

CIMA DELEGATE REPORT ON CIMP MEETING 2009, ZAGREB

The Meeting of the [FAI Medico-Physiological Commission](#) (CIMP) was held 4 – 6 September in Zagreb, Croatia.

The Meeting was attended by delegates from Austria, Finland, Lebanon, Germany, Iceland, Italy, Japan, Spain, Sweden, Switzerland, Thailand, United Kingdom, USA and observers from France, DHV Germany and CIMA Poland.

Minutes of the Meeting were published on FAI website.

Items being a matter of particular interest for microlight and paramotor community were as follows:

The EASA Leisure Pilot License (LPL) proposal.

The standard requirements for all light aviation pilots could provide advantage for a part of VLA pilots, up to 1.5 T MTOM, as proposed. However it would be very unfortunate for microlight and glider pilots in many countries, where medical examination for those pilots is less restrictive.

In my opinion, CIMA should very carefully monitor activity of EASA and turn attention of other organizations, EMF and EAS on this problem

The question of the minimum age for licensing and solo flight was discussed.

The consensus centered at 16 years minimum for solo flight. Lower age, down to 14 years raises problem of ergonomic adaptation of an aircraft.

In my opinion the most important is full law responsibility of a pilot, which can be various depending on country.

Flight safety and accidents in aviation.

Role of medical reasons in aviation accidents is generally low, order of 1 percent.

Presented on the Meeting comparison of UL accidents in two selected countries showed, that increasing regulations decreases activity but not accident rate.

Justification of medically caused accidents require very careful investigation, Fatal accidents require autopsy in every case, which should be a rule in all countries.

Time of publishing result of investigation is another serious problem.

The most important reason for accidents investigation is prevention - to avoid similar cases in the future.

However, in some countries Commissions of Air Accidents prolongate the procedure even for a year and longer, when importance of final report for prevention is almost none. Voluntary, mostly incompetent "medical experts", sometime like publish their comments, based on suspicions and imagination.

In my opinion the preliminary accident investigation reports should be published before 3 months after the event.

Moreover, many accidents on microlights and paramotors could be investigated according to regulations and procedure used in the other kind of accidents, as on road traffic or sport, where the deadline for finishing an investigation is defined by law.

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