

## **CIMP-Meeting 10./11.09.2011, Bucharest, Romania - National report of Switzerland**

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1. EASA and Switzerland: Since 01.12.2006 the EASA-regulations are valid in Switzerland. Switzerland is member of the EASA in accordance to the bilateral contracts with the EU. The new EASA-regulations have been implemented, the national laws have been adapted.
2. Airspace and other aviation related regulations: Important new national aviation regulations - the regulation of the airspace is one such important issue - are discussed on a regular basis by the Federal Office of Civil Aviation with the different national aviation associations including the Aero-Club of Switzerland (AeCS). The AeCS plays here a very active role. On the political scene, general and sports aviation are well represented by several members within the Swiss parliament; they form the „aviation parliament member group“.
3. Increased number of AeCS-members: The AeCS could increase its number of members the last several years. This might partly be the result of a consequent promotion of the youth with different activities by the AeCS, the most important one being the „Jugendlager“ (camp of youth), organized by the AeCS each year. In 2011 there were almost 200 participants in the age of 14-16 years in this camp of youth.
4. Medical regulation for glider pilots: As I have mentioned in previous national reports, new medical regulations for gliders have been set up in Switzerland in March 2009 (compulsory check flights/ regular medical examination after the age of 60 years etc.). Initially there has been some opposition to this system by some glider pilots. It seems, that in the meantime the regulation is established. Next year there will be another change, as we have to follow the EASA-rules.
5. Accident rates: The federal office for investigation of accidents in aviation made a comparison of the accident rates in Switzerland and in USA. The data show that the accident rate in Switzerland is almost three times higher than in the USA. On the other hand the US private pilots spend almost four times more hours in the air than Swiss private pilots. One reason for this difference of flown hours must lie in the much higher costs in Switzerland.
6. Base jumping (special form of skydiving): Several fatal accidents have occurred. This sport is neither under the supervision of the AeCS nor under the one of Swiss Skydive (= Swiss skydiving association); these organisations do not feel responsible for those accidents. But now, they intend to be involved in the process of the analysis of this problem, which has been officially undertaken.
7. Doping: The statement in previous national reports is still valid: „Since many years we have doping-controlls 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 Aero-Club of Switzerland in coordination with the Aero-Club-medical doctors has been performing since years.“
8. SSAVmed (Swiss Society of Aviation Medicine), ESAM (European Society of Aerospace Medicine) and ECAM (European Conference of Aerospace Medicine): SSAVmed is member of ESAM. Dr. Rolf Gassmann and I (both members of the executive board of SSAVmed) did attend the ECAM-congress in Athens in November 2011. ECAM is the official congress of ESAM, which is hold all two years. The ECAM-congress in Athens was good, the attendance at ECAM-congresses in the future can be recommended.