

## **CIMP-Meeting 09./10.06.2012, Lausanne - 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 Swiss AME have been instructed concerning the changes of regulation in a two days special meeting some weeks ago. In Switzerland, the Federal Office for Civil Aviation, the AeMC and the AME use the EMPIC-computerprogram for the medical data transfer of pilots since several years.
2. Medical regulation for glider pilots: In Switzerland, glider pilots have had a special regulation concerning the compulsory medical examinations since March 2009. This special regulation has been replaced by the new EASA Medical Requirements, which have been implemented in Switzerland on the 01.06.2012 (see above). Glider pilots will either have a LAPL(S) or Class 2-Medical from now on.
3. Increased number of AeCS-members: I wrote in my national report one year ago: „The AeCS could increase its number of members the last several years. ...“ It is nice to see that this trend did not stop. End of 2011, the AeCS could count 500 more members compared to one year before. The AeCS had 23'431 members end of 2011. This fact is not evident, if we consider the European economic crisis of which also Switzerland has partly been touched.
4. Ultralight Aircrafts: 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 the corresponding negotiations with the Federal Office for Civil Aviation.
5. Doping: I repeat, what I have written in my national report one year ago: „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 the 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). More details about the doping attitude of the AeCS will be presented by me at the CIMP-Meeting.
6. SSAVmed (Swiss Society of Aviation Medicine), ESAM (European Society of Aerospace Medicine) and ECAM (European Conference of Aerospace Medicine): I am Vicepresident of the executive board of SSAVmed. We play an active role in our European partner organisation, ESAM. The ECAM-congress 2012 will take place in the Sheraton Skyline Hotel at London Heathrow Airport on 09.-11.11.2012. The program is promising. (ECAM is the congress suborganisation of ESAM).
7. International Airport Zurich-Kloten: The well known airtraffic conflict of the Airport Zurich-Kloten between Switzerland and Germany has not been solved so far (Germany does allow only a certain amount of flights above its territory, which involves a great constriction in the regulation of the landing airplanes). There have been several negotiations between the two countries but the differences are still enormous.
8. New Swiss Aerodrome: It is almost a wonder that there was possible to plan and build a completely new aerodrome in Switzerland. It is the Aérodrôme Bressaucourt (or also called Aérodrôme du Jura). The official opening ceremony of this aerodrome, situated in a beautiful landscape of hills, was on the 23.03.2011.