****

**The Landing Doctor Code of Conduct Oct 8, 2018**

* **Make Safety your number one priority. Understand that your life and the life of future passengers depends on your good judgement.**
* **Establish and use our Personal Limitations Checklist “PLC”**
* **Follow the Landing Doctor rule of landing with 90 minutes of fuel.**
* **Do not turn in a climb until you have Vy + 10 kts or Vmcs, Velocity maneuvering climb speed.**
* **Recognize the increased risk of flying in inclement weather, night flight, flight during high winds, busy airport, over water or rough terrain,**
* **Seek excellence in airmanship by reading and flying regularly.**
* **Act with responsibility and courtesy and avoid vulgarity.**
* **Learn and adhere to the FAR’s and local laws.**
* **Do not fly if you do not feel well and always have a solid gold out.**
* **Learn the practice of see and be seen. Fly aircraft with good visibility.**
* **Use technology for traffic avoidance.**
* **Monitor the radio to be aware of other traffic and be concise in your communication regarding your position and intentions.**
* **Banks over 20 degrees will be avoided in the traffic pattern, especially during the turn from base to final. Give your passengers a smooth ride.**
* **If the pilot finds himself in the coffin corner because he/she overshot the turn from base to final, an immediate go-around will be initiated.**
* **Defined Go-Around Point (DFGAP). At 200 feet AGL, the plane must be at 60 KIAS +10/– 5 knots, lined up with the center line and in its final flap setting of 20 or 30 degrees.**
* **Treat every aircraft as if it was yours.**
* **Brief passengers to inform you if they see other traffic and to be quiet when you are getting ready to land…the sterile cockpit.**
* **Do not refuel the aircraft with passengers on board.**
* **Use AirNav.com, Fore Flight, and FSS to prepare for a flight.**
* **Call 866-GA-SECURE if you see suspicious activity.866-427-3287**
* **Minimize the discharge of fuel and oil into the environment.**
* **Always load your flight plan data prior to taxiing.**
* **Drink responsibly. Never drink the night before a flight.**