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the Option!

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FAA AC 91-92 4.10 IMSAFE Checklist:

A self-assessment checklist to assist pilots in determining their physical and mental health as part of planning before a flight.

Illness

Medication

Stress

Alcohol

Fatigue

Emotion



I'M SAFE CHECKLIST

Illness—Do I have any symptoms?

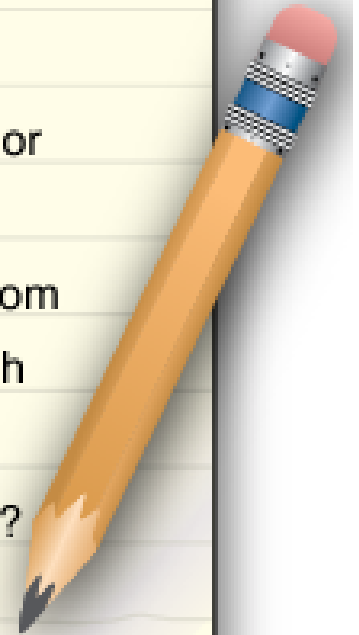
Medication—Have I been taking prescription or over-the-counter drugs?

Stress—Am I under psychological pressure from the job? Worried about financial matters, health problems, or family discord?

Alcohol—Have I been drinking within 8 hours?
Within 24 hours?

Fatigue—Am I tired and not adequately rested?

Emotion—Am I emotionally upset?



The Five Hazardous Attitudes

Anti-authority: “Don’t tell me.”

This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, “No one can tell me what to do.” They may be resentful of having someone tell them what to do or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always pilot prerogative to question authority if it seems to be in error.

Impulsivity: “Do it quickly.”

This is the attitude of people who frequently feel the need to do something—anything—immediately. They do not stop to think about what they are about to do; they do not select the best alternative; and they do the first thing that comes to mind.

Invulnerability: “It won’t happen to me.”

Many people believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. They never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.

Macho: “I can do it.”

Pilots who are always trying to prove that they are better than anyone else are thinking, “I can do it, I’ll show them.” Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.

Resignation: “What’s the use?”

Pilots who think, “What’s the use?” do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that “someone is out to get me,” or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a “nice guy.”

Hazardous Attitude	Antidotes
<p>Macho</p> <p>Steve often brags to his friends about his skills as a pilot and how close to the ground he flies. During a local pleasure flight in his single-engine airplane, he decides to buzz some friends barbecuing at a nearby park.</p>	<p>Taking chances is foolish.</p>
<p>Anti-authority</p> <p>Although he knows that flying so low to the ground is prohibited by the regulations, he feels that the regulations are too restrictive in some circumstances.</p>	<p>Follow the rules. They help prevent accidents.</p>
<p>Invulnerability</p> <p>Steve is not worried about an accident since he has flown this low many times before, and he has not had any problems.</p>	<p>It could happen to me.</p>
<p>Impulsivity</p> <p>As he is buzzing the park, the airplane does not climb as well as Steve had anticipated, and without thinking, he pulls back hard on the yoke. The airspeed drops, and the airplane is close to stalling as the wing brushes a power line.</p>	<p>Not so fast. Think first.</p>
<p>Resignation</p> <p>Although Steve manages to recover, the wing sustains minor damage. Steve thinks to himself, "It doesn't really matter how much effort I put in—the end result is the same whether I really try or not."</p>	<p>I'm not helpless. I can make a difference.</p>