

EC ABC

September 14

2013

Minutes of the Executive Committee and the Advisory Board  
Committee of the European Society of Aerospace Medicine ESAM

Minutes

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# Executive Committee and Advisory Board Committee Meeting

Graf -Zeppelin Haus,  
Friedrichshafen,  
Germany.

Saturday 14<sup>th</sup> September 2013  
09:00.

Members present:

<b>Kevin Herbert</b> President	<b>Anthony Wagstaff</b> 1 <sup>st</sup> Vice President		<b>Declan Maher</b> Secretary General
<b>Carla Ledderhos</b> Treasurer	<b>Patricia Jung</b> Communications Director	<b>Cristian Panait</b> Director	
<b>Ries Simons</b> Chair, Advisory Board Committee			
<b>Roland Vermeiren</b> AsMA/EASA Liaison	<b>Elena Cataman</b> Conference/IAC Liaison	<b>Lars Tiensvol</b> Conference Committee	<b>Lilla Ungváry</b> Nominations Chair

## 1) Welcome including guests/observers

Kevin opened the meeting at 09:15.

Apologies from Vincent, René and Stefan.

SOFRAMAS has a meeting tomorrow in France and won't be here tomorrow at the GA.

Karla was elected President of DGLRM last night.

## 2) Minutes of EC meeting in Paris.

The use of the coding in email has worked well and we will continue to use it.

The minutes were accepted.

Kevin invited Lars to develop a timeline and to elaborate on his ideas. Declan will scan and hang the relevant documents, events such as the joining the SSCC, photos etc. Lars will start the time line and then ask for content to be forwarded. It will take time. There will be a need for an editorial process. This will be a dynamic project. The important papers are already on the web, but we need the addition of other elements like memorabilia Kevin would like a reference to the 10<sup>th</sup> anniversary which would be a good legacy in 50 years' time.

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Declan plans to hang and scan the archives. We need to agree a place of storage. Lars suggested ESAM have its own cloud. Pat asked about the content of the site.

A discussion took place about the frequency of attacks on the website.

## 3) Preparation for General Assembly. Arrangements and venue.

Start the ESAM meeting at 09:30 with Anthony's presentation followed by René, then a comfort break and into the GA. An estimate of 20 attendees. 14 associations have registered for the event.

Kevin gave an overview of the agenda.

Karla will give her presentation, and has a report from the auditors.

## Reports. President, Treasurer, Secretary General, 1<sup>st</sup> VP (ICAO project) Communication Director (Auditors?)

Regarding the accounts, Ramon has reported that all is fine, but David seeks answers to specific questions. It is perfectly acceptable for the treasurer to present the financial records to the auditors.

Karla showed the records in her defence. Last year we had more expense than income due to the ECAM. We have recovered. Anthony says the dynamic is correct, he (David) asks the questions and we respond.

## Election.

There is nothing in the statutes as to how the information should be given to the auditors. The practice differs across Europe. Items of expenditure should be recorded in the minutes. Those decisions should be recorded in the minutes along with an explanation of the decisions. The situation of the extra expense associated with ECAM 3 in London should be explained to those outside the EC-AB.

There is a role here for the conference committee. The group can meet and increase the level of communication with transparency of decision making and using a protocol, even a software programme to manage expenditure. Having a laptop for the treasurer that is transferred along with the office was suggested.

We want as many as possible to attend face to face, voice to voice. The difficulty is getting people together.

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A search of the statutes revealed that there is nothing written to define a quorum. When we look at the statutes again they should be like Lars suggestion of a structure like the Implementing Rules of EASA with the acceptable means of compliance attached. It is important not to change the statutes too quickly. The minimal Statutes will be easy but the Quality Management will take some years.

Tomorrow, Lilla will organise the election and has the details of the proxy votes.

## 4) Preventive medicine and mental health/psychological factors...a proposal for joint working with ICAO.

Tony Evans approached Anthony at AsMA in Chicago. He spoke of his frustration at the absence of implementation and the lack of interest in the amendments to the Annex 1. The pilot needs to be in the decision making loop, there should be changes in how the decisions are made. The way we are doing things is like how they were done 100 years ago. We need to move on. He looked at the data as to reason for loss of licence. Over 40 years of age; physical illness, our comfort zone! Under 40 years of age; psychological. The four areas for change are:

1. Risk assessment,
2. Psychological Health
3. Mental Health
4. Preventive Medicine

We want to change how we keep you, the pilot, flying where there might be a period when you are not flying to better protect your flight career.

There is a place for the regulator in this process but Preventative Medicine needs to be included.

When Tony Evans first spoke of his ideas in Boston, there was little support not because of the inclusion of the psychological component, but because of the reduction of traditional examination by the AME. The problem is the lack of acceptance by the pilot community of the results of psychological testing. The Romanian experience uses psychological testing at initial phase of examination as a commission and not at the end of the examination process. We need to find a way to involve the AME in this process. There is a danger in relying on a small battery or single test, but the regulation is easy to apply to physical measurements, rather than broader esoteric notions. Anthony described their experience in the military where they apply a number of psychological tests at the initial assessment. Kevin mentioned his idea of a bank of questions and a bank of physical tests that would be both age specific with a randomly generated questionnaire.

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What we need to find is a common goal, i.e. safety in a pilot's career. As part of that, there may be periods when the pilot is deemed Temporarily Unfit to have a positive impact on the whole of career, rather than the use of the Russian Roulette method that the current examination process.

We need to develop a doctor-pilot coalition, where we, the physicians, don't hold all the power! Cooperation between the regulators, ESAM, AsMA, IFALPA, ECA and other stakeholders is required to make this possible. So how do we get there?

In steps, broad based loose associations to garner trust and find common ground. The experience, in the past, has been hostility towards the notion of psychological testing, perceived by those tested as a tool to deselect candidates, rather than to positively assist.

What elements of the medical examination are relevant? A lot of what we do is simply inherited from a time where the working environment, the technology and the status of the commercial pilot has radically changed. What we need is a fundamental root and branch analysis of the certification process. Current working models are rooted in the existing paradigm. It needs to be a task at a higher level!

ESAM and AsMA have to work on this together. No one group can take ownership of this process. It will be a long task rolled out over many years. Generating a Task Force for AME Change could produce a cohesive process, but it will require a huge amount of work.

Kevin will approach the ECA at a high level in Brussels, include IFALPA in the process, run the process as a sub-committee of the EC and ask Martin Hudson to come on board.

Roland voiced the fundamental tenet of this Task Force: Do you agree that there needs to be a move away from the current structure, and that there are areas not being addressed? If yes, you can then move forward. We want to develop this in conjunction with ICAO.

Kevin, Ries, Anthony, Roland, Declan and Patricia will initiate this task force. It was agreed that no action would be taken before the EC meeting in Malta to give us the opportunity to refine our ideas.

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## 5) ECAM 2014 'Mind the gap' progress report and format.

ECAM 2014. Christian detailed the on-going conversation of the arrangements of the ECAM 2014. Lars asked where the decision of the location will be made. The Conference committee should be tasked to the location as well as the detail of the meetings.

Kevin explained what happened. We had two bids, one at a university in Hungary and the other at a hotel at Bucharest. The costs were equivalent. Location and accessibility were the deciders.

Christian presented where he is in the process. A discussion followed about how to form the overall package to be sold to the delegates. No contracts have been signed yet, but it is hoped that the conference cost including gala dinner will be in the order of €250. There are plans for accompanying person tours.

There are some sponsors on board, so there might be cost reductions to come.

We want a format that will have people contributing. We need as many to get into the mind-set that we change the way that we do things. There is something new on the horizon.

It is proposed that we run four workshops of 90 minutes. Ries will invite the associations to select cases from the AME's workload. Papers could be targeted, e.g. "Would you fly with this AME?" It would be interesting to bring in the military as many of them have come a long way along that path of change, further than the General Aviation sector e.g. issues of pilots returning from active conflict zones being physical fit, but perhaps not psychologically fit.

Consider inviting Tony Evans to give a key note address and asking AsMA to send a representative as in London. We need an Organising Committee and a Scientific Committee including Cristian. This is a starting point for the new type of ECAM. The Conference Committee could be the Organising Committee. Kevin and Carla will be a party to the signing of contracts and Pat will work with Cristian on the web page for the ECAM.

## 6) Membership of SSCC and sub-committees. Result of nominations.

The ESAM nominations were accepted in the following posts:

- Roland for the ATC Sub SSCC.
- Kevin to the Medical Experts Group.
- Vincent to Flight Standards sub SSCC
- Declan to General Aviation sub SSCC
- Walter's nomination to the Aerodromes sub SSCC was not accepted for any known reason.

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## 7) Accreditation of aviation medicine courses for CPD.

EASA is not interested in being involved in this area. The process of ESAM making a recommendation to the CMO forum sub-committee (in practice Sally Evans plus one other) does not seem to work efficiently. There are different models across Europe.

In the American model AsMA has been allowed to award CME and MOD credits. This process is overseen by the State. AsMA awards the points subject to potential audit. Do we continue with the current mechanism (in consort with the CMO Forum) or do we apply it alone ourselves?

Our syllabus has been accepted for the most part. Neither ESAM, nor the CMO forum can give authoritative approval, and EASA is unlikely to do so. It was felt that ESAM is the best organisation to do it, but it was accepted that the various CMOs cannot be compelled to accept the ESAM recommendation.

Kevin suggested ESAM assesses accreditation directly to the Association and through the MEG to EASA. Anthony said it should be the ESAM Assessment that is published on the website.

## 8) ESAM Panel AsMA San Diego May 2014.

Ries reported on his contact with AsMA. The ESAM Panel: "Things that keep us awake at night." Speaking on OSL and OML and flight waivers. He, on behalf of ESAM, has invited Annette Ruge to partake at the panel. Another panellist will need to be invited as Fred Tilton is retiring at the end of this year and will not be in a position to attend. Mike Berry will be approached.

Anthony and Ries could present on Fatigue, i.e. one military and one civilian.

## 9) European Panel on diabetes and insulin. Aviation House Gatwick, 27/28 February 2014. Confirm attendees.

Kevin, Ries, Roland and Declan plan to attend the meeting.

## 10) Any other business, preferably notified in advance.

Kevin has not received an invitation to the MEG to date. Declan will contact Annette requesting Kevin be placed on the MEG list.

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## 11) Date/venue next meeting.

Malta. 1st and 2nd February 2014.

Thanks to Alfred Bonnici for his invitation. The meeting should run over 1.5 days.

The conference day cost of €45 per delegate will be covered by ESAM, and room hire will be free of charge.

Formal invitations required by some members of the EC-ABC. Declan will execute a formal invitation to attend the EC-ABC in Malta along with price of hotel.

The following EC-ABC Meeting will be in Moldova. It is hoped to align it with the CAPSCA in June 2014.

Kevin closed the meeting at 13:00.

Declan Maher.  
Secretary General,  
ESAM.