



LOOKING FOR A CAREER WHERE THE SKY IS THE LIMIT?

Airline Pilot Career Information

FOREWORD



The Air Line Pilots Association, International (ALPA) has prepared this booklet for young men and women interested in aviation careers. We hope this information will be helpful to you as you plan for your future.

The commercial airline pilot is a member of a proud and demanding profession. The amount of training needed, and the expense of that training, is comparable to the training for a physician. This is understandable because pilots are responsible for many human lives—sometimes more than 400 passengers on one flight.

ALPA pilots are intensely aware of their responsibility. Although they consider the comfort and convenience of their passengers important, they uphold safety as their paramount concern.

If you are looking for a career where the sky is the limit, this information can provide you with many of the facts necessary to decide whether becoming an airline pilot is in your future.

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INTRODUCTION TO AVIATION



Every child who watches a bird in the sky dreams of being able to fly. The desire for flight is probably as old as the history of humankind, but only within the past century has controlled flight been possible.

Commercial air passenger service began in the 1920s, with just a few thousand passengers a year traveling to and from a handful of cities. Now the world's air transportation system moves nearly two billion passengers a year to hundreds of cities all over the world.

Early commercial pilots flew their routes by looking for familiar landmarks—a certain barn, a river bend, a farmer's windmill. Sometimes they followed train tracks, and cases have been reported of near-misses with onrushing locomotives during low-visibility conditions.

Those pioneer airline pilots would be amazed at present-day cockpits. Technological advances have changed the speed and safety of travel, changed the aircraft, and changed the demands on the flight crew. Today's complex air-traffic system and sophisticated aircraft demand skill, judgment, education, and, most important, experience.

Pilots control multimillion-dollar vehicles, some carrying more than 400 people plus tons of mail and freight. Such a huge aircraft takes off from a strip of pavement over a mile long and 200 feet wide, touching down again hundreds to thousands of miles away on another strip of pavement. Often the entire journey is made with no ground in sight from takeoff to landing. A takeoff or landing is made on the average of every three seconds by members of the Air Line Pilots Association, International. The scheduled airlines of the United States and Canada operate more than 8,000 aircraft, most of them jets.

The big business of air travel requires hundreds of thousands of workers. Many thousands are employed by airlines as mechanics, reservation agents, dispatchers, sales representatives, baggage handlers, office workers, and other important staff members. Additional thousands are employed at airports, in government, and in businesses that support aviation and air travelers. But once the power is applied to the engines, the safety of the flight is the responsibility of the professional crew up front.

THE PILOTING PROFESSION

The three positions in the airline piloting profession are captain, first officer (co-pilot), and second officer (flight engineer). In Canada, the second officer and flight engineer are separate certificates; the second officer may hold a flight engineer rating, but a flight engineer is not necessarily a pilot. Not all aircraft operated by the airlines require a second officer; in fact, all new aircraft now are designed to be flown with a captain and first officer sharing all the duties.

On most airlines, a pilot progresses into the captain's position of ultimate authority and responsibility through experience. Experience is vital because no two flights are alike, and the manner in which a particular flight is conducted will depend on many factors. These may include: weather on departure, en route, and at the destination; available navigation aids and air traffic control; aircraft loading; airline and regulatory requirements; and, of course, passenger comfort. To meet all these changing—and sometimes conflicting—considerations safely and effectively requires knowledge and skill that can be gained only with experience. And only experience prepares a crew for those rare occasions when it is confronted with an emergency that, if not dealt with promptly and precisely, could become a tragedy.

Each pilot position requires a pilot certificate and a currently valid medical certificate issued by the Federal Aviation Administration (FAA) in the United States, or by the Department of Transport (Transport Canada) in Canada.

SOME STATISTICS

Captain

Commands the aircraft and is responsible for the safety of its passengers, crew, and cargo. Requires an air transport pilot (ATP) certificate (U.S.) or airline transport pilot license (Canada). The average ALPA-represented captain at a major airline is 50 years old with 18 years of service and annual earnings of approximately \$182,000. The average ALPA-represented captain at a non-major airline is 41 years old with 10 years of service and annual earnings of approximately \$70,000. Salaries range from \$73,000 up to \$300,000 annually for captains at major airlines, and from \$20,000 up to \$151,000 for captains at non-major airlines, depending on years of experience and the size of the airplane flown.

First Officer (aka Co-pilot)

Assists or relieves the captain. Requires a commercial pilot certificate with instrument rating in the United States; in Canada, only a commercial license is required. The average ALPA-represented first officer at a major airline is 43 years old with 10 years of service and annual earnings of approximately \$121,000. The average ALPA-represented first officer at a non-major airline is 35 years old with 3 years of service and annual earnings of approximately \$33,000. Beginning salaries for first officers range from \$26,000 to \$224,000 at major airlines, and from \$12,000 to \$73,000 at non-major airlines, depending on the size of the airplane flown.

Second Officer/Flight Engineer

Though their numbers continue to dwindle dramatically, some airliners in use

(Statistics, cont'd on page 7)

PRE-FLIGHT CHECKLIST

Preparing for an Airline Pilot Career



► **General Qualifications**

All pilots are licensed by their national regulatory authority—the FAA in the United States and Transport Canada in Canada. In the United States, a certificate can be refused or revoked if the individual is determined not to be of good character; this stipulation does not apply in Canada. Physical requirements vary with the level of the license, but all pilots must be able to pass a physical examination at regular, frequent intervals.

A good educational foundation in mathematics, science, English, and geography is needed. Most airlines prefer a four-year college or university degree.

► **Experience Requirements**

In aviation, experience is judged in two ways: hours of flying and kind of flying. Most airlines require at least 1,000 hours of flying time, preferably in multi-engine turbine aircraft. The average new-hire at regional airlines has over 2,000 hours; the average new-hire at the major airlines has almost 4,000.

Although flight instruction and similar work are good ways to build up the first hours of commercial flying experience, once a pilot has recorded 2,000 to 3,000 hours of flying, additional time confers no competitive advantage unless it is flown in large transport-type aircraft. A pilot with 6,000 hours as a crop duster is probably a very good crop duster—but the airlines want multi-engine, and specifically turbine, experience.

► **Training**

More than half of the pilots currently flying for U.S. airlines have had military training, with the percentage slightly lower in Canada. In both countries, however, the military are training fewer pilots and requiring longer service commitments. You may reach your goal of becoming an airline pilot sooner through civilian training, much of which is geared to airline flying. Pilot training can be obtained in colleges through aviation courses or from privately operated flight schools. (See page 14 for more information.)



► Civilian vs. Military Background

Airline pilots generally come from one of two different flying backgrounds, either civilian or military.

Civilian Pilot

Civilian pilots normally pay for their own flight training at a Fixed Base Operator (FBO), a university, or some other flight training institution. After obtaining commercial, instrument, multi-engine, and flight instructor ratings, the civilian pilot is then prepared to begin logging hours in earnest as a flight instructor, charter pilot, or some other flying position with small, single- or multi-engine aircraft. After logging 1,000 or more total hours and approximately 200 or more hours of multi-engine time, the pilot may be qualified to be employed as a first officer with a small-aircraft airline. The next advancement is to captain and, after logging adequate time, then on to the major airlines as a flight engineer or first officer. There is a trend by some pilots to stay with small-aircraft airlines because the pay is becoming more attractive and quality-of-life conditions can be the same as, if not better than, the majors.

A growing number of pilots obtain their college degrees and flight ratings simultaneously at schools that offer such curricula. A few airlines have internship programs established at some of these schools that enable pilots trained there to be employed by that airline after graduation. These programs can reduce the amount of time and money needed to obtain an airline pilot job.

Military Pilot

The military pilot's career progression is quite different from that of the civilian pilot. After graduating from college and being commissioned as an officer, the pilot enters active duty with his or her branch of the military and is assigned to flight training. At the completion of flight training, the pilot



will then be assigned to his or her first of what may be many different types of aircraft to be flown from one or more air bases around the world. Military pilots may leave active duty in their late 20s or early 30s to join the airlines with several thousand hours of total flight time, most or all of which is in turbine-engined aircraft. Because of the excellent experience gained by operating heavy and/or high-performance jet aircraft, they are highly qualified to be employed by a major airline and may bypass the small-aircraft airlines entirely. Many former military airline pilots fly in their branch's reserves in order to serve their country, earn more money, and create a more secure retirement.

(Statistics, cont'd from p. 4)

in the airline industry require a third cockpit crew professional to assist in flight operations and ensure that the airplane's mechanical and electronic devices and systems operate properly.

Requires a flight engineer's certificate from the FAA; Transport Canada requires either a second officer or flight engineer license. Although a second officer does not fly the aircraft, U.S. airlines require second officers to have a valid pilot's certificate and to maintain proficiency as a pilot. The second officer position is usually the entry-level job at airlines operating aircraft that require three-cockpit-crew aircrafts.

Entry-level annual wages range from \$23,000 to \$61,000. The average ALPA-represented second officer is 45 years old with 7 years of service and annual earnings of approximately \$92,000.



FLYING THE LINE

Personal Requirements



► Age

The U.S. and Canadian governments have established minimum and maximum ages for airline pilots. A private pilot must be at least 17 years of age, a commercial pilot at least 18, and an applicant for an air/airline transport pilot certificate at least 21 in Canada and 23 in the United States. Federal law in the United States requires airline pilots to retire at age 60; there is no such limit in Canada, but the normal retirement age on scheduled airlines is 60.

Until very recently, airlines rarely hired pilots after age 32. Today, older pilots are more frequently hired, especially during expansion periods, but the airlines expect experience to be commensurate with age. In other words, older pilots with many hours of flight time who would not have been considered just a few years ago are now being looked at by the airlines.

► Physical

Airline pilots must meet stringent physical health requirements. Medical certificates required by the FAA are classified as First, Second, or Third Class, while Transport Canada has Category 1 or Category 3 certificates. (Category 2 is for air traffic controllers and flight engineers, although the physical requirements for a flight engineer are similar to those of Category 1 to account for prolonged or difficult flights.) Each class or category has specific physical requirements. The First Class and Category 1 certificates have the highest standards and are required for an air/airline transport pilot certificate. The First Class Certificate is valid for six months, while the Category 1 Certificate is valid for one year for pilots under age 40, and six months for those aged 40 and older.

Before you begin training for any airline position, we strongly recommend that you take a First Class or Category 1 physical from a physician who is a designated FAA or Transport Canada examiner. You can obtain the names of such examiners from the FAA or Transport Canada regional headquarters nearest you, or you can ask the operator of any approved flight training school in your area.



► Education

The commercial airline pilot profession increasingly becomes more complex and technical. Meeting the constant demands of continuously changing technology requires a high degree of mental dexterity. Airline pilots never stop learning—new systems, new aircraft configurations, new procedures. Because of the ever-changing aviation technology and the requirements for mastery of new systems, pilots must attend and pass ground school courses regularly as well as passing flight checks in simulators and aircraft.

Because the airline pilot works with technically complex navigation systems and communications equipment, the pilot should have a thorough grasp of mathematics, aeronautics, navigation, and meteorology. The pilot must be able to think clearly even in times of stress, and be capable of communicating accurately, understandably, and concisely while performing other duties.

The acquisition of these skills begins at the secondary level of education with an emphasis on the basic sciences, particularly math and physics. At the college/university level, preferred courses in preparation for an airline pilot career would include advanced math, English, sciences, aeronautical engineering, and other aviation-related studies.

Learning to fly an aircraft requires training and experience, but because pilots are in command of equipment valued at millions of dollars and are responsible for hundreds of lives, they must also have good judgment and a good attitude.

► Health

Because of the unique physical demands of a pilot's daily duties, regulatory agencies require that pilots meet strict health standards, primarily concerning the heart, lungs, physical dexterity, and eyesight. Dependence on drugs—even prescription drugs—may be disqualifying.

Almost every airline will now allow applicants to wear glasses to correct vision to 20/20 in each eye.

Licensing Requirements



On the way to becoming an airline pilot, there are four levels of pilot certificates: (1) student, (2) private, (3) commercial, and (4) air transport pilot (U.S.) or airline transport pilot (Canada). Except for the pilot holding only a student certificate, a certificate holder may have different ratings or types of certification. For instance, a pilot may have ratings for single-engine, multi-engine, land, sea, helicopter, or instrument flying. A type rating for the specific aircraft model is required before a pilot may fly a large aircraft that requires a two-pilot crew.

Student

- Age:* A minimum of 16 years in the United States, 14 years in Canada.
- Privileges:* May receive instruction and fly solo under the supervision of a certificated flight instructor. May not carry passengers.
- Physical:* Must possess at least a valid Third Class or Category 3 medical certificate prior to flying solo.
- Education:* Should have a good basic education in mathematics, sciences, and English.
- Experience:* In the United States, after accumulating a minimum of 35 hours of training at an FAA-approved school or 40 hours at a non-FAA approved school—including specified hours of training in cross country, introduction to instruments, and emergency procedures—the student may be recommended for a private certificate. In Canada, a minimum of 45 hours of similar flight training and 40 hours of ground school is required by Transport Canada before a student may apply for a private pilot certificate/license.

Private

- Age:* A minimum of 17 years.
- Privileges:* May pilot any aircraft for which a rating is held and may carry passengers, but may not be paid or receive other compensation for activity as a pilot.



Physical: Must possess at least a valid Third Class or Category 3 medical certificate.

Education: Besides a basic education, must have specialized instruction in such areas as aviation regulations, navigation, radio communications, weather observation and evaluation, aircraft loading, and flight planning.

Experience: Must pass a written examination administered by the FAA or Transport Canada, and must successfully demonstrate to an FAA- or Transport Canada-designated examiner pilot skills covering flight planning, pre-flight procedures, straight-and-level flight, climbing and gliding turns, soft-field and short-field takeoffs and landings, stall recovery from various attitudes, 720-degree turns with precision, and crosswind takeoffs and landings.

Commercial

Age: A minimum of 18 years.

Privileges: May act as pilot in command of any aircraft for which rating is held and may receive compensation.

Physical: Must hold a valid and current Second Class medical certificate in the United States. In Canada, a Category 1 medical certificate is required.

Education: In addition to education requirements of a private license, must have extensive aeronautical experience. The requirement is at least 250 hours of flight time (in Canada, 200 hours), including at least 100 hours as pilot in command, 50 hours of cross-country (20 hours in Canada), 10 hours of instrument instruction, and an instrument rating. In Canada, an instrument rating is not required, but an applicant must have 20 hours of instrument time.



Experience: Must pass a detailed written examination and demonstrate to an examiner most of the skills required for a private certificate, but performed with a higher degree of precision.

Air Transport

Age: A minimum of 23 years in the United States; 21 in Canada.

Privileges: May serve as pilot in command of an aircraft.

Physical: Requires a current and valid First Class (U.S.) or Category 1 (Canada) medical certificate.

Education: 1,500 flight hours, 500 of which are cross-country, 100 at night, 75 in instrument category, of which 50 will be in actual instrument weather conditions. An instrument rating is required. In Canada, the minimum 1,500 flight hours must include 250 as a pilot in command, and 200 hours cross-country. Otherwise the experience requirements are similar, except that a multi-engine rating is required as well as the instrument rating.

Experience: Must successfully pass a written examination and demonstrate to an examiner the ability to pilot an aircraft under the complex situations applicable to airline-type flying.

All categories of licenses . . .

. . . require recency of experience. All pilots must pass a flight review with an instructor at least every two years. In addition to taking regular six-month FAA/Transport Canada and company flight checks, and simulator and medical exams, an airline pilot is subject to unannounced spot checks by federal inspectors.

WHERE CAN I GET MORE INFO?

Films, booklets, and brochures are available from a variety of sources, including the airlines, the government, aircraft manufacturers, libraries, schools, and associations.

Many home study courses are available, including visual and taped presentations. Aviation supply shops and some airports offer training books for sale.

Where you are in preparation for your aviation career will, of course, determine your next step. If you have not yet started to become a pilot, you may want to visit your nearest airport and talk with a flight instructor.

We have assembled a short list of places you can contact for additional information. Although this is not a complete list of all aviation career resources, these offices can provide you with materials more specifically geared to your needs.

GOVERNMENT RESOURCES

**Director of Education
Dept. of Transportation
Federal Aviation Administration**
800 Independence Avenue, SW
Washington, DC 20591
(800) 255-1111
www2.faa.gov

The Federal Aviation Administration (FAA), an agency of the U.S. Department of Transportation, offers extensive educational resources as well as a comprehensive list of aviation-related publications and organizations. As the aviation industry's governing body in the United States, the FAA is a foremost point of contact for current and future pilots.

Transport Canada
Department of Transport
330 Sparks Street
Ottawa, Ontario
Canada K1A 0N5
(613) 990-2309
www.tc.gc.ca

NavCanada, a not-for-profit organization monitored by Transport Canada, is responsible for developing and administering aviation-related policies, regulations, and services set by Transport Canada. However, unlike the FAA, NavCanada neither licenses pilots nor registers aircraft. Transport Canada retains these authorities and should be contacted for inquiries.

EDUCATIONAL RESOURCES

The list below shows those institutions whose aviation-related education programs meet the academic and training standards of the Council on Aviation Accreditation:

U.S. SCHOOLS

Arizona State U. (Mesa, AZ)

<http://eastair.east.asu.edu>

Central Missouri State U. (Warrensburg, MO)

www.cmsu.edu/aviation

Dowling College (Oakdale, NY)

www.dowling.edu/school-aviation

Embry-Riddle Aeronautical U. (Daytona Beach, FL)

www.db.erau.edu

Embry-Riddle Aeronautical U. (Prescott, AZ)

www.erau.edu/pr/index.html

Florida Institute of Technology (Melbourne, FL)

www.fit.edu/AcadRes/aero

Hampton U. (Hampton, VA)

www.hamptonu.edu/academics/schools/engineering/aviation

Louisiana Tech U. (Ruston, LA)

www.aviation.latech.edu

Mercer County Community College (Trenton, NJ)

www.mccc.edu/~jkuhl/Aviationdwpw.htm

Metropolitan State College of Denver (Denver, CO)

www.mscd.edu/academic/scops/aes

North Shore Community College (Danvers, MA)

www.northshore.edu/departments/dept.php?depcode=avs&term=200409

Middle Tennessee State U. (Murfreesboro, TN)

www.mtsu.edu/~aerodept

Parks College of Engineering, Aviation, and Technology (St. Louis, MO)

<http://parks.slu.edu/aviation.html>

Purdue U. (West Lafayette, IN)

www.tech.purdue.edu/at/

St. Cloud State U. (St. Cloud, MN)

www.stcloudstate.edu/aviation

U. of Nebraska (Omaha, NE)

www.unomaha.edu/~unoai

U. of North Dakota (Grand Forks, ND)

www.aero.und.edu

Western Michigan U. (Kalamazoo, MI)

www.wmich.edu/aviation/index.htm

CANADIAN SCHOOLS

British Columbia Institute of Technology

(Richmond, B.C., CA)

www.bcit.ca/about/aerospace.shtml

Canadore College (North Bay, ON, CA)

www.canadorec.on.ca/Programs/FullTime/Aviation/

Mount Royal College (Calgary, AB, CA)

www.mtrocal.ab.ca/schoolofbusiness/aviation/index.shtml

Selkirk College (Castlegar, BC, CA)

www.selkirk.bc.ca/aviation/

Seneca College (Toronto, ON, CA)

<http://aviation.senecac.on.ca/>

Moncton Flight College (Moncton, NB, CA)

www.mfc.nb.ca/

Southern Alberta Institute of Technology (Calgary, AB, CA)

www.sait.ab.ca/

The University of Western Ontario

<http://deansoffice.ssc.uwo.ca/acs/aviation/>

CAREER RESOURCES

Aviation Information Resources Inc. (Air Inc.)
3800 Camp Creek Parkway
Suite 18-100
Atlanta, GA 30331-6228
(800) AIR-APPS
www.airapps.com

AIR Inc. provides complete, timely, and accurate information to help pilots make informed decisions throughout their job search and to assist them in their career development. Resources available through AIR Inc. include magazines, newsletters, seminars, job fairs, and résumé/interviewing services.



THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

Air Line Pilots Association, Int'l
535 Herndon Parkway
Herndon, VA 20170

(703) 689-2270
www.alpa.org



The Air Line Pilots Association, International (ALPA) was organized in 1931, soon after the beginnings of commercial air travel. ALPA is a unique blend of a dedicated professional association and an effective union for the majority of airline pilots in the United States, and for several thousand more in Canada.

The cornerstone of ALPA's strength and effectiveness is a deeply rooted commitment to air safety. The Association's motto, "Schedule with Safety," has as much meaning to today's airline pilots as it did to the pilots who founded ALPA—in aviation's formative years.

ALPA continually strives for safety improvements in all aspects of air transportation. Its members devote thousands of volunteer hours annually to various

air-safety projects. ALPA's air-safety structure includes more than 700 pilot volunteers in the United States and Canada. Each carrier represented by the Association has its own safety volunteers, and other committees are designated to study regional and Association-wide issues. These experienced professionals deal with every facet of air safety, from aircraft design through operational procedures to federal legislation and regulation. ALPA devotes more than \$8 million annually to advancing air-safety standards.

As a union affiliated with the AFL-CIO in the United States and the Canadian Labour Congress in Canada, the Air Line Pilots Association, International continually seeks to maintain adequate rates of compensation and satisfactory working conditions for its

members. ALPA plays pivotal roles in contract negotiations, legal matters, retirement plans, and insurance programs for its members.

(cont'd on page 18)

The Air Line Pilots Association, Int'l represents 64,000 airline pilots in the United States and Canada and is their voice for labor-union and aviation-safety issues.

The Air Line Pilots Association, International Member Airlines

Air Canada Jazz

Air Transat

Air Wisconsin

Alaska Airlines

Allegheny Airlines

Aloha Airlines

America West Airlines

American Eagle

ASTAR Air Cargo

ATA Airlines

Atlantic Southeast

Atlas Air

Bearskin Airlines

Calm Air

Champion Air

Comair

Continental Airlines

Delta Air Lines

ExpressJet

FedEx

Gemini Air Cargo

Hawaiian Airlines

Independence Air

Island Air

Kelowna Flightcraft

Kitty Hawk Aircargo

Mesa Air Group

Mesaba Airlines

Midwest Airlines

Northwest Airlines

Pan American

Piedmont Airlines

Pinnacle Airlines

Polar Air Cargo

PSA Airlines

Ross Aviation

Ryan International Airlines

Skyway Airlines

Spirit Airlines

Sun Country Airlines

Trans States Airlines

United Airlines

US Airways

List updated 09/04

(cont'd from page 16)

ALPA's strength comes from within; it is a pilots' union run by its members. The pilots making up ALPA's Board of Directors and Executive Officers are airline pilots elected by their fellow pilots. They make ALPA's policy decisions. Pilots from an assortment of international, domestic, passenger, and cargo carriers compose ALPA's membership and leadership.

ALPA and its Canadian arm, the ALPA Canada Board, are members of the International Federation of Air Line Pilots Associations (IFALPA), an organization of pilot associations from over 93 countries. Problems of international scope are dealt with cooperatively by the members of IFALPA.

IFALPA holds observer status in the International Civil Aviation Organization (ICAO), the aviation arm of the United Nations. The ICAO addresses matters relating to international airspace, navigation and communication services, airports, and other subjects directly affecting air transportation and safety.

ALPA recognizes that its members will advance only through the continued growth and improvement of the air transport system. ALPA is dedicated to providing to the traveling public the finest, safest air transport system possible. From the highest level of international oversight to the conduct of each individual flight, ALPA members place safety above all else.

The strength and unity of 64,000 represented pilots give the individual ALPA member the support needed to take necessary action for safety. And the voice of ALPA, speaking for the professional flight crew, is respected and heeded in matters dealing with career development, compensation, safety, operations, regulations, legislation, and whatever else may affect the aviation industry and the traveling public.

LOOKING AHEAD

Whatever your career path, aviation will most likely touch your life in some way. Even though you may not become an airline pilot, air travel may be essential in another career or for pleasure.

We hope that the information in this booklet has been helpful to you as you plan your future. As professionals dedicated to furthering airline pilot careers and promoting airline safety, we at the Air Line Pilots Association, International welcome the opportunity to discuss the future of air transportation and your potential place in it.

In comparison to most other professions, the number of airline pilot positions is small, but there is always room for the dedicated individual who seeks to excel in a career where the sky is the limit.

We wish you success in reaching your goals. Perhaps in the future we will see you at the controls and be able to welcome you as a member of ALPA.

ALPA PILOTS' CODE OF ETHICS



- ▶ An airline pilot will keep uppermost in his/her mind that the safety, comfort, and well-being of the passengers who entrust their lives to him/her are his/her first and greatest responsibility.
- ▶ An airline pilot will faithfully discharge the duty he/she owes the airline which employs him/her and whose salary makes possible his/her way of life.
- ▶ An airline pilot will accept the responsibilities as well as the rewards of command, and will at all times so conduct him/herself both on duty and off as to instill and merit the confidence and respect of his/her crew, fellow employees, and associates within the profession.
- ▶ An airline pilot will conduct his/her affairs with other members of the profession and with the association in such a manner as to bring credit to the profession.
- ▶ To an airline pilot, the honor of his/her profession is dear and he/she will remember that each pilot's own character and conduct reflect honor or dishonor upon the profession.

*Picture Your Future
as an Airline Pilot...*





Air Line Pilots Association, Int'l

535 Herndon Parkway
Herndon, VA 20170

