



*Fédération
Aéronautique
Internationale*



Minutes

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

Lausanne, Switzerland
on 18 through 20 June 2010
at the Maison du Sports International

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1. CIMP Bureau Meeting Roll-Call

The CIMP President Peter Saundby opened the Bureau Meeting at 19:00 by welcoming the Bureau members

President:

- Peter Saundby CIMP President (PS)

CIMP Bureau Members:

- Juergen Knueppel Secretary (JK)
- Rene Maire President of Honour (PM)
- Kazuhito Shimada Vice President (KS)
- Stephane Desprez Secretary General FAI (SP)

2. Minutes of Bureau Meeting

- a) Review of meeting arrangements.
- b) Review of agenda and “any other business”.
- c) Social arrangements.
- d) Consideration of successor candidates for elected posts.

Decision: All plans for agenda were accepted unanimously.

3. Scientific Meeting CIMP 19 June, 2010

3.1. The CIMP President PS opened the Scientific Meeting at 10:00 by welcoming the CIMP members

Stéphane Desprez, FAI Secretary General (SD)
Dr. Bernhard Schober, Delegate Austria, Vice President (BS)
Dr. Eero Vapaavuori, Delegate Finland (EV)
Dr. Juergen Knueppel, Delegate Germany (JK)
Dr. Thierry Ville, Delegate France (TV)
Dr. Antonio Dal Monte, Delegate Italy (AD)
Dr. Kazuhito Shimada, Delegate Japan, Vice President (KS)
Dr. Marie Josep Marti, Alternate Delegate Spain (MM)
Dr. Henry Lindholm, Delegate Sweden (HL)
Dr. Rene Maire, Delegate Switzerland, President of Honour (RM)
Dr. Marja Osinga, Delegate Netherlands (MO)
Dr. Phivos Christofides, Delegate Cyprus (PC)
Dr. Geoffrey McCarthy, Delegate United States of America, Vice President (GM)
Dr. Richard T. Garrison, Alternate Delegate United States of America (RG)

3.2 Apologies

- Dr Oldrich Truska, Czech Republic; Dr Samúel Jón Samúelsson, Iceland; Dr Assaad Assaker, France;
- Dr Aleksandar Diklic, Serbia

3.3 Scientific Meeting Presentations

a) Introduction of new FAI Secretary General, Stéphane Desprez by PS

b) Presentation by Ms. Françoise Dragouret of "Sport Accord" : She presented herself and explained her role in that organization as an advocate for FAI in dealing with WADA. She will work with CIMP and FAI to streamline the anti-doping procedure in the future.

c) Air sports accidents. The BGA experience (PS)

The experience of BGA was presented and showed via survey of winch launch accidents. There has been a steady increase since 2005 with a search for a cause still in the works.

d) Comparison of Spain and France (MM) : With no change in rate of Microlight accidents in either country. France has ten times the number of pilots and aircraft involved. - Microlight pilots in Spain must be examined by an AME, whereas France has only a primary care physician certification of good health.

e) The Swedish initiative (HL)

The Swedish Aero Club has initiated an extensive pilot education initiative. They have realized that the decrease in flying has affected aviation due to loss of proficiency such as cross wind landings. They initiated an interactive failure communication system helping to make pilots more aware of their mistakes. They have produced an impressive series of pilot educational materials on multiple topics dealing with aviation safety. This has resulted in a significant reduction of their overall accidents.

f) Safety in commercial air racing events (GM)

The presentation outlined the possible ramifications of extended exposure to Gz in competitive airsports. Competition aerobatics are experiencing more high duration G loads which may or may not be a safety factor concern. Further studies may help to establish a need of additional safety parameters. (FAI-CIMP)

g) "G load trials in spiral descents of Paragliders" (MO) : Experimentation showed that in mild spirals G loads of up to 4 Gs were reached. G loads increased with speed. These loads are sufficient to induce G-LOC.

h) The HFACS concept and the new GA Accident Prevention Program in Germany (JK) : ICAO published already in 2005 recommendations for a modern accident prevention program. The provided text is a basis for safety programs in all countries aero clubs. FAI delegates should disseminate this information, Digital copy is available at the following link. http://www.icao.int/icao/en/anb/aig/app_20050907.pdf

i) Space operations and safety management systems (KS) : Informative review of safety in the ISS program.

j) Cockpit design and injury limitation : AD gave a follow up on previous studies and examples of hazardous designs in gliders and other powered aircraft. The Carbon sandwich construction for sailplanes was presented to OSTIV within the past year. We are pursuing more discussion on its possible implementation in future designs.

3.4 Safety Debate

Which contributions can the medical profession make?

a) It was felt that CIMP should expand the role of liaison with other commissions to make recommendations concerning safety in more aggressive organized way.

b) To investigate accidents? The CIMP may need to propose recommendations to the FAI board and others, much like the "White Paper" from ASMA concerning physician assisted accident investigation

c) Later discussions involved the safety innovations that are already available. There is a certain resistance by competitors, especially with economical points of view. FAI may play a roll in mandating these improvements in certain aircraft and other equipment competing at international competitions.

d) There was informal discussion that CIMP is a safety arm of FAI and may have to take a role in analyzing data from previous accidents and collecting data at future risk assessments at FAI competitions. (GM) and (RG) will follow with FAI Secretary General on collecting available data.

3.4 Medical fitness standards for air sport pilots.

a) (PS)(JK) The Light Aircraft Pilot Licence (LAPL) in Europe. Current EASA decisions on previously published proposals (NPAs) will soon be on the Web for final statements. Expect more information in the next few weeks. These will be reviewed at the bureau level and disseminated to members. It shall assist them to submit comments either to national aero clubs, also to the FAI CIMP Bureau. It will be a benefit that these opinions come from many international experts from within the EU and other nations with comparable systems of medical certification of LAPL. It is felt that opinions to FAI and EAS should be cohesive and should reflect the consensus opinion of CIMP. For this reason we will discuss given ideas and strive for a common opinion of CIMP.

b) (RG) Experience of the Sport Pilot Licence in the USA. The regulations of pilots and light sport aircraft in the USA were presented. Accident data and some of the questions of medical fitness problems involving LSA pilots were described and discussed. There are flaws in the system concerning pilots with previous denial. Also the driver license as a medical certification tool has some ambiguity. To date appears to be a positive process and the fears about flaws have not as yet come to fruition. It meets the same need as the LAPL and appears to have no higher risk to date.
Issues for debate (discussed on 20/06/2010)

c) Should we separate 'function' and 'risk'? It was felt after discussion That (DM)'s point that function and risk is divided into the medical risk officiated by the AME, and operational (i.e. flying proficiency) being accessed by instructors or check pilots. This may be a recommendation to FAI in the event of pilot competence questions.

d.) Consideration of National Reports. See attached

4. Plenary Meeting CIMP, 20 June 2010

4.1 Roll call

PS opened meeting welcomed members at 09:30. Roll was called :

Stéphane Desprez, FAI Secretary General	(SD)
Dr. Bernhard Schober, Delegate Austria, Vice President	(BS)
Dr. Eero Vapaavuori, Delegate Finland	(EV)
Dr. Juergen Knueppel, Delegate Germany	(JK)
Dr Thierry Ville, Delegate France	(TV)
Dr. Antonio Dal Monte, Delegate Italy	(AD)
Dr. Kazuhito Shimada, Delegate Japan, Vice President	(KS)
Dr. Marie Josep Marti, Alternate Delegate Spain	(MM)
Dr. Henry Lindholm , Delegate Sweden	(HL)
Dr. Rene Maire, Delegate Switzerland, President of Honour	(RM)
Dr Marja Osinga, Delegate Neterlands	(MO)
Dr. Phivos Christofides, Delegate Cyprus	(PC)
Dr. Geoffrey McCarthy, Delegate United States of America, Vice President	(GM)
Dr. Richard T. Garrison, Alternate Delegate United States of America	(RG)

Decision : Accepted

4.2 A special tribute to Dr Colm Killeen.

A moment of silence in tribute of the late Colm Killeen was observed. Some personal reflections and tributes were provided from the delegates. (PS)

4.3 Declaration of conflicts of interest.

None identified

4.4 Minutes of the meeting held in Zagreb 2009. (PS)

Accepted without amendments.

4.5. Report from the President;

Distributed in advance

Decisions : There will be a resolution proposed to have increased examination and proficiency flight checks of older pilots at FAI Championships if demanded and indicated. Details will be worked out at a later date.

4.6. Formal approval of any advice to the FAI Executive Board

None

4.7 Nominations for a new CIMP Board

Nominations were taken from the group via secret ballot. There was some question by (DM) that the procedure may be irregular but this was clarified by the Secretary General and the elections proceeded.

a) Results of ballot (SD)

President : Juergen Knueppel

Vice Presidents : Shimada, McCarthy, Osinga

Secretary : Garrison

Peter Saundby was elected President of Honor as he leaves the presidency, to allow his continued expertise to CIMP at an executive level.

b) (PS) Nomination of working groups including TUE panel : (PS), (GM), (KS)

c) (RM) European Society for Aviation Medicine (ESAM) : ECAM in Athens Greece November 10-13 2010. This is sponsored through ESAM

d) (PS) Date and place of next CIMP meetings : The next annual meeting is agreed to be Bucharest 09 -10 September 2011 immediately prior to ICASM 2011. This was in affirmation of vote of CIMP at 2009 to have the meeting in Bucharest. However there might be a regional meeting of CIMP in Singapore in October 2010 associated with the ICASM meeting. (GM) will organize those attending ICASM 2010 and this is to be confirmed. If we follow our established pattern the 2012 meeting will be held in Lausanne during June. There was some discussion that Paris may be an option

e) (PS) CIMP meeting was closed at 13.00