



A Livery Company of the City of London

The Guild of Air Pilots and Air Navigators

Patron: HRH The Prince Philip, Duke of Edinburgh KG KT

Grand Master: HRH The Prince Andrew, Duke of York KG GCVO

POSITION PAPER

KEY VALUES

BY

Technical & Air Safety Committee

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The Guild of Air Pilots and Air Navigators publishes Position Papers to convey its official opinion and policy on what often may be contentious matters. It also publishes Study Papers to provide guidance on a variety of aviation topics and Discussion Papers to inform public knowledge of often-contentious areas that remain the subject of debate within the Guild's committees. Prior to publication, Position Papers and Study Papers are formally endorsed by the Court of the Guild, its governing body, and therefore represent the Guild's official stance or guidance on a given topic. However, Discussion Papers are not formally endorsed by the Court of the Guild and therefore are not necessarily reflections of the Guild's current or future policy.

Position Papers - official Guild opinion on the matters concerned

Study Papers - helpful guidance notes on a variety of aviation topics

Discussion Papers - illustrate areas under discussion in the Guild's professional committees. Discussion Paper contents remain the subject of debate and therefore are not necessarily reflections of Guild current or future policy.

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The Guild of Air Pilots and Air Navigators

KEY VALUES

Livery Companies or Guilds have always set the highest standards in seeking perfection, both in the performance of their crafts and also in the personal excellence and integrity of its members. Membership was and remains a hallmark of excellence and of vocational integrity. The Guild of Air Pilots and Air Navigators is committed to these traditional ideas, as exemplified by our 'Key Values' set out below:

Skills. Pilots must possess and nurture the skills necessary to fly the aircraft competently at all times. They must be capable of flying the aircraft accurately and safely in the event of failure of automatic systems.

Training. Training must provide pilots with the on-going skills, knowledge and attitudes necessary to perform their role competently in normal, abnormal and emergency situations. Where possible and appropriate, representative simulators and computer-based aids should be used for initial training, continuation training and assessment to manage the associated risks.

Standardisation. Safety of flight is enhanced by standardisation of procedures and regulations. This practice promotes effective monitoring, enhancing the identification and rectification of errors and poor practice. Standardisation should be promoted by all aviation organisations.

Aircraft Command. Although procedures and regulations normally dictate the manner by which a flight should be conducted, aircrew should be trained that in critical situations, requiring rapid intervention, the aircraft commander, using the technical and human resources immediately available, is empowered to take decisions without recourse to senior managers.

Environment. Safety of flight must always have precedence over other considerations but any adverse impact of flight operations on other people and the environment should be minimised so far as is reasonably possible without compromising safety.

Selection. Whilst recreational pilots fly by choice, the selection of those entering Professional pilot training should be based on a rigorous process, which ensures that only those candidates with the necessary aptitudes are selected.