



DEPARTMENT OF THE NAVY
TRAINING SQUADRON TEN
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PENSACOLA, FLORIDA 32508-5502

16 May 16

MEMORANDUM

From: Commanding Officer, Training Squadron TEN

To: All Hands

Ref: (a) OPNAVINST 3710.7U

Subj: COMMANDING OFFICER'S "IM SAFE" POLICY

1. Professionalism in aviation begins with being prepared to safely operate an aircraft in all possible conditions. If an individual is not able to safely fly (as defined below) he/she must have the fortitude to say so.

2. "IM SAFE" shall be defined as: I - Illness, M - Medication, S - Stress, A - Alcohol, F - Fatigue, and E - Eating.

3. During all briefs, all aircrew shall verbally acknowledge at the start of the brief whether they are safe to fly. As per the above definition, this will ensure that all aircrew are:

a. "I". Free from illnesses which could affect safety of flight.

b. "M". Not on any medications which are not prescribed by a flight doctor or would require a medical down chit.

c. "S". Not feeling the affects of stress to the point that a flight doctor should be seen.

d. "A". In compliance with Reference (a) with regards to alcohol.

e. "F". Rested and free from the affects of fatigue and in compliance with squadron SOP regarding crew rest.

f. "E". Eating proper meals and hydrated.

If an aircrew is not in compliance with "IM SAFE" they shall state so prior to or at the beginning of the brief. If the safety status of the individual changes prior to or during the flight, the individual student NFO shall acknowledge this and

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Immediately notify the Instructor Pilot. This change in safety status can be done with a "Training-Time-Out" or "TTO."

4. Any Student NFO who is not in compliance with "IM SAFE" shall report to the flight surgeon, regardless of reason. Also, the squadron Aviation Safety Officer (ASO) shall be notified in a timely manner by the briefing instructor pilot or the SDO.

5. Student NFOs are responsible for being prepared to fly per the schedule. Not being safely prepared to fly through their own negligence will result in a Ready Room UNSAT (RRU). A student's decision-making shall be considered prior to issuing a RRU, such as but not limited to: staying up late due to not preparing ahead when given the time; poor time management; breaking the squadron crew rest policy; breaking the OPNAV 3710.7U alcohol policy; knowingly taking unauthorized medications; etc. The intent is for individuals to take responsibility for actions and decisions they have control over.

6. Any time a student NFO states he or she is not in compliance with "IM SAFE" prior to or during a brief, the event shall not be flown. However, the event brief should be completed at the Instructor Pilot's discretion. The student NFO is still responsible for all briefing items and general knowledge. At the briefing Instructor Pilot's discretion, an Emergency Procedure/Operational Limits (EP/OPS Limits) Exam should be given to the student and must be completed prior to him or her leaving the squadron spaces. If the scheduled Instructor Pilot is unable to continue the brief or administer the EP/OPS Limit Exam due to operational necessity then an available Instructor Pilot, ODO, or SDO shall finish the brief and grade the EP/OPS Limit Exam. Based on the brief, if the Instructor Pilot determines the student NFO does not possess the proper knowledge required for that event or if the student does not receive a perfect score on the EP/OPS Limit Exam, a RRU shall be issued.

7. Some situations are outside of an individual's control. These situations are NOT grounds for a RRU. Examples would include but are not limited to: death in the family; outside influence on lack of sleep; sudden change to finances or other unforeseen emergencies.

8. "IM SAFE" is reserved for flying events only and does not apply to ground events, academics, or simulators. Student NFOs are only excused from ground events, academics, and simulators if he or she is medically incapacitated as determined by a Flight Surgeon or in accordance with paragraph 7 above.

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9. The intent of this policy is to enhance the safety of the squadron while ensuring aviation professionals exhibit personal responsibility for their actions.

A handwritten signature in black ink, appearing to read 'B. J. Solano', with a long horizontal line extending to the right.

B. J. Solano
Commander, United States Navy
Commanding Officer
Training Squadron TEN