

*Art. 88. Landing and take-off.* An aircraft in flight or maneuvering on the ground or on water must give complete right of way to any aircraft in process of landing or of final approach.

When two heavier-than-air aircraft approach an airdrome for a landing, the one with the greater altitude shall give the right of way to the aircraft with the lower altitude but the latter may not use this rule to fly ahead of another aircraft making a final approach, or to pass it; however, motor-driven aircraft must give the right of way to gliders.

Any aircraft which knows that another aircraft must make an emergency landing shall give it the right of way.

Any aircraft about to take off may not do so when there is an obvious danger of collision with other aircraft.

*Art. 89. Controlled airdromes.* On airdromes with a control tower in service, the pilot-in-command of an aircraft in the airdrome traffic must:

Constantly listen on the frequencies authorized for communication with air traffic control or, if that is not possible, be ready to receive any instructions which may be transmitted by visual signals, and

By radio or visual signals, obtain prior authorization for any maneuver before or during taxiing, landing, or take-off.

*Art. 90. Airdromes and fields without runways.* On airdromes or landing fields when there are no runways, or where the taxiing of aircraft is not limited to prepared runways, the pilot-in-command, on landing and take-off, must observe the following rules as much as possible:

On landing or take-off, reasonable room must be left to the right of another aircraft which is landing or taking off:

Taxiing must usually be made in the direction of the landing; however, the landing area may be crossed provided all turns are made to the left and that free room be left for other aircraft landing or taking off.

*Art. 91. Suspension of rules in this chapter.* The chairman of the Aviation Board may, for certain airdromes or landing fields, suspend, in whole or in part, the application of the rules in this chapter.

*Art. 92. Maneuvering on water.* Any aircraft in flight, maneuvering near the water surface, landing thereon, or taking off therefrom, must, as much as possible, keep at a distance from all ships and avoid to hamper their navigation.

Any aircraft on water must comply with the International Regulation for the Prevention of Collisions at Sea, annexed to the final act of the London Conference of 1948 for the saving of human life at sea.

Further, the following rules must be observed by all aircraft in regard to other aircraft and ships:

When the aircraft and a ship approach each other, and there is risk of a collision, the aircraft must maneuver with caution considering the circumstances, and particularly the maneuverability of the aircraft or the ship:

When two aircraft or on aircraft and a ship are on converging courses, the aircraft which has another aircraft or a ship on its right must give the right of way and keep at a distance;