

P36 Karting Australia Medical Code (Replaces Former P35 “Medical Standards”)

Scheduled Reviewed Triennially or as required

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INTRODUCTION

The Karting Australia Medical Code is consistent with the Federation Internationale de Automobile (**FIA**) and CIK Medical Code and has been developed to ensure the safety of the individual, other Drivers and Officials. It is the responsibility of the Driver to make sure their health complies with the medical code and anti-doping code. Any change in the health of a Driver should immediately be reported to Karting Australia.

Drivers applying for an international licence must meet the requirements of the current FIA Medical Code and must be consistent with the rules, regulations and requirements of Motorsport Australia.

HEALTH STATEMENT

Every National Licence application requires a Driver to complete a health statement. If a Driver answers ‘YES’ to any question or has concern regarding a new or existing health issue, then a medical examination will be required.

MEDICAL EXAMINATION

All Drivers who answer “Yes” to any question on the **Health Statement** must undergo a medical examination at their own cost prior to applying for a licence. The examination must be completed and signed by a doctor who is familiar with the Driver’s health and past medical history and must be submitted with the licence application within 6 months of examination being completed.

All International Licence applications are required to complete “Appendix A” of the FIM Medical Code.

The examination should be performed by a doctor familiar with the applicant’s medical history. The examining doctor must be aware that the person being examined is applying for a licence to participate in kart events. The purpose of the examination is to determine whether the applicant is physically and mentally FIT to control a kart in order to ensure the safety of the Driver, other Drivers, Officials and spectators during an event, having regard to the type of event for which the Driver is applying.

All medications and supplements taken by the Driver must meet the requirements of the anti-doping code of Sports Integrity Australia (**SIA**) and the World Anti-Doping Authority (**WADA**).

All clearances by treating doctors or specialists must be in writing and clearly state the medical diagnosis, the severity/degree of impairment and whether, in the opinion of that doctor, they are FIT, UNFIT or unable to comment on their suitability to compete.

A medical examination may requested by a CMO or KA for a Driver at any time. The Driver’s licence will be suspended until that examination is complete.

All Drivers aged 50 years or over must complete a medical examination every 3 years including a cardiac stress test.

SYSTEMS REVIEW

Cardiovascular

- Drivers with a history of significant cardiovascular disease or cardiac failure will generally be declared UNFIT.
- Risk factors for cardiac disease including hypertension, cholesterol and diabetes should be well controlled.
- Those with multiple risk factors should undergo formal cardiac risk assessment (e.g Aus CVD Risk Calculator, PREDICT, QRISK, or alternative CVD risk assessment) and undertake further investigation as appropriate and clearance by their doctor.
- Drivers with *stable* rhythm disorders or *corrected* coronary artery disease may be declared FIT after assessment by a cardiologist and clearance by that doctor (including providing appropriate tests.)
- Valvular disease that has any impact on exercise tolerance will declare Drivers UNFIT.
- Each Driver over the age of 50 must undergo a review by a cardiologist every 3 years with appropriate investigations including stress testing as required.
- Drivers on antiplatelet (e.g. aspirin/clopidogrel/ticagrelor) or anticoagulation (e.g. warfarin / rivaroxaban / dabigatran / etc.) are generally not suitable for competition. All Drivers taking these medications should have an in-depth discussion of the risks and benefits of the medications they are taking, the alternatives and the heightened risk of a poor outcome after an incident (especially in the context of a head injury). All Drivers on these medications are strongly encouraged to have a clear identification that they are taking these medications (e.g. alert bracelet/helmet sticker/notifying the medical service.)

Respiratory

- Drivers with significant respiratory disease, including obstructive or restrictive lung disease, will generally be declared UNFIT.
- Stable, controlled lung disease may be declared FIT once cleared by their treating doctor/specialist.
- Consideration should be given to the type of medication the Driver is taking and the medications must be consistent with the SIA/WADA anti-doping code.

Neurological

- Drivers with a history of seizures, epilepsy or episodes of loss of consciousness are UNFIT for a licence. Drivers with a history of a single, childhood febrile convulsion may be considered for a licence after clearance by a neurologist.
- Drivers with seizures/epilepsy may be issued with a licence if their disorder is well controlled with a seizure free period of no less than 5 years. The Driver may be declared FIT only if cleared in writing by their treating doctor/specialist. It is the responsibility of the Driver to inform Karting Australia if they suffer a seizure and therefore be declared UNFIT.
- Drivers that have suffered head injuries with the loss of bone or integrity of the skull will declared UNFIT.
- Severe head injuries, including but not limited to traumatic or spontaneous intracranial haemorrhage, will be declared UNFIT for a period of no less than 6 months. Drivers may be cleared by a neurosurgical specialist after that period if they have no ongoing symptoms or deficits after this time.
- Drivers with serious neurological or psychological disorders will be declared UNFIT. Well controlled, stable *and* mild psychological disorders may be declared FIT only if cleared in writing by their treating doctor /specialist. Consideration must be given to the medication the Driver is taking and must not impair their ability to control a kart.

Concussion - See Separate Karting Australia Sport Related Concussion Guidelines – Policy P35

- Drivers suspected of suffering from a concussion should be immediately withdrawn from competition. “If in doubt, sit them out” is an appropriate approach by all those involved in concussion assessment. Assessment and management of suspected concussion should be consistent with Karting Australia Sport



Related Concussion guidelines as well as the national Concussion in Sport guidelines available at <https://concussioninsport.gov.au>

- Assessment by Officials/teams/trainers/coaches/physios should utilise the Concussion Recognition Tool 6 (CRT6).
- Initial assessment by medical personnel should utilise the Sports Concussion Assessment Tool (SCAT6) if they are experienced in SCAT6 use.
- Child specific assessments should be used when appropriate.
- Drivers suspected of concussion should be declared UNFIT until cleared by a doctor.
- All Drivers and crew should also be aware of the Karting Australia Sport Related Concussion guidelines.
- A graduated Return-to-Sport (Return to Play) protocol should be initiated with written evidence of specialist or neuropsychological assessment and return to baseline function. Return to Sport protocols should be supervised by a doctor or specialist experienced in concussion.
- Drivers suffering two concussions in a 12-month period or three or more concussions in their lifetime require written clearance by a specialist neurologist before they are cleared to compete after each concussion. Drivers suffering multiple concussions may be at long term risk of significant complications.

Endocrine

- Drivers with well controlled diabetes not subject to occasional hypoglycaemic events may be declared FIT only after being cleared by their Endocrinologist. Any poorly controlled diabetics or those with complications including neuropathy, retinopathy or vascular complications will be declared UNFIT.
- Other endocrine disorders must be stable, and Drivers will only be declared FIT after being cleared in writing by their Endocrinologist.

Vision

- Vision should be normal binocular vision with normal visual acuity (minimum 6/6 [10/10]) with both eyes open.
- The minimum corrected visual acuity must be 6/6 [10/10] with both eyes open together. The minimum field should measure 160 degrees, 30 degrees vertical. This excludes those with monocular vision.
- Spectacles (if required) should be fitted with shatterproof "soft" lenses or use of appropriate contact lenses
- Double vision will declare a Driver as UNFIT.
- Drivers must have normal colour vision. They must be able to differentiate between Red/Green colours and have no risk of error in differentiating between the colour of flags used in competition. Any colour vision deficiency assessed with the Ishihara plate test should be further assessed by an optometrist with no more than 1 crossing on a Farnsworth D15 examination otherwise they will be declared UNFIT.

Hearing and Balance

- Any Driver with impaired hearing must be clearly identified to Officials. They must be accompanied at all briefings by a person that can sign/write the information required.
- Drivers must have normal balance. Any Driver with vestibular dysfunction or balance disturbance will be declared UNFIT.

Motor and Coordination

- Any congenital or acquired loss of function of a limb, or part thereof, that leads to a reduced capacity to operate a kart is UNFIT to compete unless approved by Karting Australia.
- Consideration may be given to a Driver with reduced function if it does not impact on their ability to operate a kart. They must not pose an increased risk to themselves, other Drivers or Officials.



- Adaptive kart programs may be appropriate for some individuals with involvement of Safety and Technical Officials with approved kart changes and testing.

Post Injury or Surgery

- Drivers with significant injuries, including but not limited to fractured bones, abdominal, head or chest injuries, and major ligament injuries, will be declared UNFIT until they have written clearance from their medical practitioner.
- Drivers will be UNFIT for at least 48 hours after surgery with sedation, general or regional anaesthesia.

Medication and Prohibited Substances

- A Driver may be declared UNFIT if they are taking any medication that may impair a Driver's ability to control a kart, due to sedation, psychomotor impairment, visual changes, tremor or other side effects. This includes both prescription and non-prescription medications.
- Medical practitioners are strongly encouraged to be familiar with the Karting Australia safety and SIA/WADA Anti-doping codes when treating athletes in any discipline. If in doubt, medical practitioners should check the prohibited list on the SIA or WADA websites.
- Drivers themselves are ultimately responsible for checking ALL substances they are taking are consistent the SIA/WADA anti-doping code.
- Medications and supplements can be checked via the Global DRO website: <https://globaldro.com/AU/search>
- Supplements are a "High Risk" substance and Drivers should be aware of the risks of taking them.
- Some medications on the list may be allowed with an approved Therapeutic Use Exemption (TUE). It is the Driver's responsibility, in consultation with their doctor, to apply and be granted a TUE *prior* to competition

Summary

It is the responsibility of the Driver to make sure they are consistent with the Medical Code. Any change in health or medication should be reassessed by their treating doctor. If in any doubt, the Driver should contact their treating doctor or Karting Australia.

A U S T R A L I A