

Report to the CIA on the 2017 meeting of CIMP, the medical commission of the FAI.

By Dr Peter Saundby, UK delegate & President of Honour.

This meeting was held in Rome immediately prior to the International Congress of Aviation & Space Medicine because several of the CIMP delegates also attend that and it saves greatly on their travel costs. We met in the grand and historic offices of the Italian Aero Club which also generously provided lunch and refreshments. Ten National Aero Clubs were represented by some fifteen delegates, including Russia after a gap of many years.

As usual it started with a Bureau Meeting on the Friday evening which was simply finalising administrative arrangements. These included a splendid dinner at a restaurant in a palace built by the English Cardinal Thomas Wolsey in 1515. As a President of Honour I attended all meetings. Saturday was a technical meeting and started with a presentation from the USA which explained the adoption of driving licence standards for flying light aircraft which has had a massive take up. Their scheme is similar to, but not identical to the UK CAA scheme. There was a presentation concerning EASA which stated that the imposition of EASA rules over national rules would be further postponed until 2020. Reflected in both this session and in many national reports was a massive discontent with the EASA management of non-commercial aviation. Inevitably I commented that this discontent had contributed to the brexit vote.

The World Anti Doping Agency (WADA) presents many problems for air-sports but not usually the control of performance enhancing drugs. Originally alcohol was included for flight safety reasons but now WADA wishes to discontinue alcohol testing because it is not performance enhancing and positive tests are common. In discussion it transpired that there have been a few problems with intoxicated competitors but the common transgressions have been after a contest when competitors flew home before fully recovering from the party! CIMP is unwilling to become responsible for testing but pointed out that national legislation exists and could be enforced. In a last paper, WADA has great difficulty in keeping ahead of developments, is genetic manipulation for sporting performance a potential problem?

Safety was discussed and I presented a paper on the two medically related accidents which occurred in July 2016

together with a review of past BGA medical accidents and incidents. It is unsatisfactory that too often a medical cause is a diagnosis of exclusion without being subject to the same level of proof because no other cause can be identified. It is also unsatisfactory that in many nations the investigation of sporting accidents is inadequate, often being by the local police with no autopsy. There was a paper on the special problems of Red Bull air race pilots where very high accelerations for very short periods are experienced. Following a fatal accident in an international contest the FAI casualty procedure has been updated with special reference to the support of bereaved families.

The Sunday morning was devoted to formal business. Many EU nations expressed extreme discontent with EASA, the LAPL has not been a success, being designed for young persons but mostly used by the elderly and less fit. A newly appointed doctor in the Netherlands grounded many pilots with consequential court actions, but he has since lost his job! The Swiss have suffered a high accident rate but the Swedes are doing well. I argued that the function of the state should be to delegate and audit rather than to regulate air sports, because officials cannot have sufficient expertise. The CIMP Bureau will remain unchanged with Richard Garrison (USA) as President and Gregoire Schrago (Swiss) as Secretary. The next meeting will be in Lausanne on a week-end to be arranged in June-July 2018.

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