

INFORMATION SHEET

OSL Valid only with a safety pilot and in aircraft with dual controls

WHAT IS AN OPERATIONAL SAFETY PILOT LIMITATION (OSL)?

This limitation is added to a medical certificate when a pilot is considered to be at increased risk of incapacitation compared to his/her peer group. The holder of the medical certificate is precluded from solo flying and must always fly with a safety pilot.

DEFINITION OF A SAFETY PILOT

A safety pilot is a pilot who is currently qualified to act as Pilot In Command (PIC) on the class/type of aeroplane and is carried on board the aeroplane to take over control should the person acting as the PIC become incapacitated.

BRIEFING SHEET FOR THE SAFETY PILOT

Before each flight, the pilot who holds the restricted medical certificate should inform the accompanying pilot that he/she is required to fly with a safety pilot because of a medical condition. No details of the medical condition need to be given, but the safety pilot should give sufficient information to make him/her aware of the type of problem that could occur during the flight.

The attached briefing sheet should be handed to the safety pilot, who should be acquainted with its contents before the flight.

HRVATSKA AGENCIJA ZA CIVILNO ZRAKOPLOVSTVO

Buzinski krči 5, Buzin
10010 Zagreb

+385 (1) 2369-317
+385 (1) 2369-313

aeromedical@ccaa.hr

www.ccaa.hr



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SAFETY PILOT BRIEFING SHEET

A safety pilot is a pilot who is currently qualified to act as Pilot In Command (PIC) on the class/type of aeroplane and is carried on board the aeroplane to take over control should the person acting as the PIC become incapacitated.
The following are a few notes to help you in your role as a safety pilot.

INTRODUCTION Your pilot has been assessed as unfit for solo private flying, but fit to fly with a safety pilot. Although this may sound medically alarming, the standards for such pilots remain high, and he/she would undoubtedly be deemed 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 should be checked out and current on the aircraft. 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 to fly in the proposed airspace and conditions. The PIC should be sitting at one set of controls, and the safety pilot at the other.

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 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 a question-and-answer routine, as is done during commercial flights. 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 are as follows:-

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 a specific type of aeroplane. If so, ensure your PIC complies with this respect.

b) Before the flight, discuss with your PIC the circumstances under which you should intercede and take control of the aeroplane. During this discussion, also establish whether the PIC wishes you to conduct any flight crew ancillary tasks. If so, these should be clearly specified to avoid confusion between the PIC and you during the flight. This is particularly important when events are moving quickly, and the aeroplane is near the surface, for example, during take-off or final approach to landing.

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 so 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) 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.