



FAI Medico-Physiological Commission (CIMP)
Report to the 108th FAI General Conference
Pattaya, 17-18 October 2014

Reported by : Dr. Jürgen KNÜPPEL, CIMP President

1. Important activities, projects or events since last FAI General Conference:

Foreword: FAI CIMP has been existence for 100 years as the FAI “Aero-Medical and Physiological Commission”. Its national delegates interact on various levels as recognized experts. They are in general experienced physicians, pilots and aero-medical specialists. They serve as advisors for their respective National Aero-Clubs, governmental authorities and other aerospace related organizations. As FAI representatives they counsel the organization on air sport related medical and physiological questions. Heart of the CIMP mission is the “safe and healthy athlete performance”.

ACTIVITIES IN 2014:

- CIMP Conference in Lausanne in July 2014 / Subject Aerobatics in Air-Sports
- CIMP Human Factors INFO / Teaching files for ASCs on the FAI Web Page
- Development of a new List of Physiological Stresses in FAI Air Sports for WADA
- Providing TUE waivers for FAI Air Sport Athletes

2. Positive and negative results:

The TUE Panel (TUE exemption Certification of intern. level FAI Athletes) works.

- Support of the FAI Anti-Doping Advisory Group: the follow up work of the FAI AD plan requires more routine discussion and updates
- Routine TUE Panel member training options have to be given to panel member
- Human Factors Briefings for ASCs are published on the FAI CIMP Web-page
- CIMP members took part in International Medical Licensing conferences during the last year. The impact from the Sports Aviation side was only limited, as CAAs and Airlines interests prevail. General Information gathered was helpful
- Many FAI CIMP Delegates took part routinely in international Aviation Medical Conferences. They presented Air-Sports related presentations which helped to provide Air Sport related information to the public and experts of different disciplines.

3. Main problem(s) encountered and solutions adopted :

New EASA Rules of Oxygen Requirements at Altitude for Air-Sport Pilots are in development for 2016 and will restrict non-commercial flights without Oxygen Equipment to a flight altitude in general of below 3000 Meters.

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Plan:

- Inform and discuss with Federations the anticipated change
- Support Europe Air-Sports (EAS), the political arm of FAI in Europe, to oppose to this upcoming new EASA Rule
- Enforce EASA Basic Rule, which asks to mirror ICAO regulations into EASA Rule:
- The anticipated "Flexibility" rule requests: (ICAO): Non-Commercial Pilots may assess their own O2-requirements at any altitude!

COMMENT: -"Mountain Flying" in high mountains may be prevented in the future: More Costs, more investments necessary, more bureaucracy. Statistics indicate no additional incidents with the old regulations. – Federations should control flight safety in the future on their own.

4. Planned activities and projects for next year :

- High priority will be given to scientific global aeromedical communication of performance related issues and flight safety aspects in air sports.
- Holding a panel of air sport medicine at an international aerospace meeting (AsMA)
- Publication of aeromedical concerns in the CIMP Minutes. (i.e. "Approach" to ICAO, FAA, EASA for better Accident Statistics, Flexibility in Medical Licensing)
- CIMP will continue to publish Human Factors Info and Lectures for ASC distribution on the CIMP Website
- CIMP will continue to work on aeromedical commentaries and opinion about the specific physiological stresses in different air-sport disciplines to provide a better understanding of air-sports in general
- Cooperation in Development of modern Flexibility with reduced bureaucracy in Medical Licensing of Air-Sport Licences (FAA is leading in this area!)

5. Proposals (if any) to FAI Executive Board, FAI Head Office or for the next General Conference :

- FAI should "approach" ICAO, FAA-NTSB-ASRS and EASA, as well as each NAC, and convince these institutions, that they need urgently to care for better Accident Statistics of Worldwide General Aviation and Air-Sports incident and accident data. National investigations and accident reports are at the time not sufficiently taken care of. Only a limited amount of incident data are published annually. This needs to be improved, as these required results are an important data base for future "Proactive Human Factors Training Programs" for Air Sports.

6. Free reporting:

The majority of regularly upcoming FAI CIMP issues are quite challenging to work for the CIMP Commission Delegates.

Date: 30 August 2014

Signature :Juergen Knueppel, President FAI CIMP