AVOIDANCE

A. The Pilot in Command (PIC) is the pilot responsible for the operation and safety during flight time.

B. If there is any risk of collision it is the responsibility of the PIC of both aircraft to take such action as to avoid collision.

C. When two aircraft are converging at approximately the same altitude, the PIC of the aircraft that has the other on its right shall give way, except as follows.

- a power driven heavier than air aircraft shall give way to airships, gliders and balloons,
- an airship shall give way to gliders and balloons,
- a glider shall give way to balloons, and
- a power driven aircraft shall give way to aircraft that are seen to be towing
- gliders or other objects or carrying a slung load.

D. When two aircraft operating at different altitudes are converging, the PIC of the higher aircraft shall give way to the lower aircraft.

E. When two aircraft are approaching head-on or approximately the same altitude and there is a risk of collision, each pilot shall alter their heading to the right.

F. When overtaking an aircraft, the aircraft being overtaken has the right of way and the aircraft overtaking shall pass to the right.

G. When an aircraft is in flight or manoeuvring on the surface, the PIC shall give way to the aircraft that is landing or about to land.

H. The PIC of an aircraft that is approaching an aerodrome to land shall give way to any aircraft at a lower altitude that is also approaching to land.

I. The PIC of an aircraft (as describe in h) shall not overtake or cut in front of a higher aircraft in the final stages of an approach.

J. No person shall conduct or attempt to conduct a takeoff or landing in an aircraft until there is no apparent risk of collision with any aircraft, person, vessel, vehicle or structure in the takeoff or landing path.

AIRCRAFT LIGHTS

Right wing	green light	visible 110° for 2 miles
Left wing	red light	visible 110° for 2 miles
Tail	white light	visible 140° for 2 miles
Anti-collision	white or red light	visible 360°

FLIGHT PLAN

i. A VFR flight plan must be filed for all flight traveling more than 25NM from the departure aerodrome.

ii. The purpose of the flight plan is to inform people where you are going and when you will be back.

iii. Should be filed with an ATC or FSS.

iv. Flight plans must be closed within **1 hour** after landing.

FLIGHT ITINERARY

i. A VFR flight itinerary may replace a flight plan and must be filed for all flights travelling more than 25NM from the departure aerodrome.

ii. The purpose of a flight itinerary is to describe the route the pilot plans to take.

iii. Should be filed with a responsible person.

iv. Flight itinerary must be closed within **24 hours** after landing.

CRUISING ALTITUDES

i. Flight altitudes must always be followed regardless if a flight plan has been filed.

ii. Altitudes below 18,000 feet are stated in thousands.

iii. Altitudes above 18,000 feet are referred to as flight levels.

iv. Altitudes are measured from MSL.

VFR CRUISING ALTITUDES FOR FLIGHTS BELOW 18,000 FEET

000°-179° Odd thousands plus 500ft

180°-359° Even thousands plus 500ft

AIR TRAFFIC CONTROL CLEARANCE

It is an authorization from an ATC unit for an aircraft to proceed within controlled airspace under specific conditions. You, as a pilot, must ask for clarification if unsure of any meaning of any part of an ATC clearance. Once you accept it, you are required to comply with an ATC clearance. If you are VFR, you must read back the text of the clearance only if requested by ATC to do so.

AIR TRAFFIC CONTROL INSTRUCTION

It is a directive issued by an ATC unit for air traffic control purposes. You are required to comply with and acknowledge receipt of an ATC instruction, which is directed to you, provided the safety of the aircraft is not jeopardized.

AER 401-03