

### DEFINITION OF A SAFETY PILOT

A Safety Pilot is a pilot holding an appropriate Isle of Man issued flight crew licence validation who is current and qualified to act as Pilot In Command (PIC) on the class/type of aeroplane and carried on board a single pilot certified aircraft for the purpose of taking over control should the person acting as the PIC become incapacitated.

### INTRODUCTION

Your pilot has been assessed as unfit for solo private flying due to a medical condition, but fit to fly with a safety pilot.

Medical conditions which require a safety pilot may sound initially alarming, however the standards for such pilots are still high, and he/she would undoubtedly be passed fit to lead a 'normal life' on the ground. The chances of any problem occurring during the flight are therefore remote. Nevertheless, as with any aspect of flight safety, remote possibilities should be assessed, and as far as possible, eliminated. This is the purpose of the safety pilot limitation.

### YOUR QUALIFICATIONS

You must hold a current P1 flight crew licence that has been validated by the IOMAR, be checked out and current on the aircraft class/type. Your associated medical certificate must not have an OSL or OML limitation. Unless you have to take over the controls you are supernumerary and cannot log any flying time.

### AIRCRAFT CONSIDERATIONS

The aircraft must have dual controls and you must be licensed and trained to fly in the proposed seat, airspace and conditions. The PIC should be sat at one set of controls and the Safety Pilot at the other set.

### TYPE OF INCAPACITATION

You should have some idea of your pilot's medical condition, so that you can be alert for the type of problem(s) that might occur during the flight. These could be due to an obvious or subtle incapacitation in a pilot who is otherwise functioning perfectly normally. Alternatively, there may be some fixed problem that is always present (such as an amputated limb) which may cause difficulties in some circumstances.

When flying with a pilot who might suffer some form of incapacitation, you should particularly monitor the critical stages of the flight (such as take off and approach). It may be useful to use some form of question and answer routine as is done during commercial flights e.g the 'Two-Communication' rule. The 'Two Communication' rule of thumb should be invoked to assist in detecting incapacitation – this states that a flight crew member should suspect the onset of incapacitation any time when a pilot does not respond appropriately to a second verbal communication associated with a significant deviation from a standard operating procedure or flight profile. If your pilot does become incapacitated, the two priorities are to fly the aeroplane and try to prevent him/her from compromising the controls. The greatest help in the latter situation is the continuous wearing of a fixed seat belt and shoulder harness (not an inertia reel). With a fixed disability it should be possible to anticipate when help may be needed (maximum braking for example) and to take appropriate action.

### FURTHER POINTS OF CONSIDERATION

- a) You should check the medical certificate of your intended PIC to see if the medical restriction is associated with an aeroplane with specially adapted controls, or to a specific type of aeroplane. If so, ensure your PIC is in compliance in this respect.
- b) Before the flight, discuss with your PIC the circumstances under which you should intercede and take control of the aeroplane.
- c) Bear in mind that you are not just a passenger but may, at any time during the flight, be called upon to take over control. Therefore, you will need to remain alert to this possible situation at all times.
- d) You should keep in mind that accidents have occurred with two qualified pilots on board when both pilots thought the other was in control. A means of communication must be established between you and the PIC in order that both of you know who is in control of the aeroplane at any given time. The spoken words 'I have control' from one pilot with the response words 'you have control' from the other pilot is a simple and appropriate method of establishing this.
- e) In order to avoid distraction or confusion to the PIC during the flight, you should keep your hands and feet away from the controls unless safety circumstances arise which require you to take over control of the aeroplane.