

Rules of the Air- LO2

Rights of way

Without the Highway Code the many thousands of cars would find it impossible to move about safely. There must be rules to govern the way aircraft move about the sky so that accidents can be avoided. They are called "Right of Way" rules.

All aircraft must give way to balloons. Gliders have the right of way over powered aircraft and airships. Airships must give way to both gliders and balloons. Powered conventional aircraft must give way to balloons, gliders and airships.

Powered Aircraft

- When approaching head on, each aircraft must alter course to the right.
- When on converging courses at the same height, the aircraft which has the other on its Starboard (Right) must give way.
- When overtaking the aircraft being overtaken has the '*right of way*'. The overtaking one must avoid the other by turning *Right*.

Landing Aircraft

- An aircraft landing or on final approach to land has right of way over aircraft in flight or on the ground.
- When two or more aircraft are approaching to land, the lower one has right of way

Note: unless the captain of the lower aircraft becomes aware that one of the others has an emergency.

Aircraft on the Ground

- Aircraft and vehicles being taxied give way to aircraft being towed.
- Vehicles not towing aircraft give way to aircraft being taxied.

Rules at Night

- At night it can be difficult for a pilot to see another aircraft - and when it is seen, its heading may still be unknown.
- Most modern aircraft carry one or more flashing "anti-collision" lights so that they can be seen easily, and "navigation" lights.

See diagrams on power point to demonstrate the different navigation lights.

Staying Alert

If an aircraft is spotted there is a system to describe the aircrafts location. See diagrams of plane to show clock system and describe it as being high or low.

Airspace

- Used to safely control and manage Air Traffic
- Airspace is divided into classes, or functional areas.
- Some have strict rules on the conduct of flying within them: they are termed “Controlled Airspace”.

One important class is a network of imaginary “tunnels” in the air called AIRWAYS. These facilitate safe passage of large numbers of aircraft in congested airspace.

Airways

Any aircraft can use them providing:

- The pilot has a valid instrument rating.
- The aircraft is fitted with appropriate radio and navigational equipment.
- The flight is made in accordance with the rules.

Airways are between 10 and 20 nautical miles (18.5 to 37km) wide, have Upper and Lower height limits. As they approach airfields they do slope down to the ground to form airfield zones. The centre of an airway is marked by beacons. Aircraft fly from beacon to beacon reporting to ATCC their position, time and height.

Clearance for Airways

Clearance is always required for flights along airways. Routes taken must be planned and submitted to ATCC before takeoff. Contact with ATCC must be established before an aircraft can enter the airway. Aircraft is tracked on radar, all through it. It remains the pilot’s responsibility, to maintain planned tracks and timings.

Crossing airways

If an aircraft wishes to cross an airway there are 2 ways to do it:

- If the base of the airway is above the ground, the aircraft can fly underneath with no permission needed.
- Flown through the airway, provided clearance and radar control is obtained.