

disclose any risk of a collision: no provision of this chapter shall represent a dispensation for the pilot-in-command of his duty to take the best possible measure to avoid a collision.

Art. 85. Close distance. No flight maneuver may be executed at such close distance to another aircraft that it may cause the danger of a collision: other than under paragraph 2 below, no aircraft may fly at less than 500 metres horizontally, and 150 metres vertically near another aircraft.

Aircraft shall fly in formation only after advance agreement of the commanders and after notification of the air traffic services, and only by day and under V.M.C. weather conditions.

Art. 86. Right of way. The aircraft which has the right of way shall keep its heading and speed, and the one which must give the right of way, shall avoid passing above or below, or crossing, except at considerable distance.

When two aircraft approach each other head on, or nearly so, and there is danger of a collision, each shall alter its heading to the right.

When two aircraft are on converging courses, at approximately the same altitude, the aircraft which has the other on its right must give the right of way, and it shall be understood that aircraft heavier than air shall give the right of way to those that are lighter than air: dirigibles to gliders and balloons, gliders to balloons, and motor-driven aircraft to aircraft towing other aircraft or objects.

If an aircraft is being passed by another aircraft, it shall have the right of way, and the passing aircraft, whether climbing, descending or flying horizontally, shall give it the right of way of altering its course to the right: this duty shall continue as long as it has not completely passed the other aircraft and left it behind.

In the sense of this paragraph, a passing aircraft shall be one which approaches another aircraft from behind following a trajectory forming an angle of less than 70° with the plane of symmetry of the latter, *i.e.*, in such a relative position to the other aircraft that it would be impossible at night to see any of the forward navigation lights of such aircraft.

Section 5. Traffic on and near airdromes

Art. 87. General rule. Any pilot-flight commander maneuvering an aircraft on or near any airdrome, whether or not this is inside the traffic zone of such airdrome, must:

Watch traffic on the airdrome so as to avoid a collision:

Follow the traffic patterns of the other aircraft which are circling, or stay completely apart:

Make only left turns during a landing approach or after take-off, except on different instructions from the chairman of the Aviation Board in regard to a specific airdrome or received by radio, visual signals or otherwise from the air traffic controller:

Land or take off, as much as feasible, into the wind, except where safety or the necessities of air traffic impose a different direction.

In the sense of this article, the zone of traffic on an airdrome is the airspace of defined dimensions around such airdrome and established with a view to the protection of traffic on the airdrome.