

**THE INTERNATIONAL SOCIETY
OF AIR SAFETY INVESTIGATORS**

ISASI

**CODE OF ETHICS
AND CONDUCT**

October 1983

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**ISASI CODE OF ETHICS AND CONDUCT
PREAMBLE**

As noted in the ISASI Bylaws, the purpose of the Society is “To promote the development and improvement of aviation or incident accident investigation”.¹ Implicit therein is a requirement for a baseline of agreement between the Members and the Society as to what constitutes professional behavior of the Members. Indeed, under the Bylaws, the Member covenants to support provisions of the Bylaws as a prerequisite to membership in the Society.

Therefore, as an Appendix to the Bylaws, this Code of Ethics and Conduct reflects behavior expected of ISASI Members. It has been prepared and adopted with the full realization that determination of the adherence or lack of adherence to these principles is a matter of judgment; judgment which can only be effected reasonably by peer review. Procedures governing adjudication of alleged violations of this Code are the responsibility of the Ethics and Conduct Committee as approved by the Executive Committee of the Society.

The Code has distinguished five Ethics and numerous related items of Conduct contained thereunder. Ethics are the axiomatic and aspirational major principles shown both on a separate page and as general headings in the Code of Conduct. They are broad goals towards which accident investigators “should” strive.

The Code of Conduct is phrased in “shall” terms of expected Member behavior. The items constitute minimum levels of conduct which, if violated, constitute potential grounds for disciplinary action by the Society. Such disciplinary action can include expulsion from the Society.

It is recognized that provisions of this code will not apply to all Members during the totality of their work activities. However, insofar as investigations are conducted for safety purposes, and this Code does not conflict with other codes of professional behavior, Members are expected to adhere to the ISASI Code.

¹”Accident or incident investigation” has been interpreted by the ISASI International Council as pertaining to all safety-related occurrences which may or may not meet damage/injury criteria required for formal designation as an accident. Wherever “accident is used in this Code, it shall be considered as also including safety-relevant incidents meriting professional investigation.

It is also recognized that operative words or phrases describing expected Member conduct are appropriate only if feasibility is assumed under the existent circumstances. Such an interpretation should be applied throughout this Code.

This Code has been adopted by the International Council. Recognizing the desirability of membership input to this Code, the Ethics and Conduct Committee shall report to the International Council annually the receipt of any suggestions for modifications of the Code and their recommendations therefor. Thus, the membership is encouraged to communicate with the Ethics and Conduct Committee in these matters.

ISASI CODE OF ETHICS

1. INTEGRITY

Each Member should at all times conduct his activities in accordance with the high standards of integrity required of his profession.

2. PRINCIPLES

Each Member should respect and adhere to the principles on which ISASI was founded and developed, as illustrated by the Society's Bylaws.

3. OBJECTIVITY

Each Member should lend emphasis to objective determination of facts during investigations.

4. LOGIC

Each Member should develop all accident cause-effect relationships meaningful to air safety based upon logical application of facts.

5. ACCIDENT PREVENTION

Each member should apply facts and analyses to develop findings and recommendations that will improve aviation safety.

ISASI CODE OF CONDUCT

1. **INTEGRITY** Each Member should at all times conduct his activities in accordance with the high standards of integrity required of his profession. Each Member shall:
 - 1.1 Not attempt, or assist others to attempt, to falsify, conceal or destroy any facts or evidence which may relate to an accident.
 - 1.2 Not make any misrepresentations of fact to obtain information that would otherwise be denied to him.
 - 1.3 Be responsive to the feelings, sensibilities and emotions of involved persons, and shall avoid actions which might aggravate what may already be a delicate situation.
 - 1.4 Not divulge fragmentary or unsupported information concerning the accident to parties external to the investigation no matter how publicly important such parties may appear to be.
 - 1.5 Avoid actions or comments which might be reasonably perceived during the fact-finding phase of the investigation as favoring one party or another.
 - 1.6 Establish and adhere to the chain of authority with attendant responsibilities throughout the course of the investigation.
 - 1.7 Not attempt to profit, nor accept profit, other than by normal processes of remuneration for professional services. (Note: Fee-splitting in the absence of actual work performed or acceptance of contingency fees for investigative activity are not acceptable conduct.)
 - 1.8 Remain open-minded to the introduction of new evidence or opinions as to interpretation of facts as determined through analysis, and be willing to revise one's own findings accordingly.
 - 1.9 Avoid any implication of professional impropriety by continuously applying the foregoing principles to one's own endeavors, and encouraging the application of these same principles to others associated with air safety investigation.

- 2. PRINCIPLES** Each Member should respect and adhere to the principles on which ISASI was founded and developed, as illustrated by the Society's Bylaws. Each Member shall:
- 2.1 Promote accident investigation as a fundamental element in accident prevention
 - 2.2. Assist other Members to carry out their accident investigation tasks.
 - 2.3 Not use membership status to effect personal gain or favor beyond signifying qualification to published membership criteria.
 - 2.4 Not represent the Society or imply a position of the Society in public utterances on any issue unless prior written authority has been received from the Society President.
 - 2.5 Seek advice of the International Council, via the Secretary, in the event a situation arises where contemplated conduct by the Member may violate the Bylaws or Code of Ethics and Conduct of the Society.
 - 2.6 Submit evidence of violations of the ISASI Bylaws or this Code to the Society's Ethics and Conduct Committee in accordance with procedures approved by the International Council, and refrain from public discussion of the alleged violation until the committee findings have become a matter of appropriate record.
 - 2.7 Encourage uninhibited, informal interchange of views among Members; however, any sensitive information thus gained shall not be made public or transmitted to others without clear approval of the person from whom the information was gained.
 - 2.8 Have an obligation to improve the professional image of the Society, however, Members shall:
 - 2.8.1 Refrain from unfounded criticism of officers of the Society either publicly or privately unless the matter is investigated thoroughly and brought to the attention of the President with reasonable time being allocated to review the situation and act accordingly.

2.8.2 Refrain from public criticism of any fellow Member unless that individual has first been apprised of the alleged basis for that criticism and given an opportunity for rebuttal.

2.9 Encourage and participate in the education, training and indoctrination of personnel likely to become involved actively in accident investigation.

2.10 Develop and implement a personal program for a continually improving level of professional knowledge applicable to air safety investigation.

2.11 Transfer promptly to the Treasurer of the Society any Society funds or property coming into the Member's possession unless specific use thereof has been authorized under the Bylaws.

3. OBJECTIVITY Each Member should lend emphasis to objective determination of facts during investigations. Each member shall:

3.1 Ensure that all items presented as facts reflect honest perceptions or physical evidence that have been checked insofar as practicable for accuracy.

3.2 Ensure that each item of information leading to fact determination be documented or otherwise identified for a reasonable time for possible follow-up by others.

3.3 Use the best available expertise and equipment in determining the validity of information.

3.4 Pursue fact determination expeditiously.

3.5 Following all avenues of fact determination which appear to have practical value towards achieving accident prevention action.

3.6 Avoid speculation except in the sense of presenting a hypothesis for testing during the fact-finding and analysis process.

3.7 Refrain from release of factual information publicly except to authorized persons, by authorized methods and then only when it does not jeopardize the overall investigation.

- 3.8 Handle with discretion any information reflecting adversely on persons or organizations and, when the information is reasonably established, notify such persons or organizations of potential criticism before it becomes a matter of public record.

4. LOGIC Each Member should develop all accident cause-effect relationships meaningful to air safety based on logical application of facts. Each Member shall:

- 4.1 Begin sufficiently upstream in each sequence of events so as to ascertain practicable accident prevention information.
- 4.2 Continue downstream in a sequence of events sufficiently to include not only accident prevention information but also crash injury prevention, search and survival information.
- 4.3 Ensure that all safety-meaningful facts, however small are related, to all sequences of events.
- 4.4 Delineate those major facts deemed not to be safety-related, explaining why they should not be considered as critical in the sequences of events.
- 4.5 Be particularly alert to value judgments based upon personal experiences which may influence the analysis; and where suspect, turn to colleagues for independent assessment of the facts.
- 4.6 Express the sequences in simple, clear terms which may be understood by persons not specializing in a particular discipline.
- 4.7 Include specialist material supporting the analysis either in an appendix or as references clearly identified as to source and availability.
- 4.8 Prepare illustrative material and select photographs so as not to present misleading significance of the data or facts thus portrayed.
- 4.9 List all documents examined or otherwise associated with the analysis and include an index thereof.

5. ACCIDENT PREVENTION Each Member should apply facts and analyses to develop findings and recommendations that will improve aviation safety. Each Member shall:

- 5.1 Identify from the investigation those cause-effect relationships about which something can be done reasonably to prevent similar accidents.
- 5.2 Document those aviation system shortcomings learned during an investigation which, while not causative in the accident in question, are hazards requiring further study and/or remedial action.
- 5.3 Communicate facts, analyses and findings to those people or organizations which may use such information effectively; such communication to be constrained only by established policies and procedures of the employer of the Member.
- 5.4 Provide specific, practical recommendations for remedial action when supported by the findings of the accident having been investigated singly or as supported by other cases.
- 5.5 Communicate the above noted information in writing, properly identified as a matter of record.
- 5.6 Encourage retention of relevant investigation evidence within the aviation system in such a manner as to form an effective baseline for further investigation of the given accident and/or facilitate analysis in connection with future accidents.
- 5.7 Demonstrate a respect for interpretation of facts by others when developing conclusions regarding a given accident and provide reasonable opportunity for such views to be made known during the course of the investigation.

MEMBER SOCIETY AFFILIATION AGREEMENT

WHEREAS each Member Society has as its basic purpose the development and improvement of aviation accident investigation.

WHEREAS the rapid development of aviation in every country of the world necessitates the formation and affiliation of National and Regional Societies of The Society of Air Safety Investigators into one International Society for the advancement of aviation accident investigation techniques; and

WHEREAS these National and Regional Societies desire to cooperate in further advancing this purpose by the regular interchange of ideas, the coordination of their activities in the interest of their members and of the people of all countries:

NOW: THEREFORE the parties here do mutually agree:

1. at all times to adhere to the Bylaws of The International Society of Air Safety Investigators and to uphold the honor and dignity of its members.
2. to co-operate with each other in advancing their common interest.
3. to respect each other's national and regional jurisdictional policies and to use their endeavors to be represented as a single International Society.
4. to mutually exchange pertinent Air Safety Investigation information.
5. to respect the constitutional procedures for settling of such differences as may arise between Member Societies and to abide by the decisions reached.
6. to refrain from abusing or taking advantage of the confidences reposed in them by the Council of The International Society of Air Safety Investigators or any member Societies thereof.
7. to prevent all considerations of politics, race, color, creed or National origin from influencing the free and fair determination of questions which may come before them.

8. to faithfully observe the provisions of The International Society of Air Safety Investigators Bylaws as now adopted and as hereinafter amended.
9. to abstain from conduct deleterious to the interests of the Air Safety Investigators profession or which falls below the standards established by the Code of Ethics and Conduct of The International Society of Air Safety Investigators.
10. to provide the International Council with an annual financial statement and evidence of any election held in accordance with approved bylaws to assure viability.

Within the outline of this agreement, Member Societies, with the approval of the Council of The International Society of Air Safety Investigators, may adopt whatever Constitution and/or Bylaws they consider to be in the best interest of their members and of The International Society of Air Safety Investigators.

This Agreement will remain in effect until amended or until the International Society is dissolved in accordance with its Articles of Incorporation.

IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have hereunto set their hands.

_____ Representing

_____ Society of Air Safety Investigators, now
affiliating with The International Society
of Air Safety Investigators

President
The International Society of Air Safety Investigators

_____, 19 _____

THE CHARTER OF AFFILIATION

The Charter of Affiliation granted in compliance with ARTICLE VI of the ISASI Bylaws shall take style and form given hereinafter.

**THE INTERNATIONAL
SOCIETY OF AIR
SAFETY INVESTIGATORS**

To Whom It May Concern

Greetings: BY VIRTUE OF THE AUTHORITY AND PREROGATIVE vested in The International Society of Air Safety Investigators by its Bylaws.

NOW THEREFORE, this Charter of Affiliation is granted to

The conditions and obligations of this Member Organization under this Charter are faithfully to support and maintain the principles set forth in the Bylaws of the International Society and to advance the policies determined from time to time by Annual Meetings of the International Society. For failure so to do, this Charter may be suspended or revoked forthwith, whichever shall be deemed in the best interest of The International Society.

This Charter, signed by the President and Secretary of The International Society of Air Safety Investigators is given its seal this _____ day of _____, 19____.

President
International Society of Air Safety Investigators

Secretary
International Society of Air Safety Investigators