



**FAI Medico Physiological Commission (CIMP)  
Report to the 106<sup>th</sup> FAI General Conference  
Antalya, 19-20 October 2012**

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**1. Important activities, projects or events since last FAI General Conference:**

- **Aeromedical / physiological research / advice on request** to ASCs, NACs; interested parties.
- **Reviewing Human Factors Causations** in AirSports **Flight Safety Data** in FAI disciplines.
- CIMP-member **cooperation** (FAI, EAS) with **EASA medical expert group** to develop accompanying commentaries for aeromedical certification of Air-Sport-Pilots.
- **Participation** in drafting the **FAI-Anti-Doping Plan** in the **Anti-Doping-Advisory-Board (ADAG)**.
- **Operating the FAI-TUE-Panel**: Flight surgeons are granting special permissions for therapeutic required medical drugs, (TUEs) for FAI International level athletes.

**2. Positive and negative results:**

- FAI-CIMP voted to delete Beta-Blockers from the "additional prohibited list" for Air-Sports. - **Beta-Blockers** scientifically do not show any important performance enhancement in Sports, – ( This means for Air Sport Athletes otherwise: An Aeromedical Examiner (AME) still has to approve and waiver a required medical drug for the Pilot a License.)
- **Alcohol** stays on the additional "Prohibited List" for Sports-Aviation.
- **Quality of GA Accident Statistics** worldwide are often inefficient and poorly collected (i.e. EASA). Sometimes official data are not available or do not show the real picture.
- Flight Safety Concerns in **MicroLights**: Reasons for various accidents are: a. **Lack of pilot proficiency** and **lack of technical procurement and care** (RS, CIMP/CIMA workshop).
- European General Aviation Safety Team (**EGAST**) is tasked to prepare future **Human Factors (HF) and Flight Safety Training Guidelines for Recreational Flying**.- CIMP contributed a point paper.

**3. Main problem(s) encountered and solutions adopted :**

- **Alcohol consumption** is similarly forbidden: 1. in active pilot activities 2. under WADA rules to prevent any performance enhancement. There is a dilemma. **Dual legal infringement and consequences** in FAI competition flying activities and the (medical) license itself might be involved. A.WADA rules are considered above national law. An AD violation may also result in the loss of the national pilot license. Issues: Breach of confidentiality both legal and medical. It was decided to discuss potential regulatory conflict with assistance of both legal experts and other sports organizations.

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- The Chairman (Geff McCarthy) of the FAI-CIMP TUE-Panel was nominated to participate as Medical Advisor in one of the high level **WADA Advisory groups in Montreal.**

#### 4. Planned activities and projects for next year :

- Planned activities:
  - General Aviation **Medical Regulations** and Medical Practice follow up. – Included EAS and *EASA Medical Expert Group*.
  - Aviation Safety / Aviation Medicine aspects in Aero Modelling and **Ballooning** (CIMP meeting 2013)
  - **Cooperation with Flight Safety Expert Group**, OSTIV and ASCs
- Project: **Gordon Bennett sustained operation** issues
- Cooperation with FAI-Anti-Doping Advisory Group will be **continued**

#### 5. Proposals (if any) to FAI Executive Board, FAI Head Office or for the next General Conference :

- Consider **Designs of air sports-equipment Designs with intrinsically dangerous characteristics** should be examined and possible advice or education to be implemented to protect participants, who operate equipment, which may be of greater performance but with an obvious loss of safety / rescue factors. (i.e.: Paragliding, Gliding)
- Improve **Accident / safety reporting** within all FAI member countries: Need for data collection is again felt to be a major professional requirement. (Primarily Powered Flying, Paragliding and MicroLights)
- **Advise on Importance for collecting accident data within Organizations**, like in EASA, should be reinforced through appropriate means.
- Continue cooperation with WADA: - **WADA** must understand **what is best for AirSports.**
- **Proactive Flight Safety / Innovation: Self reporting of safety issues by pilots.** This is a useful tool in enhancing aviation safety.

#### 6. Free reporting:

FAI-CIMP uses existing organizations and partners (like ASMA, the Aerospace Medical Association, Medical contacts in EASA, FAA, ICAO, IOCs). – for profiting from **existing working expertise**, like EGAST, the European General Aviation Safety Team initiative.