



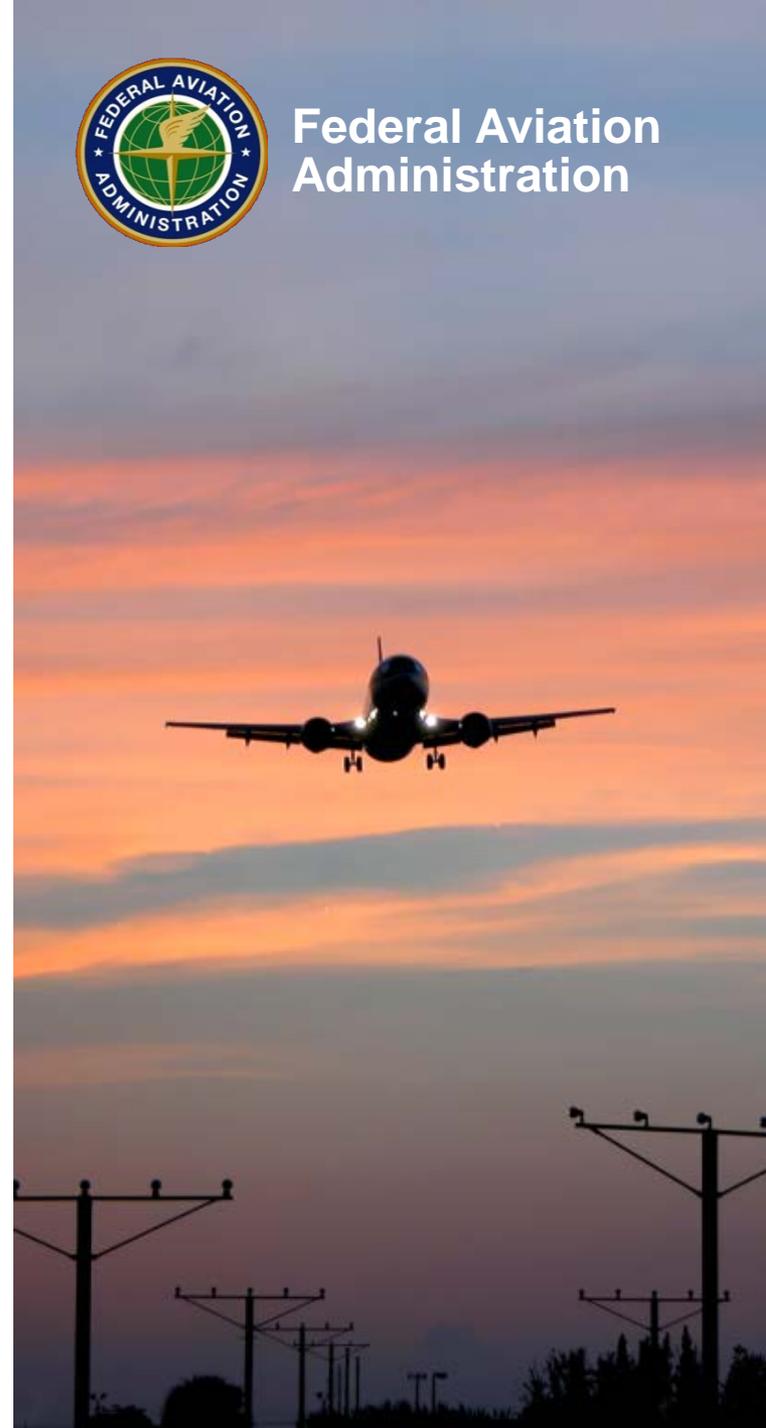
Federal Aviation
Administration

What YOU can do to avoid flying Impaired

Brad Zeigler, Federal Aviation Administration

NTSB Pilot Impairment Safety Seminar

Saturday, October 15, 2016



Just to be clear...



What we've learned about flying impaired...

- On NTSB's "Most Wanted" list
- It's a really bad idea
- A factor for more than a few aircraft accidents
- More common than we'd like to admit...
- Seems to be more frequent

We also know...

- Certain Prescription and OTC drugs may affect a pilot's judgment, decision-making, and ability to control the aircraft
- Many pilots are not disclosing all medications and medical conditions



How can we avoid flying impaired?

- Know the Rules
- Do your research
- Sound Aeronautical Decision Making
- Hazard Identification and Risk Mitigation
 - Risk Assessment (example: FRAT)
 - IMSAFE checklist
- Take Action



Applicable Regulations

- **§ 61.53 Prohibition on operations during medical deficiency**
 - Whether you are required to hold a medical certificate or not, you **MUST** not act as pilot in command (or as a crewmember) if you're not fit to fly
 - Must meet the requirements for the medical certificate if one is required (Part 67)
 - If no medical certificate required, must not fly with a medical condition that would make you unable to operate the aircraft in a safe manner.



Applicable Regulations (cont.)

- **§ 91.17 Alcohol or drugs.**

You may not operate or attempt to operate an aircraft:

- within 8 hours of having consumed alcohol
- while under the influence of alcohol
- with a blood alcohol content of 0.04% or greater
- while using any drug that adversely affects safety



Preflight yourself and your meds!

- **Consider the underlying condition that you are treating**
 - What happens if the medication doesn't work or if it wears off before the flight is over?
- **Consider your reaction to the medication**
 - What is your body's unique reaction?
 - What are the general side effects? Interactions with other medication?
- **Use your resources**
 - Whether prescribed or OTC, read the labels and talk to your PCP, AME, or Pharmacist to discuss how it may effect you
 - FAA Aeromedical Safety Brochures online
 - AOPA Medications Database

Drug Facts	
Active ingredient (in each tablet)	Purpose
Chlorpheniramine maleate 2 mg	Antihistamine
Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergies: ■ sneezing ■ runny nose ■ itchy, watery eyes ■ itchy throat	
Warnings Ask a doctor before use if you have ■ glaucoma ■ a breathing problem such as emphysema or chronic bronchitis ■ trouble urinating due to an enlarged prostate gland Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives	
When using this product ■ You may get drowsy ■ Avoid alcoholic drinks ■ Alcohol, sedatives, and tranquilizers may increase drowsiness ■ Be careful when driving a motor vehicle or operating machinery ■ Excitability may occur, especially in children	
If pregnant or breastfeeding, ask a health professional before use. Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away.	
Directions	
Adults and children 12 years and over	Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours.
Children 6 years to under 12 years	Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours.
Children under 6 years	Ask a doctor
Other information Store at 20-25° C (68-77° F) ■ Protect from excessive moisture	
Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch	



Aeronautical Decision Making (ADM)

ADM

“A systematic approach to the mental process used by pilots to consistently determine the best course of action in response to a given set of circumstances.”

...basically It's what you intend to do based on the latest information you've got.

3-P Model

- **Perceive** potential hazards for your flight
- **Process** by evaluating their impact on flight safety
- **Perform** by implementing the best course of action



I M S A F E

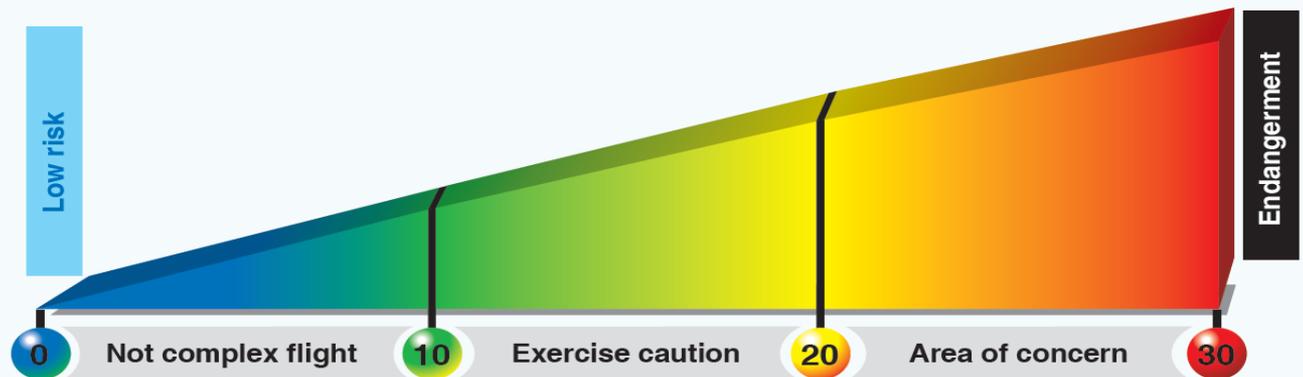
- **Illness** “Am I healthy enough to make this flight?”
- **Medication** “Will the medication I’ve taken affect my ability to safely complete this flight?”
- **Stress & Emotions** “Am I in the right frame of mind to fly?”
- **Alcohol** “Has enough time passed since I’ve consumed alcohol?”
- **Fatigue** “Am I sufficiently rested? Did I get a good night’s sleep?”
- **Eating** “Have I had enough to eat or drink?”



FRAT

Flight Risk Assessment Tool

RISK ASSESSMENT	
Pilot's Name <input type="text"/>	Flight From <input type="text"/> To <input type="text"/>
SLEEP	HOW IS THE DAY GOING?
1. Did not sleep well or less than 8 hours <input type="radio"/> 2 <input type="radio"/>	1. Seems like one thing after another (late, making errors, out of step) <input type="radio"/> 3 <input type="radio"/>
2. Slept well <input type="radio"/> 0 <input type="radio"/>	2. Great day <input type="radio"/> 0 <input type="radio"/>
HOW DO YOU FEEL?	IS THE FLIGHT
1. Have a cold or ill <input type="radio"/> 4 <input type="radio"/>	1. Day? <input type="radio"/> 1 <input type="radio"/>
2. Feel great <input type="radio"/> 0 <input type="radio"/>	2. Night? <input type="radio"/> 3 <input type="radio"/>
3. Feel a bit off <input type="radio"/> 2 <input type="radio"/>	
WEATHER AT TERMINATION	PLANNING
1. Greater than 5 miles visibility and 3,000 feet ceilings <input type="radio"/> 1 <input type="radio"/>	1. Rush to get off ground <input type="radio"/> 3 <input type="radio"/>
2. At least 3 miles visibility and 1,000 feet ceilings, but less than 3,000 feet ceilings and 5 miles visibility <input type="radio"/> 3 <input type="radio"/>	2. No hurry <input type="radio"/> 1 <input type="radio"/>
3. IMC conditions <input type="radio"/> 4 <input type="radio"/>	3. Used charts and computer to assist <input type="radio"/> 0 <input type="radio"/>
Column total <input type="text"/>	4. Used computer program for all planning Yes <input type="radio"/> 3 <input type="radio"/> No <input type="radio"/> 0 <input type="radio"/>
	5. Did you verify weight and balance? Yes <input type="radio"/> 0 <input type="radio"/> No <input type="radio"/> 3 <input type="radio"/>
	6. Did you evaluate performance? Yes <input type="radio"/> 0 <input type="radio"/> No <input type="radio"/> 3 <input type="radio"/>
	7. Do you brief your passengers on the ground and in flight? Yes <input type="radio"/> 0 <input type="radio"/> No <input type="radio"/> 2 <input type="radio"/>
	Column total <input type="text"/>
TOTAL SCORE <input type="text"/>	



Take Action

- Perform a course of action
- Be aware of external pressures such as stress, get-there-itis, that may effect judgment
- Maintain Integrity
- Consider all alternatives:
 - Ground Yourself
 - Scrub the flight
 - Delay
 - If likelihood of impairment is low, may consider “Go”
- Reevaluate and repeat



A Free Pass



To whom it may concern:
John @ Pilot was unable to attend Tuesday's meeting because he was unable to fly that afternoon...



Questions, Comments, Hatemail, etc.



Brad C. Zeigler

Bradley.C.Zeigler@faa.gov

(202) 267-9601

