



Recommended Code of Conduct (New)

Draft 2.1

Last updated: August 1, 2014

The first version with original feedback is [available here](#).

How to Contribute to the Draft

This draft is open for comments and new suggested text. For comments, simply click on “Insert” in the menu bar above and then on “Comment”. For new suggested text, please scroll down to the end of this document and kindly use the same format of the bullet points below, ie, start with “We”. Thank you!

Introduction

The Humanitarian UAV Network ([UAViators](#)) is a global network of professional, civilian and hobbyist UAV pilots who safely and responsibly fly UAVs to support humanitarian efforts. Our mission is to create a global volunteer network of responsible UAV pilots to facilitate information sharing, coordination and operational safety in support of humanitarian efforts. As with any disruptive and rapidly expanding technology, mistakes are certainly possible. This Code of Conduct, which is primarily written for *new* UAV pilots, seeks to promote best practices in the use of UAVs in humanitarian settings to minimize mistakes. Please [click here](#) for the UAViators Operational Check-List which suggests steps to take when flying UAVs in humanitarian settings. See also this official Australian safety flyer on how to fly UAVs safely [[PDF](#)].

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Pre-Flight

- Uphold the humanitarian principle of *Do No Harm*. The ‘Do No Harm’ principle is derived from medical ethics. The principle was introduced into the humanitarian domain by Mary Anderson in her book “[Do No Harm](#)” and requires humanitarian organisations to strive to minimize the harm they may inadvertently be doing by being present and providing assistance. At the very least, appropriate measures should be taken to minimize any harm that may inadvertently result from the use of UAVs in humanitarian settings. The use of UAVs should also take a [rights-based approach](#).
- Only fly small (less than 10kg) and clearly non-threatening UAVs and only fly these when the added value to humanitarian efforts is clear.
- Respect all federal, state and local laws with respect to UAVs. Follow regulations regarding insurance. Request additional permissions when needed. Respect the privacy of individuals.
- Do not fly UAVs within 5 kilometers of airports and airfields without prior written permission. Do not fly UAVs in areas where responders are using piloted aircraft and helicopters for disaster response without prior written permission.
- Use failsafe and redundancy mechanisms such as go home functions. Follow appropriate pre-flight checks to ensure UAVs are airworthy and fit for mission.
- Engage local communities when possible to ensure they are aware of UAV flights and to provide an avenue for learning. Seek local partnerships to ensure UAV projects are relevant and appropriate. Train local partners and communities on how to use/fly UAVs.
- Create flight plans for complex UAV operations and pro-actively share these with

other UAV operators flying nearby.

- Check latest weather and wind forecasts in the area to be surveyed.
- Do not operate humanitarian UAVs in conflict zones or in countries under repressive, authoritarian rule; particularly if military drones have recently been used in these countries.

In-Flight

- Select safe takeoff and landing sites (e.g., areas devoid of crowds, animals, power lines, trees, etc.)
- Use a spotter when possible and appropriate.
- Do not fly in a careless or reckless manner. Do not take risks.
- Respect altitude limits and other relevant airspace regulations as stated by national and local laws.
- Use radio-control frequencies that are allowed in the country in question.

Post-Flight

- Keep a logbook of all flights.
- Request permission from local communities to share the resulting imagery, either privately or publicly for humanitarian purposes. Respect personal privacy and remove identifiable information when requested and reasonably possible.
- If obtaining permission to share publicly imagery is clearly not possible, consider sharing meta-data of aggregated features extracted from this imagery. Provide contact information if anyone wishes to request that the features be made private.
- Share imagery and/or extracted features with local communities whenever possible (keeping in mind the above privacy issues).

Please Add New Suggested Below

- Your Name: Gregor MacLennan
 - Email Address: gmaclennan@digital-democracy.org
 - Your New Suggested Text: Follow the principles of Free Prior and Informed Consent when operating in community areas, particularly in indigenous (aboriginal) land. This means that you should work through appropriate local decision making structures to fully inform the community prior to flying, and you should only go ahead if they freely give their consent. Follow the same principles for the use of imagery, particularly of people.
 - Place in the document you would like the text inserted: Under pre-flight.
-
- Your Name: Dean Walton
 - Email Address: dpwalton@uoregon.edu
 - Your New Suggested Text: Maintain a minimum of a 5 meter (vertical and horizontal distance between any in-flight UAV and any individual on the ground or moving vehicle.
 - Place in the document you would like the text inserted: In-Flight
-
- Your Name: Dean Walton
 - Email Address: dpwalton@uoregon.edu
 - Your New Suggested Text: Do not fly UAVs within the work envelope of construction and fire response equipment (shovels, tower cranes, ladder trucks, etc.)
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 - Place in the document you would like the text inserted: Preflight