

# Report about CIMP (FAI Medical Commission)

In June 2013 I was able to attend the CIMP-Meeting in Paris as the CIMA observer. It was very much welcome, that our commission take a closer look at the work of CIMP.

About the relevant topics, discussed at the meeting:

Alcohol and doping

FAI was approached in 2013 by WADA to review the requirement to keep Alcohol on the forbidden drug list. Alcohol ingestion would not show performance enhancements in other sports.

The different known medical aspects of Alcohol in Flight Operations and it's potential known social, physical and mental impact through the voluntary incorporation of alcohol in performing flying operations was discussed in detail.

Concerning this issue the question to decide on was, if Alcohol is potentially capable to have a positive effect for performance enhancements in Air-Sport Competitions?

The majority of CIMP-Delegates decide:

1. Alcohol has the potential to improve flying performances in FAI competition in all air-sports.
2. Alcohol should not be taken off the forbidden WADA / FAI Drug list.

For flight-safety reasons alcohol might only be legally controlled by national authorities. In principle such an alcohol test can be executed on the individual person only in an apparent doubt.

Both procedures might have to exist next to each other, but out of two totally different reasons and objectives.

A removal from the WADA list would in addition become very problematic given the widely differing legal requirements and limitations in nations.

CIMP could not ignore the political impact of removing alcohol from the WADA prohibited list. Even if the limits would stay identical we do also fear that a deletion of alcohol from the drug list could encourage pilots to alcohol consumption. This seems not to be wise. To fly when intoxicated is not only a flight safety issue but can endanger also fellow competitors. This is considered as contrary to the spirit of sport and hence another type of doping offence.

The acceptable limit should be at 0,2 promille.

Other issues:

About regular medical examinations :

It has been shown that periodic examinations are ineffective to detect disease. The hope is that with the increased number of pilots having an accessible electronic record would augment aeromedical decision making.

The ultimate measure of flight safety is accidents and damage. Our measure is purely medical. A review of transport accidents in the UK related to medical causes showed the majority were related to psychiatric conditions. This could not be addressed or prevented by current examination procedures. 20% of accidents have incidental medical factors, but usually are not related to the primary cause of the accident

Wolfgang Lintl

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