

## CIMP-Meeting 08./09.06.2013, Paris - National report of Switzerland

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1. EASA Medical Requirements: The new EASA Medical Requirements have been implemented in Switzerland, they are valid since the 01.06.2012. The application of the new requirements has been achieved so far without greater problems. Because the medical criteria for the assessment of fitness to fly for LAPL-pilots are often weak or missing, we (Switzerland) have set our own criteria for specific medical conditions like for coronary artery disease etc. Furthermore we set up criteria for pilots taking new oral anticoagulants.
2. 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) became secretary, and Dr. R. Maire, vicepresident of SSAVmed, was nominated as a member.
3. EASA-Requirements: Overregulation? 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. This problem has had consequences on the political level. The Swiss government (the Swiss Federal Council) stated that it is recognized, that the new European (EASA) regulations lead to an overregulation without any visible benefit of safety, this being especially true for the Recreational Aviation. It was stated that Switzerland intends to influence the EASA regulation process in order to slim down the set of regulations.
4. Safety aspects: There are many activities within the Aero Club of Switzerland (AeCS) in order to contribute to flight safety. One important campaign consists in performing the „Safety seminars“ which take place once an year and which are organized by the AeCS. Within the various aviation sports federations (gliding, parachuting etc.) there are similar actions in which sport specific problems which might affect flight (parachuting) safety are discussed.
5. 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).“
6. Increased number of AeCS-members: I wrote in my two last national reports, that the AeCS could increase its number of members. This trend continues: End of 2012 there were 400 more members than one year before. On the other hand the amount of glider pilots has been decreasing the last several years.
7. Ultralight Aircrafts: I cite my comment from 2012 which is still valid: „Switzerland is the only country worldwide in which ultralight aircrafts are forbidden. There are already many exceptions, but there is still not a general suspension of that proscription. The AeCS is strongly involved in negotiations with the Federal Office for Civil Aviation for this item.“

8. International Airport Zurich-Kloten: As well known there is an airtraffic conflict of the Airport Zurich-Kloten between Switzerland and Germany. A new treaty had been ruled out. Yesterday (06.06.2013) the Swiss parliament approved this treaty. But quite probably the treaty will not be implemented because there is a huge opposition against this treaty within Germany, thus we are afraid, that the German parliament will not give its consent to this treaty.
9. Dreiländer-Tagung für Luft- und Raumfahrtmedizin in Friedrichshafen, Germany (12.09.-14.09.2013): SSAVmed is involved in the organisation of this event. The General Assembly of ESAM will also take place during the meeting, thus the Saturday afternoon sessions will be held in English (otherwise German will be the congress language).
10. Aviation accidents: Swiss statistic of aviation accidents in 2010/2011.

	Unfälle und schwere Vorfälle schweiz. immatrikulierter Luftfahrzeuge						Unfälle und schwere Vorfälle schweiz. immatrikulierter Luftfahrzeuge						Unfälle und schwere Vorfälle ausländischer Luftfahrzeuge					
	im Inland						im Ausland						in der Schweiz					
	Total		davon mit Personenschäden		davon ohne Personenschäden		Total		davon mit Personenschäden		davon ohne Personenschäden		Total		davon mit Personenschäden		davon ohne Personenschäden	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
<b>Total</b>	52	38	12	10	40	28	6	7	2	1	4	6	11	7	2	1	9	6
Flugzeuge bis 2'250 kg MTOM	24	19	2	3	22	16	1	3	0	1	1	2	4	2	1	0	3	2
Flugzeuge 2'250 - 5'700 kg MTOM	3	1	2	1	1	0	0	1	0	0	0	1	3	2	0	1	3	1
Flugzeuge mit mehr als 5'700 kg MTOM	7	3	0	0	7	3	2	3	0	0	2	3	3	3	0	0	3	3
Helikopter	8	12	3	4	5	8	2	0	2	0	0	0	0	0	0	0	0	0
Motorsegler und Segelflugzeuge	8	3	4	2	4	1	1	0	0	0	1	0	1	0	1	0	0	0
Freiballone und Luftschiffe	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

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