



COMMISSION INTERNATIONALE MEDICO PHYSIOLOGIQUE [CIMP]

President's Report 2005

Dr Peter Saundby, President.

For most of this report I am indebted to my predecessor, Dr Pedro Ortiz who served until our annual meeting in August. The main medico-physiological issues affecting the Air Sports remain unchanged. These are:

1. Antidoping policies and WADA.
2. Medical regulations and Aviation Authorities.
3. Human factors in air sports.

International antidoping policies are being incorporated into the national laws of most countries. The application of these regulations to air sports has caused some expense and trouble without conferring any benefit. In the long term WADA will have little impact because there is little or no evidence of doping abuse, but for the present there is no alternative to compliance.

The regulatory aeromedical threats are a greater potential problem. In the USA, Canada, the UK and some other countries, simple measures have achieved safety at minimal cost to pilots. In others, notoriously continental Europe, expensive periodic medical assessments designed for private pilots of relatively large [5,700 Kg] aircraft are being applied to Ultra Light Aircraft, [ULM], balloons and gliders without any gain in safety. Further mandatory checks intended to exclude pilots who have abused drugs, had any political sympathy with terrorists or are paedophiles have been applied by some countries. The establishment of the new European Aviation Safety Agency [EASA] will have an impact, and while the outcome remains uncertain, there are hopeful indications. To this end, CIMP has formed a Working Group of the delegates from EU countries and the ASCs. This will make representations to EASA through Europe Air Sports. The CIMP will also make representations to ICAO with the intention of establishing itself as the Air Sports Specialist Aeromedical Advisory group. With this in mind I would urge all National Aero clubs to appoint a delegate to CIMP. Even if they are unable to attend meetings, they will learn what is developing, and be able to contribute their views through email.

Lastly, but not least, CIMP remains very concerned with the poor safety record of the Air Sports. This must be addressed if we are not to suffer rising insurance premiums, legal actions against volunteer instructors and pilots leaving because they or their family cannot accept the risk. To this end, CIMP has set up a Working Group on Human Factors and would remind NACs that their CIMP Delegate does not have to be a medically qualified doctor. We need aviation psychologists and other related professions in our membership. Accident investigation and prevention is a multi-disciplinary function and we recognise the responsibilities of the other Commissions, but in the words of one of my past mentors "if you think flight safety is expensive, try accidents".

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