

Proposal for FAI initiatives regarding problems related to the future fuel situation for air sports world wide

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Originally a proposal to FAI EnvC

- During the FAI Environmental Commission meeting in Frankfurt February 6th 2010, Norway brought forward the following proposal:
 - *EnvC should make FAI and relevant air sport commissions aware of an aircraft fuel situation which in several countries already has a severe impact on air sports, i.e. the availability, cost and environmental problems of Avgas 100 LL fuel*

Originally a proposal to FAI EnvC – cont.

- *EnvC should urge FAI to assume a central role in addressing the future fuel situation for air sports world wide, in close cooperation with other relevant stakeholders in this field*
- *EnvC should urge FAI to establish an “official set of data” to verify emission and means of emission reduction from relevant fuel and engine types*
- **The FAI EnvC gave its support to the proposal**

Why on FAI GC agenda?

- Due to the tragic loss of FAI EnvC President Michael Goth, this issue has not been brought forward as anticipated. As the proposer, Norway felt responsible for addressing the issue to the FAI Executive Board and relevant FAI air sport commissions
- The FAI Executive Board has decided to bring this issue to the General Conference without any comments or recommendations

Background

- Avgas 100 LL challenges:
 - Emission of **lead** and CO₂
 - Reduced availability
 - Increased cost
 - Potential “penalty tax” (planned in Sweden)
 - Only one major producer in Europe
 - USA has decided to ban Avgas 100LL from a specific date

Why FAI-action?

- The environmental pollution issues related to lead emissions from Avgas 100 LL will potentially be an economic and political burden to air sports
- The availability of 100LL will shortly be a severe threat to air sports, especially in remote areas
- Avgas 100LL is utilised within the execution of several air sports: General Aviation, Aerobatics, Helicopter, Gliding (towing) and Parachuting (lifting)

Potential consequences

- Authorities may, on short notice, forbid the use of Avgas 100LL, or impose a penalty tax on this fuel, making it extremely costly or unavailable
- The oil companies may suspend production and/or distribution of Avgas 100 LL due to declining sales volumes and reduced profits
- If this happens, air sports activities will be severely impacted, unless alternative fuel solutions have been provided in due time

How should FAI address the issue?

- Although this problem of future fuel availability is addressed via FAI EnvC due to its rather delicate environmental aspects, the problem comprises so many complex aspects related to technical, operational, economical and political issues that we consider it necessary for the FAI Executive Board to forcefully address this issue

Suggested action to be taken by FAI

- Engage relevant professional expertise (person/company) to analyse and evaluate all the aspects of the present and future fuel situation for air sports, especially related to Avgas 100 LL
- Said professional expertise should be given the mandate, on behalf of FAI, to contact all relevant parties such as governmental authorities, fuel suppliers and engine manufacturers to collect relevant information and discuss solutions to the future fuel challenges for air sports

Suggested action to be taken by FAI – cont.

- As a result from this work, FAI should, as soon as possible, provide relevant advise to the air sports societies about future steps related to aircraft and engines
- FAI should also, through all available channels, urge government authorities as well as fuel and engine manufacturers to come up with solutions that are suitable for air sport activities