

A CODE OF ETHICS FOR PILOTS

Members of the Professional Pilots Association; after thoughtful consideration of the duties, responsibilities and high standard of conduct necessarily imposed upon them by the peculiar requirements of their occupation; endorse and unreservedly agree to uphold the following Code of Ethics:

SEC. I. Duties to the Public and The Industry.

1. Pilots should feel that the industry which provides them with a livelihood has a real claim upon their ability and time; which claim must be held above selfish personal considerations. They should encourage the public in every way to make legitimate use of aircraft, and should aid any practical sincere project that has this end in view. It is their duty to combat any and all forces which might tend to discourage or discredit the legitimate use of aircraft.
2. It is important to the development of the industry to avoid unfavorable publicity for such aspects and circumstances as may wrongly influence the public, bearing in mind that a true statement of facts regarding any such circumstances will usually be to the greatest ultimate benefit of the industry.
3. Believing that flying, under the best of conditions of equipment, operator's policies, pilots' ability, weather and terrain, is the safest means of rapid transportation, but under the worst conditions of the above becomes very dangerous, pilots should endeavor to keep the public informed as to what constitutes safe practices in flying, that they may employ and patronize the safe with confidence and freedom.
4. Pilots should encourage the development of all improvements in equipment and conditions, and not disparage the usefulness of new ideas, additional equipment, instruments, aids to navigation and safety. Many things though unnecessary by one may be important to another, and the far-sighted pilot will anticipate their future usefulness.
5. No operating company, or company identified directly or indirectly with the industry, should be criticized publicly. Pilots should be alert to aid and encourage all those whose activities or products show promise of benefiting the industry, and who are not endangering lives or cargo by the misuse of aircraft, or tending to bring discredit upon aviation.
6. They should be outstanding in endorsing and obeying the spirit and the letter of laws pertaining to aviation.
7. A professional pilot should never lower his standard of safe flying because of having no passengers aboard. Other members of his crew, value of the plane, reputation of his employer, credit to the industry and his own profession; are all to be considered above his personal feelings, and they admit no lowering of the safety margin.
8. Except as required by the nature of special flights, such as races, contests, and attempts at records, a pilot should avoid the spectacular, for tho it may create an impression of the individuals initiative and dexterity, it also creates an impression of his irresponsibility, which does more harm than good in the eyes of his employer, brother pilots, and the public.
9. In operations not involving the safety of passengers, each pilot should have due consideration for himself and those dependent upon him, for the terms under which he operates, and for the discredit which might be reflected upon the industry in case of

accident. He should be sure that proper publicity is given the operation, so that all concerned, or the public who might criticise, will be acquainted with its character and the natural hazards of the undertaking.

10. It is consistent with the best of ideals, in times of great distress or disaster, such as floods, earthquakes and wars, that experienced pilots should offer their services, free from all selfish motives, for anything flying can do to alleviate human suffering.

SEC. II. Duties to Employers and Operators.

1. Planes should be flown as their owners or operators prescribe. The pilot who without the knowledge or consent of his employer, indulges in acrobatics, deviating from his course, or any uneconomical or hazardous flying, is guilty of unethical and dishonest conduct.

2. A pilot accepting new duties or assignment should make certain to be more conservative than those who have been at the same work longer. It is bad practice and generally bad judgment to attempt the limit of what is safe for those more familiar with routes and conditions.

3. Immediate safety and continuous safety during year after year of operations are much more important than the accomplishment of the purpose of a particular flight or a high average of completed schedules. To err on the side of safety is not to be considered a fault.

4. In despatching planes under conditions of bad weather or possible faulty equipment the pilots responsibility should be only the privilege and duty of making an unquestioned cancellation when in his opinion the interest of safety so warrants. The approval of both the pilot and the executive in charge should obtain before the plane is despatched.

5. Realizing that the problem of airworthy aircraft is largely one of adequate and proper maintenance and inspection, pilots should cooperate with and promote the welfare of maintenance crews.

6. In case of a dispute between an operating company and pilots, the latter should be willing to allow a competent organization or authority to arbitrate for them temporarily and should maintain schedules until proper settlement is made. Pilots should feel duty bound to do all in their power to maintain operations of a company unless its purposes and practices merit unquestionable condemnation.

7. Recognizing the strict requirements of good piloting; the innate ability, thorough and expensive training, long arduous experience, and exemplary living necessary; all pilots of good reputation and character feel that they should receive a wage commensurate with that given other professionals occupying positions with corresponding requirements and responsibilities. Feeling so they should actively oppose any individual or organization indicating an intent, or entering into an agreement, which will tend to reduce their wage below that indicated as sufficient for professionals of their character.

SEC. III. Duties to other Pilots.

1. A pilot's attitude toward all other pilots should be characterized by the Golden Rule: "Do unto others as you would have them do unto you." He should conscientiously do all in his power to:

Promote the personal and professional welfare of another.

Protect another's reputation and earning power.

Try to educate and develop the experience, knowledge and ability of others

So deal with offenders as to protect the deserving.

2. While holding due regard for each others interests, a pilot should be careful not the recommend another for a place or undertaking for which he is not well qualified. Experience does not always signify ability, and systematized training for any type of work is as essential as long years of experience or many hours in the air.

3. Only constructive criticism should be exercised toward other pilots. Regardless of his personal opinions, a pilot should not discuss with anyone not directly concerned the professional or private conduct of another who has been subjected to criticism.

4. One should never openly criticize another's practices or particular decisions in flying. It is especially unethical to criticize practices that appear dangerous or that lean toward the ultra-conservative. One should feel and show praise for the pilot who declines to take off, or who turns back, when he feels that conditions of weather, flying equipment, or anything else is not up to the highest standard of safety.

5. While it is right to set an example of conservatism and calm good judgment for the less experienced in any specific work, those considerate of all interests involved will not advocate an experienced pilot refraining from any operation or flight that would be safe for him, in order to influence a less experienced pilot not to undertake the same. Each must fly as he knows he can, striving to demonstrate that flying is reliable as well as safe, and not exceeding his limitations; realizing that a record of safety is the best asset to a pilots reputation.

6. It is unethical practice and bad publicity for ones self and the industry, to boast of bad conditions he has flown through, narrow escapes, or any dangerous circumstances overcome.

7. Every pilot should feel a sense of responsibility for the conduct of others. He should strive to assist them in improving such conduct and shield them from public criticism. A pilot who has been criticized publicly should be informed that he may defend himself, or correct his faults. Every pilot should be active in helping others to maintain the integrity of their private and professional reputations. No personal objectives should be allowed to impair this helpful attitude.

8. One should zealously strive to uphold the honor and dignity of the profession and guard it against the admission of the unfit and incompetent. It therefore devolves upon each one to expose without fear or favor, before the proper authorities, deliberate infractions of laws, rules and regulations.

9. In matters of competition pilots' actions should be characterized by fairness and honesty. Best immediate impressions and permanent results are created by a spirit of self-confidence combined with an open appreciation of the merits of ones competitor.

10. In making decisions regarding operations where comparisons can be made between pilots, one should consider the effect, and to so act as to not by word or deed cast reflection on the other. It is generally a bad decision to undertake what another of equivalent experience and recognized ability has decided is unsafe or improper.

11. Whenever there arises between pilots a grave difference of opinion regarding professional conduct, or questions of an ethical nature which cannot be adjusted without assistance, the dispute should be referred for consideration and settlement to an impartial committee of competent pilots, or such organization or association as may be available and qualified to undertake arbitration.

SEC. IV. Duties to ones self.

1. Every pilot should at all times, on and off duty, in social and business affairs, conduct himself as a gentleman in the truest sense of the word, realizing that any act which reflects discredit upon himself, also in a greater or lesser degree reflects discredit upon all others in the profession, and upon aviation in general.

2. A pilot should persistently endeavor to improve himself and add to his knowledge and skill, to analyse experience and profit by resulting new ideas, to study and keep abreast of new developments.

3. A pilot should so regulate his life as to have the necessary mental qualities; being observing, level-headed, fearless, with control of his nerves, senses and judgment.

4. He should keep himself physically fit, and free from the detrimental effects of illness or disease, intoxicants or any form of dissipation. He should voluntarily and invariably refrain from flying when not in prime condition.

5. He should be careful not to fly too much, or allow himself to become fatigued in any way to an extent that will impair his ability or judgment. He should decline to fly when so fatigued. In conforming with this a pilot employed in a regular and steady position should do no other flying for hire or reward without the knowledge and consent of his employer.

6. Flying is becoming safer directly in proportion to an accurate realization of its proper limitations. Pilots should expect of their planes, equipment, and their own experience, only what can be done safely; and should broaden the scope of their operations only as decided improvements are introduced.

7. It is inconsistent with the principles of this Code for a pilot to accept or keep a position or undertake an operation, however promising of remuneration, if it is not up to his highest standards for safety to passengers, crew, cargo, or equipment.

8. In making decisions and expressing opinions regarding safety, weather, publicity, changes in equipment or operating conditions, assignment of crews, etc., the pilot should not be influenced to deviate from his best judgment by reason of personal considerations, fear of criticism, desire for popularity, favor to friends, or opportunity for selfish gain.

9. It is the duty of every pilot to associate himself with, and contribute of his time, energy, and means to the success and advancement of, associations and organizations operating to uphold the standard of the profession and welfare of its members.

10. The pilot is most directly concerned with, and is in the best position to observe certain aspects of aviation. His opinions when desired and properly expressed carry much weight. Therefore cooperation and support should also be given to associations and organizations operating in the interest of aviation and the development of the various branches of aeronautics.

CONCLUSION

This code is intended to react to the benefit of the industry in general, and the operators of aircraft in particular, as well as the pilots; and the interpretations and manner of enforcement shall be such as to deserve and receive the endorsement of all concerned.

It is intended principally as a guide in determining correct conduct and establishing ideals, and is subject to periodic revisions and additions as necessary to keep abreast of the development of aviation. The principles mentioned include both the fundamental, and some particular duties indicated as requiring emphasis. The enumeration of the latter should be construed to imply the non-existence of others equally important. The nature of particular circumstances or operations will never justify departure from or violation of any of the fundamental principles herein mentioned.

As a detailed supplement to this Code of Ethics the Professional Pilot's Association will from time to time take a consensus of what its members consider safe practices in flying, due consideration being given each time to the improvements and refinements which have been achieved in aircraft and their accessories. These will be known as "Standard Practices" and will be furnished to each member and used in such other laws as the Association sees fit for the benefit of the pilots and the good of the industry.