

The Aerial Collision Avoidance Regulations (part of the Rules of the Air) are few and simple. They are a common sense way of avoiding collisions with other aircraft.

## general

The prime rule is that it is every pilot's ultimate responsibility to avoid a collision with any other aircraft.

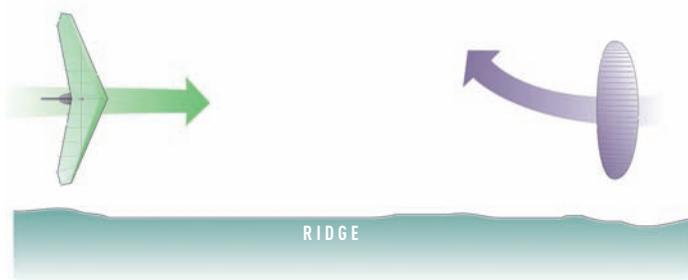
- An aircraft shall not be flown so close to another aircraft as to create a danger of collision.
- No formation flying unless all the pilots have agreed.
- When required by these Rules to give way, an aircraft shall avoid passing over, under or ahead of another unless well clear.
- An aircraft that has 'right of way' under these Rules shall maintain its course and speed.

## when approaching head-on

When approaching approximately head-on with a risk of collision both aircraft shall alter course to the right.

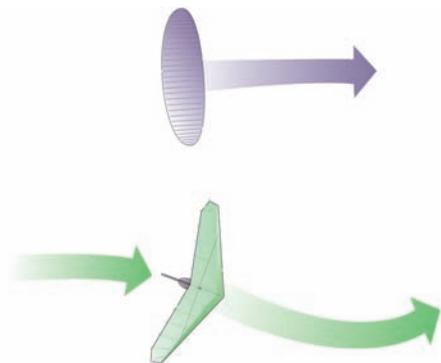


When two gliders are approaching each other in opposite directions on a ridge, the glider with the hill on his or her left should give way. The pilot with the hill on their right will be unable to make a right turn to avoid a conflict (this is not in fact a legal Rule but common sense!)



## overtaking

When overtaking another aircraft you must give way to it and alter course to the right to overtake. In the UK a glider may overtake another glider to either the left or right (hang gliders and paragliders are both considered to be gliders). When hill soaring in the UK, so as not to force the other glider into the hill, overtaking should be done on the hill side (but beware - in other European countries when hill soaring they overtake on the upwind side!).

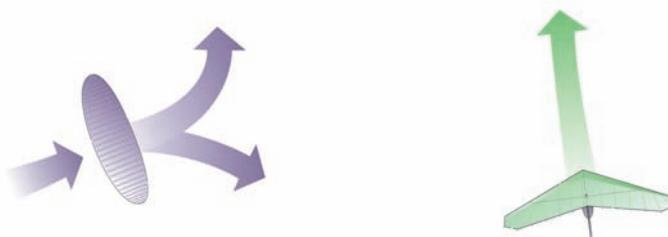


## converging

(The overtaking and head-on rules take precedence over this one.)  
When converging:

- A powered 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.

When two aircraft of the same classification converge at approximately the same altitude, the one with the other on its right shall give way.



## flight near aerodromes

Part of the official definition of an aerodrome is: 'Any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft...' Therefore all our sites are aerodromes in the same way that Heathrow is!

When flying in the vicinity of any aircraft's take-off or landing sites you must keep clear or conform to any established pattern, making all turns to the left unless ground signals indicate otherwise. Although this is how the Rule is written you probably will not see any ground signals at your local sites - but there will be an established pattern even if all turns are not to the left due to site and weather constraints. If in doubt, ask.

## landings

An aircraft landing or on final approach has right of way over all other aircraft in the air or on the ground. The lowest aircraft of any on an approach to land has right of way, provided it does not cut in front of or overtake any aircraft on final approach.

When landing you should leave clear on the left any glider that is landing, has landed or is about to take off - this Rule may have to be modified to suit the site.

After landing you must clear the landing area as soon as possible. If somebody lands on your parked glider, don't expect an insurance claim to work to your advantage if you have simply left it in the way!

## overcrowding

Overcrowding often manifests itself when several pilots are attempting to use a small area of lift. Keep a safe distance from other pilots and keep a good lookout. If the air is too crowded for you - it's time to come down.

Only the rules to do with avoiding other aircraft are illustrated here. As you progress through the Pilot Rating Scheme you will become aware of others. Together they are enshrined in law in the Rules of the Air (Rule 17) section of the Air Navigation Order.