



*Fédération
Aéronautique
Internationale*



Minutes

of the
Annual Meeting
of the
**FAI Medico-Physiological
Commission (CIMP)**

Bucharest, Romania
on 10, September and 11, September 2011
at the Hotel Minerva

1. Roll-Call

The CIMP President opened the Annual Meeting at 9:00 by welcoming the delegates.

President :

- Juergen Kneuppel President (Germany) (JK)

CIMP Bureau Members :

- Rene Maire President of Honour (Switzerland) (RM)
- Peter Saundby President of Honour (UK) (PS)
- Marja Osinga-Meek Vice President (Netherlands) (MO)
- Geoffrey McCarthy Vice President (USA) (GM)
- Richard Garrison Secretary (USA) (RG)

CIMP Delegates :

- Christian Husek Delegate (Alternate) Austria (CH)
- Martti Lopojarvi Delegate (Alternate) Finland (ML)
- Antonio Dal Monte Delegate Italy (AD)
- Claude Preitner Delegate New Zealand (CP)
- Samuel Samuelsson Delegate Iceland (SS)
- Eero Vapaavuori Delegate Finland (EV)
- Thierry Villey Delegate France (TW)

APOLOGIES :

John Grubbstroem, Sweden, FAI President
Jacek Kibinski, Poland
Bernhard Schober, Austria
Kazuhito Shimada, Japan
Oldrich Truska, Czech Rep
Maria-Josep Marti Utset, Spain

2. Minutes of Meeting held on 10 September, 2011

- 2.1 Opening Remarks by JK welcoming all members and the two new alternate delegates ML from Finland and CH from Austria. The schedule of the meeting and ancillary events were reviewed by JK. Conflicts of interest was queried by JK and PS. The only conflict noted was that all members were active aero medical examiners and / or national aero club officers. Any other conflicts of note will be delivered to the secretary. The president has the regulations at hand and will be responsible for the proper implementation of all regulations.
- 2.2 Introduction of the attendees (see roster)

3. Clinical Aviation Medicine

- 3.1. Presentations by RM on the European Society Aerospace Medicine meetings in Milan and the upcoming meeting in Bucharest in conjunction with International Congress of Aviation and Space Medicine (ICASM). The issues at the forefront are the European medical standards and changing regulations. Their affiliations with The Aerospace Medicine Association(ASMA) were discussed.

4. FAI Anti-doping Program

- 4.1 World Anti- Doping Agency (WADA); JK and GM introduced discussion of recent therapeutic use exemptions (TUE) presented to the executive committee. These had dealt with model flying competitor and certain asthma medications and the performance enhancement of beta agonist medications.
- 4.2 In November 2011 WADA inspectors will visit FAI to assess procedures. In particular FAI must present a plan to test "out of competition competitors". In consultation with WADA officials there appears to be an acceptable plan proposed that is acceptable to both sides and can be instituted in the general time frame of competitions when competitors will be available. JK and GM will continue work on this.

- 4.3 The anti-doping committee of CIMP pointed out other complexities of dealing with WADA standards and advising FAI and individual competitors. JK outlined that the problems extend from multiple areas of ignorance and misinformation. The matter of illicit doping in sport is handled by the national sporting bodies at a national level. The procedures though WADA outlined are dealt with in differing levels of competence by different national teams. Violations of the WADA rules are interpreted and prosecuted via a national law in the country the violation occurred. It also appears that teams have differing understanding of the regulations and in some cases don't understand the gravity of the infractions and the potential cost in lost competitors and potential championships that their competitor would be suspended from.

Decision : It was resolved by CIMP that FAI Executive Board should implement the following;

- a. FAI must **promote Anti-Doping Awareness** to all air sport commissions. It must emphasize that it should be because of the serious ramifications of noncompliance to international competitions and titles
- b. **Educational programs** should be organized as soon as possible and disseminated to each commission and passed on to the individual national aero clubs. – This is not a medical, it is an operational political task.
- c. FAI should **allocate adequate knowledgeable staff (policy makers)** to anti-doping matters.
- d. CIMP can be used further as the resource to expedite **TUE requests**.
- e. In any case, FAI should **always include CIMP** / and/or a flight surgeon to make sure medical aspects are taken into account when a Doping Violation is reported to FAI.
- f. FAI should have **clear procedures on handling “First level Doping Violation Court Decisions”** to be able to consider all PROs and CONs if applying /supporting the second level, the CAS (Arbitration Court) in Lausanne.

5. National Reports

- 5.1. JK asked for national reports, all representatives gave verbal reports excluding France. All present are tasked with written reports and will be attached. It was felt that the emerging problem of exorbitant taxes and fees levied on pilots has decreased the amount that pilots can fly and has adversely effected flight safety due to loss of proficiency.

Decision: FAI Executive Board should support politically the following;

CIMP recommends to FAI Executive Board to lobby EASA and member countries to **decrease flying operation costs** under governmental control so that sport flying and initial flight training is made more affordable and will **encourage more flight training and enhance safety**.

Task 1: Delegates to return reports to the secretary as soon as possible

6. Flight Safety Programs

- 6.1. JK lead discussion on safety matters. It was felt that investigation of accidents during air sport competitions was not reported in any consistent manner. There was a feeling that little is really known about frequency of accidents, including hours, TO/ LDGs flown in all air-sports. It is in CIMP's purview that they should recommend advise on safety issues and the FAI executive should enforce worldwide data collection in all FAI countries on all accidents available.
- 6.2. PS made presentation and supplied an article on a 30 year survey of aviation accidents in the United Kingdom.
- 6.3. MO discussed the EASA panel of experts meeting that announced the passage of the LAPL and the date of implementation is 8-4-2012. There is a grace period of 5 years for EU countries to comply. It was also related that the general practitioner instead of an AME option to certify the LPAL pilots was defeated by all but the UK. There is also a discussion that may allow the certification of pilots with insulin dependent diabetes mellitus.
- 6.4. CP discussed accidents in New Zealand and the work of the CAA in regards to aircraft restraints in aircraft. A video of an actual hang-glider fatal mishap was viewed and illustrated the actual structural failure of a cross member which caused the death of the pilot and passenger. It illustrated the need for competent engineering in these light aircraft and the lack being a major safety factor.
- 6.5. JK lead the discussion of whether CIMP has a mandate for analysis of accidents and to make recommendation to FAI executive board on flight safety. It was felt that in review this is indeed the case. It

was also felt that communication with other FAI commissions was vital in this mission. It was also queried by RM and PS whether CIMP is a scientific or a policy making organization. After debate it was felt that indeed it was both and future efforts should meld both. To define policies with as much scientific validity to support them as possible.

6.6. It was perceived by all CIMP delegates, that the cost of landing fees and other administrative dues is increasing, so continuous flight proficiency training is hampered. The same with fees for a medical examination in student pilots; it is recommended to advise the FAI Board to promote reduced fees for students and training-flights in aviation.

6.7. AD presented helicopter helmet design for

Recommendation: Accident data are required by CIMP to advise on flight safety. The FAI executive board should advocate aviation-organizations and FAI-nations to **collect accident data in all GA** areas, also in sports aviation (parachuting, hang-gliding, ultra-light, ballooning, gliding etc). In addition it is felt that the board should **implement an "Accident Analysis Program"**. This felt to be lacking at this point and is vital to air sport safety.

The program was adjourned by JK at 18:00

7. Roll-Call 11-9-2011

President :

- Juergen Knuettel	President	(JK)
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CIMP Bureau Members :

- Peter Saundby	Past President	(PS)
- Rene Maire	President of Honour	(RM)
- Geoffrey McCarthy	Vice President	(GM)
- Marja Osinga-Meek	Vice President	(MO)
- Richard Garrison	Secretary	(RG)

CIMP Delegates :

- Christian Husek	Delegate (Alternate)	(CH)
- Martti Lopojarvi	Delegate (Alternate)	(ML)
- Antonio Dal Monte	Delegate	(AD)
- Claude Preitner	Delegate	(CP)
- Samuel Samuelsson	Delegate	(SS)
- Eero Vapaavuori	Delegate	(EV)
- Thierry Villey	Delegate	(TW)

8. Minutes of Plenary Session held on 11 September, 2011

8.1 Opening Remarks by JK welcoming all. - There are no conflicts of interest. As previously stated the delegates are responsible to notify the secretary of any discovered in the interim. A recount of the evening's dinner and thanks to the Romanian Aero Club for their hospitality and gifts.

8.2. Roll calls performed, attendance the same as 9-9-2011. Apologies as before.

8.3. Review of the 2010 minutes from the meeting in Lausanne. Corrections included the addition of Marja Osinga as Vice President of CIMP not Maria Josef as erroneously recorded.

9. President's Report

9.1 JK provided a report of FAI activities and CIMP;

- a) John Grubbstroem was elected as president of FAI and is noted to be a physician and pilot. A new Secretary General, Jean-Marc Badan, has also been selected to replace Stephan Desprez.
- b) The ongoing project within FAI to protect the logo and domain of FAI goes on as a major concern of the organization as other groups are altering and intruding air sport events.
- c) Technical commission roles are being defined and stabilized after recent uncertainty

- d) CIMP has joined and participated in the EASA expert medical group (EMG)
- e) Accident involving a parachutist at a FAI championship in South Africa was the inciting event for CASI to ask CIMP for a review for medical / accident preparedness at FAI sponsored events. In particular is the recognition of need for mental health resources. The following Draft Proposal was suggested:
“Organizers should be prepared to care for the availability of knowledgeable (voluntary and/or professional) persons to provide for “Psychological First Aid Services” to family members, teams, athletes, participants and others at these events (World Championships) when accidents and fatalities occur. (e.g. CISM, Critical Incident Stress Management etc., for Psychological Trauma Relief)”
- f) At the PresCom-Meeting in May 2011 in Lausanne the CIMP President presented a recommendation to ASC Presidents, which shall support a better understanding for the WADA program and a **proactive promotion of Anti-Doping activities by air-sport authorities** at their respective Championship-Briefings.
- g) TUE request have been handled by CIMP and there is question about a conflict if a TUE is given but even though the request is granted is there a concern about the drug and it's suitability in a pilot and whether this is ethically correct if the reviewer believes this drug may not be safe for air sport participant. It was felt **that a disclaimer may be needed to clear CIMP of responsibility for the substance suitability in aeromedical certification.** CIMP will only make the evaluation as it pertains to WADA .
- h) The **WADA ADAMS system is available for data** and statistical information on doping and it was felt that CIMP should be able to access this to assess air sport doping data.
- i) Communication within CIMP was clarified;
CIMP-com is for dissemination to all delegates in CIMP
CIMP-bureau is restricted to those on list
CIMP-info is an open forum available to the public

10. Election of Officers

- 10.1 PS and RM officiated over the election process
 - a) Nominations for president were requested. Only J. Knueppel was nominated and he accepted
 - b) Vice president nominations were as follows
Kazuhito Shimada, Claude Preitner, Marja Osinga-Meek, Geoffrey McCarthy, Christian Husek
 - c) Preitner and Husek declined
- 10.2 By affirmation Juergen Knueppel was re-elected President and Vice presidents Osinga, McCarthy and Shimada were re-elected.

11. Misc. Business

- 11.1 Budget planning was discussed and TUE committee was reaffirmed as McCarthy, Shimada, and Osinga.. It was also felt that WADA training is required and should be covered by FAI. It was suggested that **members of CIMP be trained by WADA on FAI Expenses.** A request will be prepared by JK. A new delegate for Germany was also proposed by JK, Dr Hiltrud Becker-Garthe and as a TUE panel member. This was accepted by CIMP delegates.
It is recommended, FAI supports the cost of WADA training of CIMP member's in the CIMP TUE panel.
- 11.2 JK continued discussion on doping and it was resolved that CIMP should find expert opinions on the real impact of doping in air sports. It is felt that clarification of real information on performance enhancement via drugs needs to be clarified. **Experts in other sports may be sought and communication and advise with/from WADA will also be tasked** for. PS feels that a review of the scientific literature may be useful and eluded to a recent article regarding drug induced enhancement of military pilot performance.
- 11.3 FAI has requested a **medical representative to WADA,** GM has volunteered
- 11.4 AD and PS requested that CIMP look into the rising number of UL (ultralights and microlights) around the world and the **need for UL-safety reviews** and whether standardization of design would aid safety. RG asked whether this could be the **theme for our next meeting in 2012** and that all delegates prepare short presentations on aircraft meeting this criteria. PS suggested aircraft less than 2000 lbs should be included. It

was felt by all that a theme for the next meeting was a good idea and would like to ask **representatives of the microlight commission to be invited** to participate. Details will be finalized over the next year.

11.5 Accident data was requested by JK and appointed **GM, RM, and PS to collect and work available accident data.**

11.6 Next meeting in Lausanne June 8 through 10, 2012

11.7 Meeting adjourned at 13.00 h

TASK: To organize the presentation of light aircraft data from each country to be presented at FAI - CIMP at its 2012 meeting.

Richard T. Garrison, Secretary FAI-CIMP