COMMISSION INTERNATIONAL MEDICAL PHYSIOLOGIQUE (CIMP)

National Report - Germany

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The administrative rules of the new JAR correlated National Recreational Pilot Licences were reviewed for another time. The German Ministry of Transportation decided to make a new reform to the previous version. Major changes are: 1. AME Class I serve now as the final decision-makers for Class II waiver applications. 2. The German CAA and its AMS in Braunschweig will act in the future as the primary administrative body in controlling the AMCs and AMEs. 3. Young German Glider Pilots (may start with age 14 y) may do their basic flight training without a Medical until they have to do their first solo flight. This rule will guarantee to acquire more interested student-pilots in basic glider flying.

New amendments to JAR will still be a problem in the future, as the legislation does not allow adapt to ongoing EASA amendments.

German Recreational AC accident report from 2006 (2005):

Ballon:	10 (17)	killed: 0 (0)
Glider:	84 (93)	killed. 12 (12)
Motor-Glider:	24 (21)	killed: 7 (5)
AC < 2 t	88 (99)	killed: 29 (13)

Human Factors Training for Recreational Pilots is only national responsibility. But there is a lack in qualified trainers and financial resources to provide professional HF Training and HF Design Development (Training concepts, HF Analysis, HF Classification, Train the Trainer, Scientific Data, Questionnaires, for all different licenses).
Working on the national Human Factors-Syllabus there is a tendency to delete physical and medical aspects of flying as important HF issues. More interest had been developed for psychological aspects: i.E. decision errors, perceptional errors, violations, communication of errors.
A new Human Factors concept in Germany includes a new didactic approach: A two day Human Factors / Flight Safety seminar, focussing at the culture of communicating inadequate behaviour of all club-members pilots. Active participation in the discussion of different topics, in identifying malpractice, lack of respect in flight safety, lack of communication requirements between all at the airfield, use of procedures etc., helps,- as we think so far -, to get attention for HF deficits in a better way and behaviour improvements. Results will be discussed next year.
It would be important to have more basic scientific data worldwide to find out about most important HF aspects and various didactic approaches to teach students / pilots during their training. Compared to other long time known teaching subjects (as Meteorology, Aerodynamics etc.) it stays difficult to decide about future HF strategies.

22 August 2007