some are retrofitting existing planes with battery-powered systems. Swiss researchers have successfully flown an electric plane and are now trying to make one that runs on hydrogen. This hydrogen-powered technology is becoming quite important. He mentioned that there is a tool on NAC Switzerland website that helps you calculate the environmental footprint from any flights and offering to making a climate protection contribution (<https://www.aeroclub.ch/fr/aero-club/ressorts/umwelt/>).

4.7 SWEDEN

Hans FOKELSSON shared that electric aircraft are currently being used in Sweden; however, they have limited range due to the distances between the charging stations. In addition to electric planes, Velis planes with piston engines and eco-friendly fuel are also utilized. Despite these advancements, there is not a centralized organization overseeing these eco-friendly initiatives; instead, they rely on ideas from individual clubs, sometimes with the opportunity for national support. While various models of electric gliders are gaining popularity, their numbers are still insufficient to organize a competition.

The NAC Sweden is currently focusing on a biodiversity project that does not require substantial investment but has a positive impact on the environment. They have initiated pilot projects at airfields aimed at enhancing biodiversity. These projects involve altering grass-cutting practices, removing invasive plants, and fostering collaboration with the local community.

4.8 FRANCE

Frederic BENIADA raised concerns about government policies, and media coverage affecting the aviation industry. He notes that there is a tendency for aviation to be criticized and misunderstood. He argued against a negative stance, mentioning that stopping or banning segments of the industry, such as sport aviation, is not a solution. Frédéric observed a paradox where many people enjoy aviation-related activities, citing an upcoming event with 400,000 participants. He highlighted the industry's progress over the years, specifically mentioning advancements in electric and hydrogen-powered aircraft, traffic management, and communication through online platforms.

5 REVIEW MISSION / SET OBJECTIVES OF ENVC

Delegates were invited to report on environmental matters that impact on air sport activities (leisure flying / competitions) and how they are being addressed in their countries. They had opportunity to share the mission and proposed key objectives for the further Commission work.

5.1 ENVC SECRETARY

Jeff ZALTMAN suggested to discuss the current state and future direction of the FAI EnvC. He noted that this is an opportunity to reset, redefine, and reinvent the Commission's scope of work. He

acknowledged the existing mandates and history but emphasized the need to incorporate new ideas due to a period of inactivity within EnvC. He encourages an open discussion, welcoming input on the Commission's role, successes, shortcomings, and potential improvements. This would include establishing better communication with other FAI Commissions to foster mutual awareness and collaboration. He introduced the concept of an "internal audit," a structured review of the Commission's activities.

5.2 FAI PRESIDENT

David MONKS emphasized the need for the Commission to establish comprehensive policies for FAI members to follow in relation to the environment. He highlighted that discussions about the environment might not be universally clear, as it involves various aspects such as CO2 reduction, fuels, and even noise. He pointed out issues related to flora and fauna at their operational sites, indicating that these elements are also part of the broader environmental context. He proposed the implementation of a holistic policy that can be shared with FAI members, enabling them to comprehend the organization's objectives.

5.3 CASI/CIAM PRESIDENT

Antonis PAPADOPOULOS emphasized the significance of effective communication within FAI, urging a need to convey decisions to all Commissions and National Air Sport Control (NACs). He highlighted the historical lack of visibility of the FAI Environmental Commission throughout the year, stressing that information was primarily disseminated during General Conferences, leading to delays in addressing environmental concerns. He outlined challenges related to environmental protection and airfield maintenance, particularly near urban areas due to noise issues. During competitions, noise management is practiced, involving noise measurements and restrictions. However, he noted that those initiatives were without clear guidance or recommendations from the FAI Environmental Commission. He expressed the need for proactive engagement, stressing that staying connected with all Commissions and NACs is crucial to effectively sustain activities while preserving the environment.

5.4 CIMP

Henry LINDHOLM shared his experiences and explained how CIMP worked over the past 3 years. They organized monthly ZOOM meetings, which helped them work effectively. Thanks to productive discussions, they delivered 4 educational webinars covering diverse topics from anti-doping to human accident factors. We mentioned that having specific working groups in the commission is always beneficial.

5.5 PROPOSAL SWEDEN

Hans FOLKESSON supported the creation of working groups for following areas:

- **Competition Innovation Group:** This group would focus on exploring innovative competition formats, such as self-sustainable electric gliding with specific time limits. They would assess the feasibility of incorporating these new formats into various aviation disciplines.
- **Biodiversity and Event Locations Group:** This group would examine the possibility of requiring world championship events to be held at airfields with full-fledged biodiversity programs. They would explore how aviation events could promote environmental sustainability and biodiversity conservation.
- **Rules and Guidelines Group:** This group would work on establishing new rules or guidelines that align with the commission's goals and focus on sustainability. They would develop recommendations to ensure that aviation activities are conducted in an environmentally responsible manner.
- **Activity and Progress Reporting Group:** This group would be responsible for tracking the progress of the various working groups, collecting, and compiling reports, and presenting updates during the designated reporting periods. They would help maintain momentum and accountability across the commission's initiatives.

6 ENVC AWARD

According to FAI By-Laws chapter 7.13.

Not awarded.

7 ELECTIONS

FAI By-Laws chapter 3.2 outlines the rules related to the composition, responsibilities, and elections in a Commission.

FAI By-Law 3.3 specifies the 'Commission Voting Rules'.

7.1 ENVC PRESIDENT

Elected Jeff ZALTMAN (GBR) for period of 2 years.

7.2 VICE PRESIDENT

Elected Jacques BERLO (BEL) for period of 2 years.

7.3 SECRETARY

No candidate proposed.

Vacant position. P and VP will deal with such matters.

8 ANY OTHER BUSINESS

Delegates were invited to propose items to be addressed.

Nothing proposed.

9 DATE AND LOCATION OF NEXT PLENARY MEETING

Plenary meeting in April 2024, TBC.

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