

AVIATORS MODEL CODE OF CONDUCT



Tools to advance GA safety and citizenship

INTRODUCTION

The [AVIATORS MODEL CODE OF CONDUCT](#) (Code of Conduct) offers recommendations designed to advance flight safety, airmanship, and the general aviation (GA) community.

The Code of Conduct is not a *standard* and is not intended to be implemented as one. Instead, the Code of Conduct presents a vision of excellence for aviators. Its principles complement and underscore legal requirements. There are also specialized versions of the Code of Conduct.

The Principles: The Code of Conduct has seven sections, each containing Principles and Sample Recommended Practices.

- I. GENERAL RESPONSIBILITIES OF AVIATORS
- II. PASSENGERS AND PEOPLE ON THE SURFACE
- III. TRAINING AND PROFICIENCY
- IV. SECURITY
- V. ENVIRONMENTAL ISSUES
- VI. USE OF TECHNOLOGY
- VII. ADVANCEMENT AND PROMOTION OF GENERAL AVIATION

The Sample Recommended Practice (SRPs): The *Sample Recommended Practices* are published in the full version of the AMCC at www.secureav.com. SRPs are basic suggestions for using the Code of Conduct principles and tailoring the principles to specific aviation communities and organizations. *SRPs may be modified to satisfy the unique capabilities and requirements of each pilot, mission, aircraft, and GA organization.*

The Commentary: Commentary on selected provisions of the Code of Conduct is published at www.secureav.com. The Commentary provides

discussion, interpretive guidance, and suggested ways to adopt the Code of Conduct. Provisions of the Code of Conduct with published commentary are not necessarily more important than other provisions. Additional provisions will be added as the Commentary evolves.

Benefits of the Code of Conduct: The Code of Conduct benefits pilots and the GA community by:

- ❑ highlighting important practices to make pilots better, safer aviators,
- ❑ promoting improved pilot training, better airmanship, appropriate pilot conduct, personal responsibility, and pilot contributions to the GA community and society at large,
- ❑ encouraging the development and adoption of good judgment and ethical behavior,
- ❑ advancing self-regulation through the GA community as an alternative to government regulation, and
- ❑ promoting GA and making flying a more rewarding experience.

Note: Not all flight operations are authorized in all jurisdictions. References to the United States Federal Aviation Administration (FAA) are used as examples. In other jurisdictions, applicable laws and regulations must be followed.

I. GENERAL RESPONSIBILITIES OF AVIATORS

Pilots should:

- a. **make safety the number one priority,**
- b. **seek excellence in airmanship,**
- c. **develop and exercise good judgment, and apply sound principles of aeronautical decision-making,**
- d. **recognize and manage risks effectively,**
- e. **maintain situational awareness, and adhere to prudent operating practices and personal operating parameters (e.g., minimums),**
- f. **aspire to professionalism,**
- g. **act with responsibility and courtesy, and**
- h. **adhere to applicable laws and regulations.**

II. PASSENGERS AND PEOPLE ON THE SURFACE

Pilots should:

- a. **maintain passenger safety first and then reasonable passenger comfort,**
- b. **manage risk and avoid unnecessary risk to passengers, to people and property on the surface, and to people in other aircraft,**
- c. **brief passengers on planned flight procedures and inform them of any significant or unusual risk associated with the flight,**
- d. **seek to prevent unsafe conduct by passengers, and**
- e. **avoid operations that may alarm or disturb passengers or people on the surface.**

III. TRAINING AND PROFICIENCY

Pilots should:

- a. participate in training to maintain and improve proficiency beyond legal requirements,
- b. participate in flight safety education programs,
- c. remain vigilant and avoid complacency,
- d. train to recognize and deal effectively with emergencies, and
- e. accurately log hours flown and maneuvers practiced to satisfy training and currency requirements.

IV. SECURITY

Pilots should:

- a. seek to maintain the security of all persons and property associated with their aviation activities,
- b. remain vigilant and immediately report suspicious, reckless, or illegal activities,
- c. secure aircraft to prevent unauthorized use, and
- d. avoid special-use airspace except when approved or necessary in an emergency.

V. ENVIRONMENTAL ISSUES

Pilots should:

- a. recognize and seek to mitigate the environmental impact of aircraft operations,
- b. minimize the discharge of fuel, oil, and other chemicals into the environment during refueling, preflight preparations, servicing, and flight operations,
- c. avoid environmentally sensitive areas,
- d. comply with applicable noise-abatement procedures and mitigate aircraft noise over noise-sensitive areas, and
- e. review and adhere to prudent hazardous materials handling procedures.

VI. USE OF TECHNOLOGY

Pilots should:

- a. become familiar with and properly use appropriate affordable technologies,
- b. monitor applicable airport advisory frequencies and report position concisely when approaching airports without an operating control tower and other higher-risk areas, if radio-equipped,
- c. use transponders or other position-indicating technologies during in-flight operations, if available or otherwise directed by ATC, and use ATC radar advisories for VFR enroute operations, and
- d. carry redundant transceivers and navigational equipment and use them in appropriate circumstances.

VII. ADVANCEMENT AND PROMOTION OF GENERAL AVIATION

Pilots should:

- a. advance and promote general aviation safety and adherence to the Code of Conduct,
- b. volunteer in and contribute to organizations that promote general aviation, and use their aviation skills to contribute to society at large,
- c. demonstrate appreciation for aviation service providers,
- d. advance a general aviation culture that values openness, humility, positive attitudes, and the pursuit of personal improvement, and
- e. promote ethical behavior within the general aviation community.

ADDITIONAL RESOURCES

The AVIATORS MODEL CODE OF CONDUCT, the GLIDER AVIATORS MODEL CODE OF CONDUCT, the LIGHT SPORT AVIATORS MODEL CODE OF CONDUCT, the SEAPLANE PILOTS MODEL CODE OF CONDUCT, and the STUDENT PILOTS MODEL CODE OF CONDUCT are available at <www.secureav.com>.

NOTICE

The [insert your organization's Code of Conduct] is a customized version of the AVIATORS MODEL CODE OF CONDUCT created by Michael S. Baum. ©2003-2007 Michael S. Baum. All Rights Reserved. Terms of Use are available at <www.secureav.com>.

Pilots and the aviation community may use the AVIATORS MODEL CODE OF CONDUCT as a resource for code of conduct development, although it is recommended that this be supported by independent research on the suitability of its principles for specific or local applications and situations. It is not intended to provide legal advice and must not be relied upon as such.

EDITS, ERRATA, COMMENTS

The AVIATORS MODEL CODE OF CONDUCT is a living document, intended to be updated periodically to reflect changes in aviation practices and the aviation environment. Please send your suggestions, edits, errata, questions and comments to: <PEB@secureav.com>.

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