

unique to that individual pilot's current level of experience and proficiency.

One of the most important concepts that safe pilots understand is the difference between what is "legal" in terms of the regulations, and what is "smart" or "safe" in terms of pilot experience and proficiency.

### **P = Pilot in command**

The pilot in command (PIC) [Figure 3-2] is one of the risk factors in a flight. The pilot must ask, "Am I ready for this trip?" in terms of experience, currency, physical, and emotional condition.

### **The Pilot's Health**

One of the best ways pilots can mitigate risk is a self-evaluation to ensure they are in good health. A standardized method used in evaluating health employs the IMSAFE checklist. [Figure 3-3] It can easily and effectively be used to determine physical and mental readiness for flying and provides a good overall assessment of the pilot's well being.

1. Illness—Am I sick? Illness is an obvious pilot risk.
2. Medication—Am I taking any medicines that might affect my judgment or make me drowsy?
3. Stress—Am I under psychological pressure from the job? Do I have money, health, or family problems? Stress causes concentration and performance problems.



**Figure 3-2.** The highest risk for the pilot is self, and requires special introspective analysis.