



## **FAI-COMMISSION INTERNATIONAL MEDICAL PHYSIOLOGIQUE (CIMP)**

### **ANNUAL REPORT to FAI GENERAL CONFERENCE 2010**

**Mission:** The **COMISSION INTERNATIONALE MÉDICO-PHYSIOLOGIQUE [CIMP]** is a technical commission of the Fédération Aéronautique Internationale, aimed at the study of the medical and physiological factors that influence human performance and behavior in the air sports environment. The CIMP delegates are usually physicians who are also sport flyers. As the other FAI commissions, we meet once a year in order to attend to specialized reports, make recommendations and approve statements.

**Goals:** A service to the different FAI Committees and Commissions. A link for international cooperation in the field of air sports medicine and human factors. A specialized information source on médico - physiological questions for the air sports community

**Developments:** The annual meeting 07/2010 in Lausanne was concerned with various issues. A. The WADA Anti-Doping program. CIMP has established a working group to work recommendations and decisions on request sent to the FAI Secretary. Several problems from the international community were decided on B. Human Factors: Safety concerns become more and more an issue. We discussed information on latest developments, like statistics and HFACS to advise and distribute those info to national delegates. C. New EASA Med Licensing proposals and respective discussions on upcoming EASA decisions: CIMP is essentially divided into differing positions. - These are to some extent similar to all the national responses previously sent to EASA. We tried to formulate a joint consolidated CIMP statement on the EASA proposals and distribute them to the FAI Board and EAS. At that moment this is not possible and we will sent our individual national comments on our own.

**Outline of different positions:** Conflicts divide the European Aviation Community! Licenses and medical certificates for gliders, balloons and some national private pilot licenses are presently regulated very differently on a national basis. - Opinions of pilots and their organizations are very different from those of AMEs and their organizations which in turn differ from the view of the national authorities. - EASA has to follow the Basic EU Law in the drafted regulations. All pilots must demonstrate medical fitness by appropriate assessment, based on best medical practice, taking into account type of activity. - Concepts on these issues are very controversial. Other major controversial: If a GMP (General Medical Practitioner) may act as AME for Pilots in all member states. – An EASA based Appeal Board on medical certifications. – Lack of guidance material on accepted risk (so called 1 % rule). – If EASA proposals reflect Regulatory Impact Assessments and Cost Benefit Studies.

**Positive issues:** Agreement by all on the controversial LAPL questionnaire and a form, which was withdrawn by the agency. Also, "Anticoagulation" in specific cases may now be accepted, which will bring many pilots back into the cockpit.

**Comment Summary** of CIMP delegates: It is disappointing, that we cannot agree on what can scientifically and empirically be deducted from flying history. As pointed out there is a very large amount of vested interest in the different responses EASA has been getting since the NPA was published.-At least we have to be honest and courageous enough to admit that.