

## CIMP-Meeting 28./29.06.2014, Lausanne - National report of Switzerland

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1. EASA Medical Requirements: I already wrote in my last report that the implementation of the EASA Medical Requirements in Switzerland on 01.06.2012 did not pose important problems. One year later still the same statement is valid. Discussions sometimes arise with the LAPL Medical certificates as the EASA Medical Requirements for LAPL-pilots are often not well defined.
2. EASA Requirements: Overregulation? In my last report I wrote: „The implementation of the different EASA-regulations (non-medical) had many consequences for aircraft holders, aircraft companies etc. The requirements are often more stringent compared with the previous ones, the costs higher. Many pilots find that there is an overregulation. ....“. Actually, there is a consultation process initiated by EASA. EASA asks for suggestions in order to ameliorate the regulations of EASA. The AeCS takes the chance to participate at this consultation process.
3. NOAC (New oral anticoagulants): At the time of JAR-FCL Medical Requirements, pilots being under anticoagulation were not fit to fly anymore. With the EASA Medical Requirements this is different. Pilots under anticoagulation (vitamine-K-antagonists) are allowed to fly with restriction of OML („operational multi-pilot limitation“) or OSL („operational safety pilot limitation“) if the risk of the underlying medical condition is acceptable. We (from Switzerland) had put in the proposal for this change, and we had been successful. A similar problem existed with NOAC. These new drugs are in clinical use for certain specific indications worldwide since a few years. They have also been included into international guidelines. But EASA did resist to recognize these medications for fitness to fly in pilots for long time. Again, we were active in this respect and brought in our ideas also at a workshop in Berlin in November 2013, which was especially dedicated for the topic NOAC and pilots. The conclusions at that workshop were clear in this respect: Also with NOAC, pilots should be declared fit to fly under the same conditions like with vitamin K-antagonists. EASA did accept those conclusions in the meantime.
4. Advisory Board (AB) of ESAM (European Society of Aerospace Medicine): Switzerland has two representatives in the AB since autumn 2012. The AB is the scientific committee of ESAM and actually consists of four members and one secretary. Dr. S. Drechsel, president of SSAVmed (Swiss Society of Aviation Medicine) is secretary, and I am a member. We organized two AB-meetings in Switzerland, one in spring 2013 and one in spring 2014. ESAM has a quite important influence in matters of European airmedical regulations.
5. Single pilot commercial operation of pilots older than 60 years: Those pilots are allowed to fly only with an OML-restriction („operational multi-pilot limitation“) according to the EASA Medical Requirements. This is a problem especially for commercial helicopter pilots. The Federal Office of Civil Aviation (FOCA = CAA of Switzerland) made a proposal for an exception of this regulation, which was accepted by EASA. Now, pilots with single pilot commercial operation reaching the age of 60 years or being older than 60 years undergo a cardiological examination. I have been involved in setting up this concept. This exception is valid until end of January 2016 so far.
6. Ultralight Aircrafts: I have stated in previous reports, that flying with ultralight aircrafts is forbidden in Switzerland (there were several exceptions). The Federal Court (Bundesgericht) judged in 2013 that this prohibition had not had a clear legal basis, and that the government must allow this kind of aviation activity. Thus, an aim is reached for which the AeCS has been fighting for years. Actually, details of the regulations in this respect are worked out by the involved stakeholders.

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7. Safety seminars: It has become a standard procedure that the AeCS itself as the „headorganisation“ and that its associated aviation sports federations like the Swiss Gliding Association, the Swiss Skydive Association etc. perform annually „Safety seminars“. This is an important contribution for flight safety.
  8. Seaplane Pilots Association: This association has joined the AeCS as a new „member“ of the AeCS some days ago; it has been incorporated into the AeCS-structure.
  9. Doping: I repeat, what I have written in my previous two national reports: „Since many years we have doping-controls in Switzerland for aviation sports participants, and we have not had any positive doping case so far. This is due to a good and consequent information policy which the AeCS in coordination with the AeCS medical doctors has been performing since years. It is also due to the fact that the AeCS has been able to convince the Swiss Olympic Committee and its Doping panel that doping plays a minor role in aviation sports disciplines. It is a strong and established opinion of the leading persons of the AeCS that the same policy should be pursued on the international level (this means on level FAI and WADA).“
  10. Dreiländer-Tagung für Luft- und Raumfahrtmedizin in Friedrichshafen, Germany (12.09.-14.09.2013): SSAVmed has been involved in the organisation of this event. The General Assembly of ESAM did also take place during that meeting. The meeting was a success.
  11. Aviation accidents: Swiss statistic of aviation accidents in 2011/2012: see figure.

### 3.2 Accident data and persons involved in accidents – reporting period 2011/ 2012

#### 3.2.1 Accidents and serious incidents involving Swiss-registered aircraft in Switzerland and abroad, and foreign-registered aircraft in Switzerland according to their category, including and excluding injuries to persons

	Accidents and serious incidents involving Swiss-registered aircraft						Accidents and serious incidents involving Swiss-registered aircraft						Accidents and serious incidents involving foreign-registered aircraft					
	in Switzerland						abroad						in Switzerland					
	Total		Persons injured		Persons not injured		Total		Persons injured		Persons not injured		Total		Persons injured		Persons not injured	
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Total	56	52	11	12	45	40	9	6	4	2	5	4	7	11	2	2	5	9
Aircraft with MTOM ≤ 2250 kg	28	24	3	2	25	22	4	1	2	0	2	1	2	4	1	1	1	3
Aircraft with MTOM 2250–5700 kg	0	3	0	2	0	1	1	0	1	0	0	0	0	3	0	0	0	3
Aircraft with MTOM > 5700 kg	8	7	0	0	8	7	2	2	0	0	2	2	2	3	0	0	2	3
Helicopter	9	8	4	3	5	5	0	2	0	2	0	0	0	0	0	0	0	0
Motor gliders and gliders	10	8	4	4	6	4	2	1	1	0	1	1	3	1	1	1	2	0
Balloons and airships	1	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0