PERMANENT EDITORIAL BOARD
OF THE
AVIATORS MODEL CODE OF CONDUCT

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Dear Helicopter Aviator:

This letter introduces version 1.0 of the **Helicopter Pilots Model Code of Conduct** (HMCC). Developed by a team of aviation professionals and drawing upon decades of research and experience, the HMCC recommends operating practices to enhance the quality and safety of your flight operations. The Code applies to a range of operating environments, from primary instruction to commercial flight operations.

Pilot conduct and professionalism affect the entire aviation community, including its safety culture. Correspondingly, organizational safety culture affects pilot conduct. A voluntary, aspirational code of conduct can promote pilot proficiency and operational safety. The HMCC is just such a tool: a set of guidelines, or recommended practices adaptable to each pilot and organizational need. We encourage you to adopt it, and to commit to the highest principles of aviation safety.

The HMCC was developed as a volunteer effort and is provided without charge as a public service. The HMCC and supporting materials can be found online at secureav.com.

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VERSION 1.0

HELICOPTER PILOTS MODEL CODE OF CONDUCT

Tools to advance helicopter flight safety and professionalism

Provided to the helicopter community by:

[Insert Sponsoring Entity]

INTRODUCTION

The HELICOPTER PILOTS MODEL CODE OF CONDUCT (HMCC) offers recommendations to advance helicopter flight safety, airmanship, and professionalism.

The Code of Conduct presents a vision of excellence for helicopter pilots. Its principles complement and underscore legal requirements.

The FAA Practical Test Standards (PTS) and comparable international materials set the standard of evaluation for pilot certification. As such, the PTS focus mainly on basic flying knowledge and skills. However, standards and regulations by themselves do not provide a framework for how to think and act in situations that may not be covered by procedures, checklists, or operating manuals. In contrast, the HMCC articulates broader guidance—a set of values—to help a pilot interpret and apply standards and regulations, and to confront the real world challenges that could lead to a mishap. The Code of Conduct is a model, not a standard.

> Users may customize this document—including title, length, and organization—to suit their needs. **An abbreviated version of the Code of Conduct suitable for lamination is available at** <secureav.com/HMCC-listings-Page-html>. For further help with customization see "ADDITIONAL RESOURCES" (below).

The Code of Conduct will be most effective if users commit to the pursuit of professionalism as well as a firm grasp of the fundamentals of flight.

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

The Sections:

I. GENERAL RESPONSIBILITIES OF HELICOPTER PILOTS
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 AVIATION

The Sample Recommended Practices:

Sample Recommended Practices are suggestions for applying the principles of the Code of Conduct and tailoring them to pilots, owners, and operators. ***Sample Recommended Practices may be reordered, modified or eliminated to satisfy the unique capabilities and requirements of each pilot, mission, helicopter, organization, and flight environment***. They are not presented in any order of importance. Instrument flight rule (IFR)-specific Sample Recommended Practices generally appear last.

The Commentary:

Commentary on selected provisions of the Code of Conduct provides discussion, interpretive guidance, and suggested ways to adopt it. Intended primarily for flight department managers, policy administrators, and pilots who wish to explore the Code in greater depth, the Commentary is available at <www.secureav.com>. Published commentary on any provision does not imply greater importance of that provision. Additional provisions will be added as the Commentary evolves.

Benefits of the Code of Conduct:

The Code of Conduct benefits helicopter pilots and the aviation community by:

- highlighting practices to support safety and professionalism among helicopter pilots,
- promoting improved helicopter pilot training, airmanship, conduct, personal responsibility, and pilot contributions to the aviation community and society at large,
- encouraging the development and adoption of good judgment, ethical behavior, and commitment to continuous improvement,
- advancing self-regulation through the aviation community as an alternative to government regulation,
- supporting improved communications between pilots, regulators, and others in the aviation industry, and
- promoting aviation and making flying a more rewarding and enjoyable experience.

Note: References to the United States Federal Aviation Administration (FAA) are used as examples. In all jurisdictions, applicable laws and regulations must be followed.

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HELICOPTER PILOTS MODEL CODE OF CONDUCT

PRINCIPLES AND RECOMMENDED PRACTICE

I. GENERAL RESPONSIBILITIES OF HELICOPTER PILOTS

Helicopter pilots should:

a. make safety the highest priority,

b. seek excellence in airmanship,

c. develop and exercise good judgment and sound principles of aeronautical decision-making,

d. use sound principles of risk management to 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, regulations, and industry guidance.

Explanation: These General Responsibilities serve as a preamble to the Code of Conduct's other principles.

Sample Recommended Practices

- ❑ Approach flying with seriousness and diligence, recognizing that your life and the lives of your passengers and others depend on you.
- ❑ Use risk management tools to identify, evaluate and mitigate hazards, and do not subject others to unnecessary risks.
- ❑ Understand and comply with the privileges and limitations of your certificates, licenses, and ratings, and ensure any endorsements are correct and current.
- ❑ Where appropriate, develop, use, periodically review, and refine checklists and minimums for all phases of flight. Review these materials regularly with an experienced instructor or other trusted mentor.
- ❑ Understand and remain within the safe area of the helicopter's height-velocity curve whenever practicable.
- ❑ Fly both high and low reconnaissance even if you are familiar with the area since obstacles could be added without notice.
- ❑ Check out-of-ground effect (OGE) performance, and when practicable perform an OGE hover/power check before landing in uncertain or unverified terrain or at high density altitudes if authorized by applicable rotorcraft flight manual (RFM).
- ❑ Recognize, accept, and plan for the costs of implementing proper safety practices.
- ❑ Develop conservative personal operating parameters reflecting experience, proficiency, and currency in challenging conditions, including poor weather, night operations, and off-airport operations.
- ❑ Be aware of personal susceptibility to (and seek to avoid or manage) distraction, fatigue, stress, and hazardous attitudes.
- ❑ Make personal wellness and an honest evaluation of your mental and physical fitness a precondition of each flight—for example, by using the *I'M SAFE* (Illness, Medication, Stress, Alcohol, Fatigue, Emotion) checklist.
- ❑ Establish conservative personal parameters for the use of supplemental oxygen and an awareness of your personal susceptibility to hypoxia. Consider use of a pulse oximeter. Use supplemental oxygen on flights when required by rule, at night, at higher altitudes, or any time it may be beneficial.
- ❑ Adhere to applicable rules and operating practices of your airport, flying club, school, FBO, flight center, or helicopter rental provider.
- ❑ Comply with applicable requirements for Airworthiness Directives (ADs). Understand the benefits of complying with recommended inspections and Service Bulletins (SBs).
- ❑ Within the scope of your operation, pilots should apply principles of safety management. Organizations of any size and scope will find value in applying the principles of a safety management system (SMS).
- ❑ Implement Crew Resource Management (CRM), and Single Pilot Resource Management (SRM) techniques, or similar practices to enhance a safety culture.
- ❑ Recognize the increased risks associated with flying at low altitude, in inclement weather (including reduced visibility environments), at night, in congested, urban, or confined areas, over water, over rugged, mountainous or forested terrain, and in slope, pinnacle, ridgeline, and other off-airport operations. Consider the particular risks

of single-engine operations. Fly higher where practicable.

- Fly only as low as the mission requires.
- Always maintain an altitude that permits finding a safe area for landing during an emergency. Identify options for emergency landing and escape routes during confined-area landings and takeoffs.
- Minimize operations below 500 feet AGL except as required during takeoff and landing to minimize the threat of obstacles.
- Recognize the risk of a wire hazard environment. Appreciate that wire strike accidents are avoidable. In two-pilot operations, instruct the Pilot Monitoring (PM) to give high priority to searching for towers and wires, and callout such obstacles to the Pilot Flying (PF).
- See and be seen. Practice techniques for seeing and avoiding other aircraft. Scan for traffic continuously. Enhance your visibility through appropriate use of aircraft lights.
- Listen and be heard. Monitor appropriate frequencies to remain aware of other aircraft, and accurately inform other pilots of your position and intentions. Use proper common air-to-air frequencies.
- Monitor and report. Identify safety and compliance issues, and communicate them appropriately.
- When departing a non-airport environment, include an upward-looking scan—recognizing that airplane pilots often do not anticipate ascending helicopters.
- Brief and maintain a sterile cockpit for taxi, takeoff, hovering, landing, and other critical phases of flight.
- Improve safety margins by planning and flying conservatively.
- File a flight plan or communicate your intended flight itinerary to ground personnel prior to departure, even when flying locally.
- Recognize that charts may not necessarily reflect all obstructions. For example, sectional aeronautical charts do not include man-made obstructions below 200 ft. AGL. Maintain chart currency.
- Refuse to fly a helicopter that is not airworthy because of mechanical discrepancies, failure to meet inspection requirements, or for any other reason.
- Operate rental helicopters as if you owned them, and communicate all discrepancies or exceedances (such as overspeeds, overboosts, overtemps) effectively and promptly. Return helicopters in an equal or better state of cleanliness than received.
- For flights to or from airports, check NOTAMS and include review of the Airport Facilities Directory (AF/D) and other resources to ascertain each airport's helicopter altitude(s), traffic pattern requirements, and surrounding terrain and obstruction information. Avoid the flow of fixed-wing aircraft, unless directed otherwise by ATC. For off-airport flights, include review of relevant data bases, maps, and local knowledge.
- Calculate weight and balance, consider the effect of wind on fuel reserves and range, and consider diversion alternatives.
- Identify and adapt to changing flight conditions based on sound principles of airmanship and risk management. Be prepared to alter your flight plan accordingly or abort your flight.
- Remain aware of deteriorating weather and other circumstances that may make continued flight unsafe; either land, divert, or continue under instrument flight rules, as appropriate.
- Be particularly aware of crosswinds and tailwinds when landing, departing, and hovering. Avoid such conditions where practicable.
- Undertake *hot refueling* (refueling with engine(s) operating or rotor blades turning) only when absolutely necessary, and per standard operating procedures (SOPs). SOPs should restrict hot fueling to jet fuel, and require trained and qualified ground personnel, and a qualified pilot at the controls.
- Be familiar with the use and location of fire suppression equipment.

II. PASSENGERS AND PEOPLE ON THE SURFACE

Helicopter pilots should:

a. maintain passenger safety first and then passenger comfort,

b. manage (and avoid unnecessary) risk to passengers, to people and property on the surface, and to people in other aircraft,

c. brief passengers on flight and emergency 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, disturb, or endanger passengers or people on the surface.

***Explanation*:** Pilots are responsible for the safety and comfort of their passengers. Passengers place their lives and trust in pilots' hands, and pilots should exercise due care on their behalf. Such care includes, but is not limited to, disclosing risks, and exercising prudent risk management. Pilot responsibility extends to people on the ground and in other aircraft.

Sample Recommended Practices:

- ❑ Keep passengers safe, as though they were your family members.
- ❑ Act professionally towards your passengers.
- ❑ Conduct a thorough passenger safety briefing for each flight (see ADDITIONAL RESOURCES below).
- ❑ Ascertain the flight experience and concerns of each passenger. Incorporate this knowledge into the safety briefing and flight operation.
- ❑ Disclose risks to each passenger, address their concerns or anxieties regarding flight operations, and accept a prospective passenger's decision to refrain from participating.
- ❑ Remember that passenger safety begins on the ramp before ever entering the helicopter. Watch passengers closely and keep them clear of hazards (for example, rotors, propellers, fuel trucks, slippery surfaces).
- ❑ Always brief passengers on the helicopter danger zone and keep passengers outside that zone.
- ❑ Whenever practicable, stop rotors before boarding or deplaning passengers, or use ground safety personnel to load/unload passengers.
- ❑ Instruct passengers to carry luggage and all other objects below waist-level, and to secure all hats and other objects.
- ❑ Instruct passengers to maintain eye contact with the pilot when boarding or deplaning. To avoid tail rotor hazard, do not allow passengers to walk behind the aircraft.
- ❑ Instruct passengers to immediately sit and wait for assistance if blinded by dirt or other foreign objects while boarding or deplaning.
- ❑ Require that passengers wear seat belts and shoulder harnesses. Consider providing hearing protection, such as intercom-equipped headsets.
- ❑ Instruct passengers to avoid touching or obstructing critical flight controls. If practicable, disable or remove controls from front passenger seat when occupied by a non-qualified person.
- ❑ Encourage passengers to serve as safety resources—for example, by having them identify towers, wires, and other obstacles or nearby aircraft, organize charts, and keep track of landmarks.
- ❑ Assess unfamiliar passengers for potential safety and security problems.
- ❑ Refuel with passengers on board only when appropriate and authorized, and when the operation can be safely conducted with crew standing by to evacuate if needed. Do not undertake *hot fueling* with passengers aboard.
- ❑ Maintain insurance policies for adequate coverage of helicopter, crew and passengers, and understand and comply with all policy terms and limitations.

III. TRAINING AND PROFICIENCY

Helicopter pilots should:

a. participate in regular training to maintain proficiency beyond minimum requirements,

b. participate in flight safety education programs,

c. remain vigilant and avoid complacency,

d. train to recognize and deal effectively with emergencies,

e. prepare for and review each lesson carefully, and

f. maintain an accurate log to document training and currency.

Explanation: Training and proficiency underlie aviation safety. Recurrent training is a primary component of proficiency and should include both air and ground training. Each contributes significantly to flight safety and neither can substitute for the other. To be most effective, training must often exceed legal requirements.

Sample Recommended Practices:

- ❑ Pursue a rigorous, lifelong course of aviation study.
- ❑ Consider a training plan (and where applicable, professional development programs) that will yield new ratings, certificates, and endorsements.
- ❑ Develop and follow a training regimen that incorporates the assessment of your progress, ensures your flight instructor or mentor communicates such assessment to you, and provides opportunity for your input.
- ❑ Invite constructive criticism from your fellow aviators and provide the same when asked.
- ❑ Learn appropriate use of the rotorcraft flight manual to determine your helicopter's limitations, calculate performance, plan flights, properly secure cargo, determine fuel requirements, calculate weight and balance and know applicable emergency procedures.
- ❑ Develop decision-making and risk-management skills. Integrate *stick-and-rudder* and scenario-based training.
- ❑ Do not allow simulated emergencies to become actual emergencies. Recognize that student response to simulated emergencies can lead to actual emergencies.
- ❑ Incorporate simulator programs into the training program, with an emphasis on emergency procedures, including inadvertent flight into IMC (IIMC), and system loss, recognition, and recovery.
- ❑ Recognize the risks of brown-outs, white-outs, and other degraded visual environments, and train to avoid, mitigate, or respond effectively.
- ❑ Complete wire-avoidance training—and learn obstacle and wire avoidance techniques.
- ❑ Pilots flying with semi-rigid or teetering rotors should understand *mast-bumping*, including applicable speeds, density altitudes, weights, maneuvers, negative load factors, and center of gravity considerations. Pilots flying with articulated rotors should understand *ground resonance*, its cause and how to avoid and respond effectively.
- ❑ Understand the hazards created by rotor wash and learn to avoid hovering too close to people, property, and other aircraft.
- ❑ Understand your authority and responsibilities as pilot in command, including declaring an emergency when appropriate.
- ❑ Train for flight in challenging environments such as over water, remote areas, desert, or mountainous terrain, or during off-airport operations.
- ❑ Complete initial and recurrent mission training appropriate to anticipated specialized operations.
- ❑ Train for survival, and carry adequate survival equipment, apparel, and drinking water.
- ❑ Understand the unique risks and need for vigilance in taxi and runway operations, including operations near hangars, airplanes, and obstructions. Recognize that assessing distance from rotors is challenging.
- ❑ Develop a practical understanding of the mechanics, systems, and unique risks of each helicopter you fly.
- ❑ Learn how to determine and adhere to airworthiness requirements for each helicopter you fly, and confirm its airworthiness before each flight.
- ❑ Understand and use appropriate procedures in the event of system malfunctions (for example, electrical or hydraulic failure, lost communications, instrument problems, tail rotor drive malfunction).
- ❑ Achieve and maintain proficiency in the operation of avionics and automation.
- ❑ Know current aviation regulations and understand their implications and intent.

- ❑ Participate in the FAA Pilot Proficiency Program ("WINGS").
- ❑ Stay current with diverse and relevant aviation publications.
- ❑ Develop a systematic approach to obtaining timely weather briefings from an approved weather source and evaluating flight conditions.
- ❑ Obtain adequate training before flying an unfamiliar helicopter, or with unfamiliar systems, even if you have flown that type in the past.
- ❑ Recognize that helicopter pilots must constantly exercise creative thinking in response to unforeseen challenges.
- ❑ Recognize that some emergency scenarios should not be practiced in the absence of a flight instructor.
- ❑ Join type clubs or support organizations for the helicopter you fly to learn more about their capabilities, limitations, and safe operation.
- ❑ Conduct a periodic review of recent accidents and incidents, focusing on probable causes.
- ❑ Periodically demonstrate mastery of applicable practical test standards (PTS), and train to exceed PTS minimums.
- ❑ Maintain currency that exceeds minimum regulatory requirements.
- ❑ Avoid practicing training maneuvers in busy airspace or over congested areas, and employ a safe altitude in the practice area.
- ❑ Debrief each flight; review your mistakes and any unnecessary risks taken; and how to improve your performance on your next flights.
- ❑ Consider maintaining a log to track errors and lessons learned on each flight.
- ❑ Register at <www.faasafety.gov> to receive announcements of safety meetings and literature, and to review appropriate safety courses.
- ❑ Recognize the particularly acute risks of IIMC, and train to avoid and depart safely from IIMC.
- ❑ Fly often enough to maintain proficiency in day, night, VFR, and IFR conditions, consistent with your ratings.
- ❑ Complete the equivalent of a Flight Review annually, and, if instrument rated, complete an instrument proficiency check (IPC) every six months.
- ❑ If instrument rated, practice partial panel skills at least every three months.

IV. SECURITY

Helicopter 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. become familiar with the latest security regulations, and

d. avoid special-use airspace except when approved or necessary in an emergency.

***Explanation*:** Security pertains to measures taken to protect aircraft and/or occupants from criminal or terrorist acts. It also includes measures taken by pilots to avoid inadvertently becoming a real or perceived security threat. Enhanced security awareness is essential to the safety and viability of the aviation community. Threats to security demand effective responses. This section addresses the pilot's essential role in promoting national security and preventing criminal acts.

Sample Recommended Practices:

- ❑ Check NOTAMS, including Temporary Flight Restrictions (TFR) thoroughly during preflight preparation, and obtain updates during long flights, with an emphasis on airspace restrictions.
- ❑ Periodically review military intercept procedures. Monitor 121.5 MHz when practicable.
- ❑ Always use a transponder with altitude encoding if equipped and operable unless otherwise authorized or directed by ATC.
- ❑ Report suspicious behavior and other security concerns to the appropriate authorities.
- ❑ Secure your helicopter if it will be unattended. Use additional or enhanced locks or other anti-theft mechanisms to secure all aircraft, as appropriate.
- ❑ Query passengers regarding hazardous materials, weapons, and ammunition in their luggage or on their person.
- ❑ Confirm that ramp access gates are closed securely behind you to prevent *tailgating* by unauthorized persons.
- ❑ Challenge irregularities, including unauthorized or suspicious persons.
- ❑ Become familiar with the means to report and deter suspicious activities, such as the General

Aviation Secure Hotline (866-GA-SECURE / 866-427-3287).

- ❑ Complete security training applicable to your flight operations.
- ❑ Do not deviate from an active flight plan (IFR or VFR) or clearance without notifying the appropriate air traffic facility.
- ❑ To help avoid special use airspace, use ATC radar advisories, or consider flying IFR if practicable.

V. ENVIRONMENTAL ISSUES

Helicopter pilots should:

a. recognize and seek to mitigate the environmental impact of helicopter operations,

b. minimize the discharge of fuel, oil, and other chemicals into the environment during refueling, preflight preparations, servicing, and flight operations,

c. respect and protect environmentally sensitive areas,

d. comply with applicable noise-abatement procedures and mitigate aircraft noise near noise-sensitive areas, and

e. adhere to prudent hazardous materials handling procedures.

Explanation: Environmental issues can hamper operations, increase regulatory burdens, and close airports and helipads. Reducing pollution caused by aviation will reduce health problems, protect the environment, and lessen unfavorable public perceptions.

Sample Recommended Practices:

- ❑ Adopt environmentally sound and legally compliant procedures for fuel sampling, defueling, and disposing of fuel samples.
- ❑ Learn and adopt environmentally responsible methods for all aspects of aircraft care, especially degreasing, de-icing, aircraft washing, and handling run-off.
- ❑ Adhere to applicable noise abatement procedures (manufacturer's recommended; voluntary and regulatory), provided safety is maintained.
- ❑ If practicable, fly well above or avoid residential and other noise-sensitive areas [at least 2,000 AGL].
- ❑ Consider the impact of helicopters on wildlife, and conform to recommended practices (such as National Park Service minimum altitudes) when flying near wilderness and other environmentally sensitive areas.
- ❑ Be aware of the noise signature of your helicopters, and follow recommended procedures to reduce noise, provided safety is maintained.
- ❑ Consider the extensive "Fly Neighborly" noise abatement resources available from the Helicopter Association International at <www.rotor.com/Operations/FlyNeighborly.aspx>.

- Patronize service providers (such as FBOs, repair services, and aircraft cleaners) that adhere to environmentally friendly practices.

VI. USE OF TECHNOLOGY

Helicopter pilots should:

a. become familiar with and properly use appropriate technologies,

b. monitor applicable airport advisory frequencies and report position accurately when approaching airports without an operating control tower and other higher-risk areas,

c. use transponders or other position-indicating technologies during flight operations, as directed by ATC. Use ATC radar advisories for VFR enroute operations,

d. carry redundant transceivers and navigational equipment and use them in appropriate circumstances, and

e. use flight simulators and training devices as available and appropriate.

***Explanation*:** Innovative, compact, and inexpensive technologies have greatly expanded the capabilities of helicopters. This section encourages the use and promotion of such safety-enhancing technologies.

Sample Recommended Practices:

- When practicable, invest in new technologies that advance flight safety. Learn and understand the features, limitations, and proper use of such technologies.
- Consider keeping back-up and redundant communication/navigation devices accessible. Include extra batteries or a back-up power supply.
- Inspect and maintain avionics and flight instruments to keep them operational, current, and approved for the intended flight.
- When installing an ELT, consider 406 MHz technology.
- Consider use and registration of a personal locator beacon.
- Report inoperative navigation aids and areas of poor radio/signal coverage to the appropriate authority.
- Maintain basic flying and navigating skills to enhance safety in the event of failure or absence of advanced instrument displays or automation.
- Avoid flying in, near or beneath moderate or higher weather radar returns, especially when thunderstorms are present or forecast. Understand

the latency of satellite-based weather imagery. Seek frequent ATC or AFSS weather updates.

- ❑ Consider installing enhanced occupant restraints.
- ❑ When operations dictate, consider the benefits of night vision goggles (NVG) for night operations, particularly in hostile/low light conditions. Recognize the special training and aircraft certification required for use of NVG and many other technologies.
- ❑ Consider use of a helicopter terrain awareness and warning system (HTAWS).
- ❑ Consider the use of flight data monitoring and tracking equipment to record actions of the flight crew, and use the data to improve training and pilot flight operations.
- ❑ Operate with an autopilot or a qualified second pilot if practicable and authorized when flying in IMC and/or at night.
- ❑ Properly manage autoflight systems. Understand that programming avionics may cause distractions and that distractions may lead to errors, particularly during critical phases of flight.
- ❑ Operate with attitude-indicator (AI) system redundancy if practicable, and maintain partial-panel proficiency in IMC. Learn recovery techniques from instrument failure in IMC.

VII. ADVANCEMENT AND PROMOTION OF AVIATION

Helicopter pilots should:

a. advance and promote aviation safety and adherence to this Code of Conduct,

b. participate in and contribute to organizations that promote aviation, and volunteer their skills to contribute to society at large—and encourage other pilots to do so as well,

c. demonstrate appreciation for aviation professionals and service providers,

d. advance an aviation culture that values openness, humility, positive attitudes, and the pursuit of personal improvement,

e. promote ethical behavior within the aviation community, and

f. mentor new and future helicopter pilots.

***Explanation*:** Vigilance and action are essential to ensure aviation vitality and to enhance the aviation community.

Sample Recommended Practices:

- ❑ Strive to adopt the Code of Conduct.
- ❑ Recognize a responsibility to promote safety among your fellow pilots.
- ❑ Consider your responsibility to report dangerous behavior to other helicopter pilots.
- ❑ Serve as an *aviation ambassador* to the public by providing accurate information, refuting misinformation concerning aviation activities, and by encouraging potential student pilots.
- ❑ Recognize that your actions can reflect upon the entire aviation community.
- ❑ Be sensitive to the impact of your helicopter on fixed-wing aviators and equipment recognizing that some fixed-wing aviators do not understand how helicopters integrate into the GA environment.
- ❑ Make charitable use of your aviation resources (for example, by participating in disaster relief efforts or donating flight time to youth and environmental programs).
- ❑ Consider volunteering for organizations such as the Civil Air Patrol or Coast Guard Auxiliary as a way to give back to the community.
- ❑ Express appreciation to controllers and service personnel for their valuable assistance.

- Participate in aviation-related fundraising events.
- Adhere to the highest ethical principles in all aviation dealings, including business practices.
- Seek to resolve disputes quickly and informally.

ADDITIONAL RESOURCES

- Annotated Commentary, source materials, implementation examples, and supplemental aides for the Codes of Conduct are available at <www.secureav.com/Notes-for-Implementers.pdf>.
- Resources to help [*insert your organization here*] advance pilot skills and promote flight safety are available at <www.[*your organization*].org/>.
- Resources to help develop passenger briefings are available at <http://secureav.com/Passenger-Briefing-Listings-Page.html>.
- The AVIATION MAINTENANCE TECHNICIANS, AVIATORS, FLIGHT INSTRUCTORS, GLIDER AVIATORS, HELICOPTER PILOTS, LIGHT SPORT AVIATORS, SEAPLANE PILOTS, and STUDENT PILOTS MODEL CODES OF CONDUCT are available at <www.secureav.com>.
- Further information about helicopter aviation is available at:

HAI: <www.rotor.com>
IHST: <http://www.ihst.org>
FAA: <www.faa.gov>, <www.faasafety.gov>
AEA: <www.aea.net>
AOPA: <www.aopa.org>
EAA: <www.eaa.org>
NBAA: <www.nbaa.org>
NEMSPA: <www.nemspa.org>

ABBREVIATIONS

AD	Airworthiness Directive
AI	Attitude Indicator
AFSS	Automated Flight Service Station
AGL	Above Ground Level
ATC	Air Traffic Control
CRM	Crew Resource Management
FAA	Federal Aviation Administration
FBO	Fixed Base Operator
HTAWS	Helicopter Terrain and Warning Systems
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IIMC	Inadvertent IMC
IPC	Instrument Proficiency Check
MSL	Mean Sea Level
NVG	Night Vision Goggles
OGE	Out-of-Ground Effect
PF	Pilot Flying
PM	Pilot Monitoring
PTS	Practical Test Standards
RFM	Rotorcraft Flight Manual
SB	Service Bulletin
SOP	Standard Operating Procedure
SMS	Safety Management System
SRM	Single Pilot Resource Management
TFR	Temporary Flight Restrictions
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

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.

Pilots and the aviation community may use the 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 HELICOPTER PILOTS 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>.

ACKNOWLEDGMENTS

The CODE OF CONDUCT has had the benefit of extensive editorial comment and suggestions by a diverse body of the aviation community, and beyond. *See* "ACKNOWLEDGMENTS" at <http://www.secureav.com/ack.pdf>. The Permanent Editorial Board of the Code of Conduct is presented at <http://secureav.com/PEB.pdf>.

This QR Code points to <www.secureav.com>, the Code of Conduct website:

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