



*Fédération
Aéronautique
Internationale*



Minutes

of the
Annual Meeting
of the
**FAI Medico-Physiological
Commission (CIMP)**

held in Lausanne, Switzerland
on 4 and 5 June 2016

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Saturday 4 June 2016

1. Welcome by President

Welcome by CIMP President (Knueppel JK)

Welcome and comments from Suzanne Schödel FAI Secretary General (SS).

SS gave an overview of the area. JK gave outline of meeting and the subject of medical certification and our role in the FAI in general. Introduction of Ursula Diestel, German Aeroclub, (UD) as a new to be elected TUE member.

2. Roll-Call

Apologies: Iceland, Czech Republic, USA.

Declaration of conflicts of interest: To be reported to the CIMP Secretary

Persons present:

- | | |
|-----------------------|--|
| 1. Bareford David | DB United Kingdom Delegate CIA (Ballooning Commission) |
| 2. Berlo Jacques | JB Belgium Delegate / President CIG |
| 3. Garrison Richard | RG USA Delegate / Secretary |
| 4. Garthe Hiltrud | HG German Delegate |
| 5. Knueppel Juergen | JK CIMP President |
| 6. Lepojarvi Martti | ML Finland Delegate |
| 7. Lindholm Henry | HL Sweden Delegate |
| 8. Schrago,Gregoire | GS Switzerland Delegate |
| 9. Osinga Marja | MO Netherlands Delegate |
| 10. Saundby Peter | PS United Kingdom Delegate / Pres. of Honour |
| 11. Schober Bernhard | BS Austria Delegate |
| 12. Villey Thierry | TV France Delegate |
| 13. Ursula Diestel | UD Germany Observer |
| 14. Segolene Rouillon | SR FAI Head Office, Members Department / Anti Doping Manager |
| 15. Susanne Schoedel | SS FAI Secretary General |

Personel – Introductions of delegates

3. FAI Report : Current issues in FAI – Important issues of the FAI in general

(SS) Congratulated CIMP on the aeromedical symposium in conjunction with WAG 2015 and the success of it.

- i. Gave short overview of WAG issues and successes. The continuation of this symposium is encouraged.
- ii. Membership is medium in regards to other sports. The membership is being tested by new air-sport organizations. This is undermining the structure; also income has been adversely affected. Question of who is legitimate governing organizations and the effects on participants.
- iii. Drone (UAS) flying has also been called on FAI to sanction new events in this category. Also electric aircraft is a growing area of interest
- iv. 50 Category 1 events (international or regional)
- v. 3000 competitors at FAI championships
- vi. Red Bull air race is still a partner and FAI safety delegate to be at all races and their medical officer has 250 to 400 medical related contacts each year
- vii. 724 total FAI events, hang gliding and aero-modelling are the largest

- viii. FAI has large presence in the world.
- ix. FAI Anniversary of major world records to celebrate Lindbergh, Gagarin, others
- x. TV productions of aerobatics championships and WAG 2015 were shown in over 198 countries and thousands of hours of air time.
- xi. Involvement in World Games WG which has 3 air sports
- xii. FAI mission and vision statement
- xiii. Discussion by SS and JK on inclusion of safety into future competitions and commissions
- xiv. discussion.

4. Clinical Aviation Medicine and Regulations

- Thrombo-Embolic Disease and current NOAC Therapy under EASA (GS)
(GS) presented the basic problem with thromboembolic disease and the incidence of morbidity and mortality. Diagnosis and treatment of DVT/PE were discussed. NOAC have proven to be a better alternative than previous treatments for DVT/PE/a fib. Newer NOAC's will be a better alternative and reversal will be possible.
- New Colour Vision Test for Airsport Pilots (BS) presentation of colour vision requirements within Austria and the AMC for EASA and FAA . Tested only on revalidation with clinical cause. Ishihara is used and if failure Anomalscope, Lantern, CAD can be used. A review of accidents with possible colour vision deficiency as a contributory cause in the accident.
- EASA AME Class 2 Medical, Examination and EASAM perspectives (UD)
UD discussed her practice of aviation medicine and the issues with EASA regulatory environment. The Class 2 and LAPL medical certificates were reviewed. The differences in German airman record keeping were explained. The difficulty of German system and differences from other countries, like the Netherlands, involved a lively discussion among the delegates.
- US Sports Aviation Licence Examination and FAA Class 3 Medical (RG)
The changes to 3rd class, student and review of the new standards and contrast with Sport Pilot requirements
- Discussion, Recommendations and Advice

5. Recommendations for Flight Safety in Air-Sports

- Aero-Med Experiences in Australian sustained glider operations (ML)
General review of glider operations, and an informational presentation of ML's Australian gliding experience. Long duration flights and at altitude levels that required the use of supplemental O₂
- Lessons learned from experiences in a 2015 Air Sport Accident (MO)
- The factors in the fatal Dubai gyrocopter accident were presented with major factors of loss of helmet and loss of control of the Gyrocopter as major issues. The rescue of the pilot from the water was discussed (MO)
- Safety Issues in FAI Helicopter Championships (JB)
Outline of basic helicopter events
Navigation- 5min prep for 45 min task

CRM vital

Safety issues

- Dynamic rollover due to asymmetric lift off
- Vortex ring (settling with power)
- Precision- Fly a one meter corridor
- Dog house event with lead risk of control
- Fender rigging into barrel
- Slalom- bucket with water
- FAA GA/Sports Aviation Accident Statistics 2015 (RG)

A basic overview of the USA accident data was provided and related that no new trends good or bad were seen. The Dubai WAG accident was also presented along with a presentation of a basic HFACS analysis and proposition that this type of diagnostic mishap tool be used in relation to FAI contest incidents and accidents
- Discussion, Recommendations and Advice

6. WADA / FAI Anti-Doping Program

- FAI TUE AD Panel: Current statistics and cases (HG, SR)

Issues with notification of TUE panel, 20 TUE requests in past year. Only one was not approved. Web site (ADAMS) not user friendly
- Current Developments in Anti-Doping Drugs (JB)

Questions of use of herbal medication, can they effect results, 98% in Europe came from store. Most athletes have no knowledge of these me and can test positive for banned substance. A good summary of resources to give athlete's the information to make decisions on the use of these substances
- How to work a Doping Case in FAI under WADA Rules (SR)

WAG anti-doping case was discussed and confidentiality issues that inhibit CIMP members from addressing the case in an educated way. There was question whether CIMP wants to be involved in the process of punitive and investigatory process. (JB) felt that CIMP should be involved in remedial actions and punitive actions to advocate for pilots. JK felt that CIMP should also be able to comment on the violation prior to final disposition of the case. An FAI Exec Board Member is involved in the final disposition of the case.
- Anti Doping Promotion on AERO Air-Fair Friedrichshafen April 2016 (HG)

JK and HR both attended and made some promotions on anti-doping considerations to National Teams. They did some anti-doping training for the officials in some NACs. The members also interacted with several clubs in Federal States and received positive feed back
- Discussion, Recommendations and Advice: Continue this initiative!

7. EASA and FAA Developments

- EASA LAPL in the Future (GS) the future of Swiss and EASA LAPL
LAPL definition - Light AC, less than 2 tonnes, max 4 occupants (3 passengers)
National license, A and H - aircraft, <2 tonnes, SE, max 4 places

ULM –Para-motors,

Swiss accidents of LAPL was reviewed ,and need for continuing evolution of the concept to increase acceptance and enhancing the concept of increasing availability of people to fly

- EGAST, European General Aviation Team, EASA concepts (JK)

Voluntary safety program of EASA and is devoted to safety in general aviation through confidential non - punitive reporting system. Publications are available.

- Summary of EASA Medical Expert Group Meeting, April 2016 (MO)

The objective of the EASA Expert Group was to correct errors in previous proposed regulations. Part-MED was empowered to make substantive change which was a win for sport pilots. The group also met to discuss age 60 pilots in CAT in single pilot operations. Balloon PPL flying commercial operations will continue if appropriate medicals were possessed. LAPL form changed to capture more mental health issues. AED were also encouraged on air carriers.

- Non EASA Air Sport Licences in the UK are of not future UK CAA concerns (PS)
- Discussion, Recommendations and Advice: Follow EASA Basic Law!

8. World Air Games WAG 2015, Dubai

- Report about of the WAG15 and the FAI Aero Medical Symposium (Attendees)
General explanation of the symposium and photo reminiscence of the venue.

Sunday 5 June 2016

9. Welcome by President

10. Roll call of delegates / Apologies

- See Above!

11. Report from the President

Emphasised that members of CIMP not present should still be included in discussions.

Final Reports: JK gave a background of his participation in CIMP from 2006 through present. He spoke of the need to bring younger members into CIMP. Also the networking importance to CIMP and contributes to the mission of the committee. Participation in the ASMA activities and the members of CIMP should endeavour to become associate and full fellows of ASMA. The WAG symposium was a highlight of the last year as a CIMP accomplishment. An encouragement to become members of ICASM was proposed as a goal.

12. National Reports: Summary

- i. Germany (GH): no real change in accident trends
- ii. Austria (BS): No change in trends, notable accident of Microlight with ballistic parachute
- iii. France (TV): Increase in ULM with increasing number of older pilots without medical certificates
- iv. Finland (MV): decrease in UL AC and these have increased in Norway
- v. Sweden(HL): Limited information since no real investigation of the 3 fatal accidents in the past year
- vi. UK (PS): On going mental health issues have been expanded
- vii. CH (GS): EASA standards will cause increased cost in all areas of aviation. ML has had a crash and was caused by HFAC and due to high-density altitude. There have been other ML crashes and these have gotten some negative press reports. UAV has also become an issue of airspace issues. Anti-doping efforts continue through the NAC. Pilots age 60-65 in commercial operations can receive special derogation.

13. Minutes of the meeting held in Oxford, 2015

14. Matters arising from the minutes

- None

15. Advice: Formal approval of any advice to the FAI Executive Board

- Flight Safety
- Accident Prevention Programme for FAI

- Accident Statistics

16. Aero-Medical Conferences: National / International Meetings

- Reports from ASMA Conference, AERO, et al.
- INFO: Upcoming Aero-Med Conferences, Oslo 2016 / FAI-CIMP representation poster to be planned
- ASMA in April 2017 Denver
- Centennial meeting in Paris to commemorate CIMP 100th year anniversary, 2020
- (TV) will coordinate this

17. Election of new FAI-CIMP Officers

- President: Garrison 10 /10
Vice President: Osinga, Lindholm, Lepojarvi, Berlo 10/10
Secretary: Schrago 8 /1/1/10
President of Honour: Knuppel 10/10
- Nomination, confirmation of working groups including TUE panel
Geoff McCarthy (TUE Panel President), Ursula Diestel, Kaz Shimada, Hiltrud Garthe, Jacque Berlo
TUE panel members are representing FAI, are not designates of the individual NACs

18. CIMP Programme 2016/17

- Date TBD, Rome 2017, together with IAASM meeting

19. Planning for the next World Air-Games 2019 / Options for a FAI CIMP Symposium

20. Any other business

- Proposal to have a "president elect". past president system position.
- PS gave an amazing presentation on the history and future of aeromedical certification in the UK and the National PPL certification evolution. The political environment has been a major factor in the implementation of the commercial drivers license alternative to medical certification. The CAA has instituted the use of a non-commercial driver's license as an acceptable standard. This has met with some questions from the UK aeromedical community as to ensure that Physicians/AME's can answer questions of suitability of certain conditions for continued flying. This group also questions EASA and their motives not implementing the driver's license as a medical standard. -The Basic EASA Rule would support this Strategy.

21. Date and place of next CIMP meeting

- TBD in conjunction with IAASM / ICASM in Rome

*adjourned: Sunday 5 June 2016, 12.30 h
signed*

*Gregoire Schrago, Secretary FAI CIMP
Richard Garisson, President fai cimp*