

After-Action Report

ECAM-2 2nd European Conference of Aerospace Medicine 5th Panhellenic Conference in Aviation & Space Medicine Athens, Greece, 10 - 12 November 2010

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AsMA Representative to ESAM

Background The European Society of Aerospace Medicine (hereafter, ESAM) is a not-for-profit association of professional practitioners of aerospace medicine and human factors. President is Dr. Roland Vermeiren.

Founded in 2005, ESAM is a pan-European, independent forum for aerospace medicine, coordinating European aerospace medicine interests in the applicable forae. As such, ESAM assists responsible professional and governmental bodies in developing and harmonizing education in aerospace medicine throughout Europe, stressing the need for official acknowledgement of the educational syllabus. ESAM also facilitates continuous information and dialogue between national aeromedical associations and organizations dealing with aviation matters. In order to accomplish these tasks, ESAM pursues and develops close working relationships with EASA (the European Aviation Safety Agency), ICAO (the International Civil Aviation Organization), and other national and international institutions or organizations.

ESAM also actively encourages the exchange of scientific results and experience, supporting scientific research, and organizing European conferences. The largest of these, the European Conference of Aerospace Medicine (hereafter, ECAM), is conducted annually in one of the member countries.

Congress Program The 2010 ECAM was held from 10-13 November 2010 in conjunction with the meeting of the Hellenic Aerospace Medical Society. The venue for this meeting was the Royal Olympic Hotel, located in the heart of downtown Athens.

The first evening of the meeting (10 November) was devoted to greeting the many attendees from throughout Europe. Attendees were formally welcomed by the ESAM President and Greek senior military hosts at the Hospital of the Hellenic Air Force.

The remaining two days of the meeting were filled with a number of scientific papers and special invited presentations. My own presentation, *The Use of Advanced Human-Centered Technologies in the Reduction of Aircraft Mishaps: Problem or Panacea*, was presented on the first day of the scientific session.

Highlights of the first day (11 November) included a series of presentations on human factors highlighted the topics of aircrew stress, training and fatigue and the challenges of aircrew selection. Sessions followed thereafter on aerospace ophthalmology and clinical research.

The scientific program continued on Friday, 12 November, with most of the presentations being devoted to topics of clinical and operational aviation medicine. Of particular interest was a presentation on the certification of Russian commercial pilots, where it was revealed that all Russian aircrews must be medically checked for good physical and psychological health prior to every flight. The sessions were brought to a close with the presentation of a series of very informative posters.

The scientific program was brought to a close on 13 November with the presentation of several papers on metabolic issues in aviation medicine.

The ESAM General Assembly was held following completion of the scientific program on November 13. Several presentations were made and discussions conducted on the topics of the European Aviation Safety Agency, Eurocontrol and AsMA. It was during this final topic that I made a 20-minute presentation describing AsMA, its history, structure, goals and tasks and role as an international leader in aerospace medicine. I believe that this presentation was well received.

Dr. Vermeiren adjourned the meeting at approximately 1600.

In all, this was an extremely informative congress. Not only did it highlight the very many contributions of European aerospace medical and human factors professionals, but (I believe) more importantly, brought together a group of outstanding European experts who continue to face the challenges of standardizing (harmonizing) and unifying many ongoing efforts to promote flight safety throughout Europe. One of ESAM's primary goals is to do so by not only involving its European members, but those from outside Europe, whom they welcome as Associated Members. It is in the venue of ECAM and the ESAM General Assembly that I had constant opportunities to discuss AsMA as a truly international umbrella association, under which all of our colleagues can unite.

It is my opinion that AsMA should strengthen further its already close working relationship with ESAM during the coming years. I believe that AsMA should support the release of joint AsMA-ESAM point papers, policies and conduct joint scientific meetings where and when feasible. In this regard, I strongly recommend that (with ESAM approval) AsMA continue to provide liaison with ESAM and, if possible, appoint and support a delegate from AsMA to attend ESAM congresses if and when invited to do so.

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