

## Avoiding collisions. An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

### RIGHT-OF-WAY RULES

Right-of-way rules are described in Commission Implementing Regulation (EU) No 923/2012: **SERA.3210 Right-of-way**

- A)** The aircraft that has the Right-of-way shall maintain its heading and speed.
- B)** An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.
- C)** An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft Wake Turbulence.

#### 1) Approaching head-on.

When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

#### 2) Converging.

When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

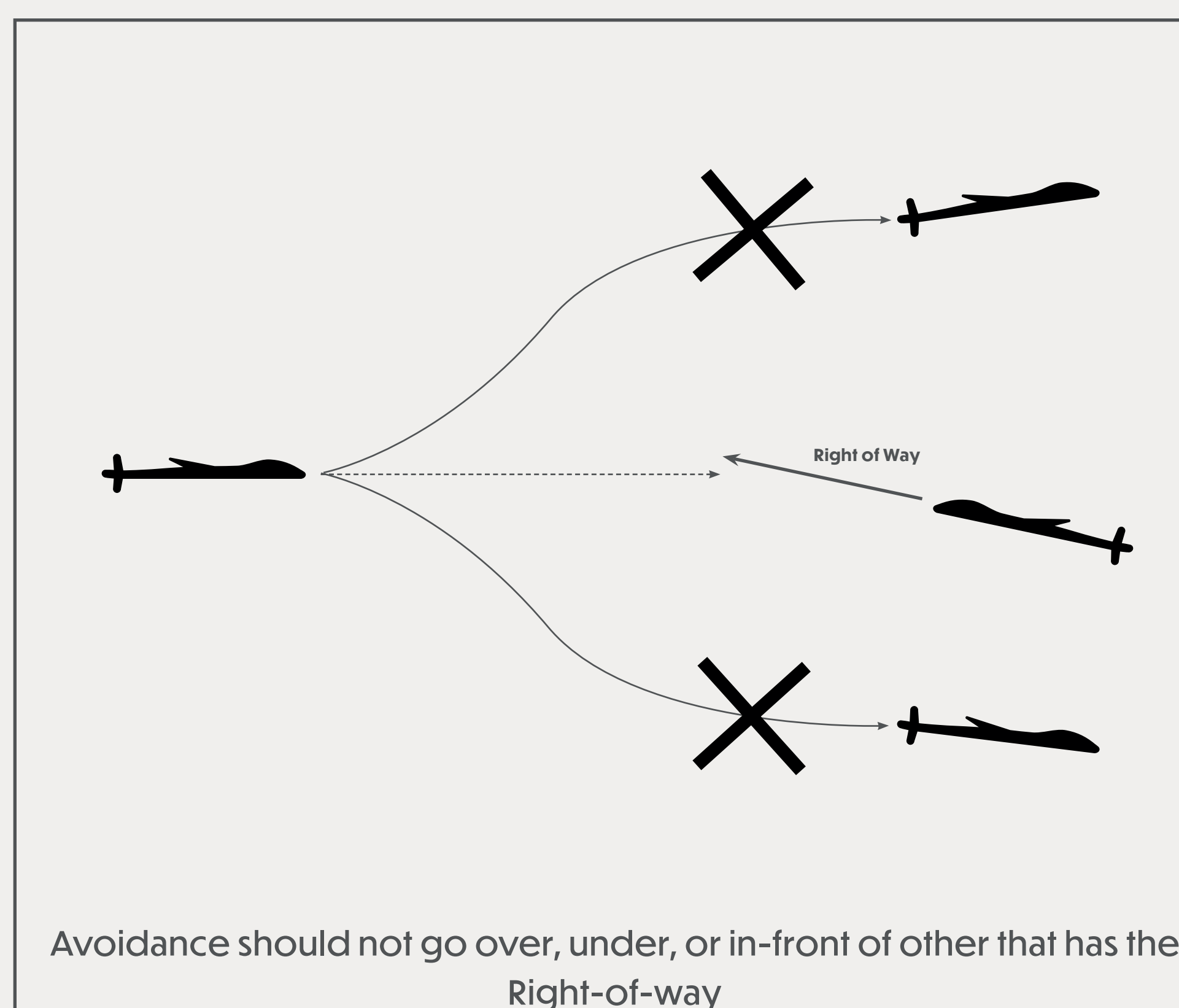
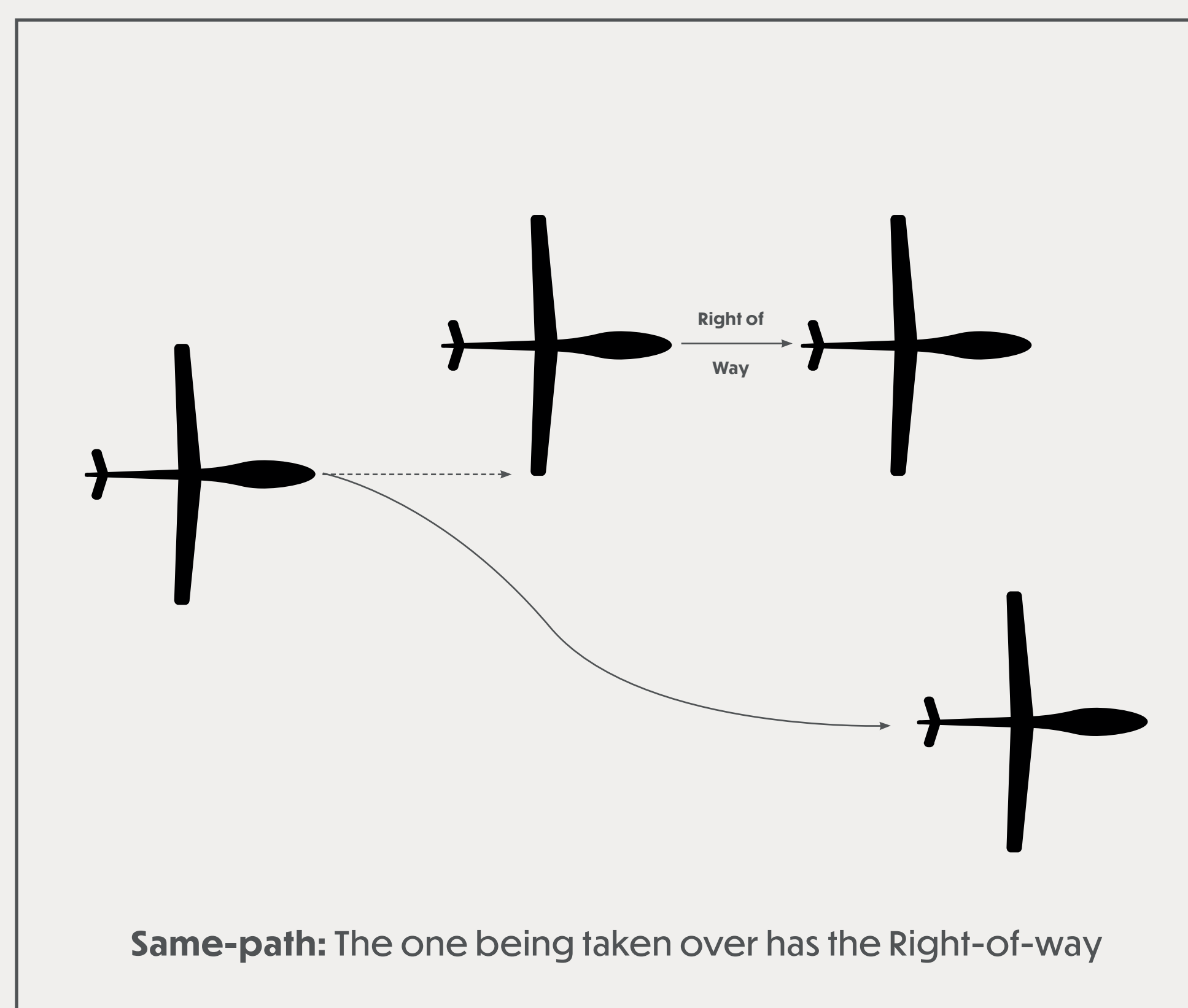
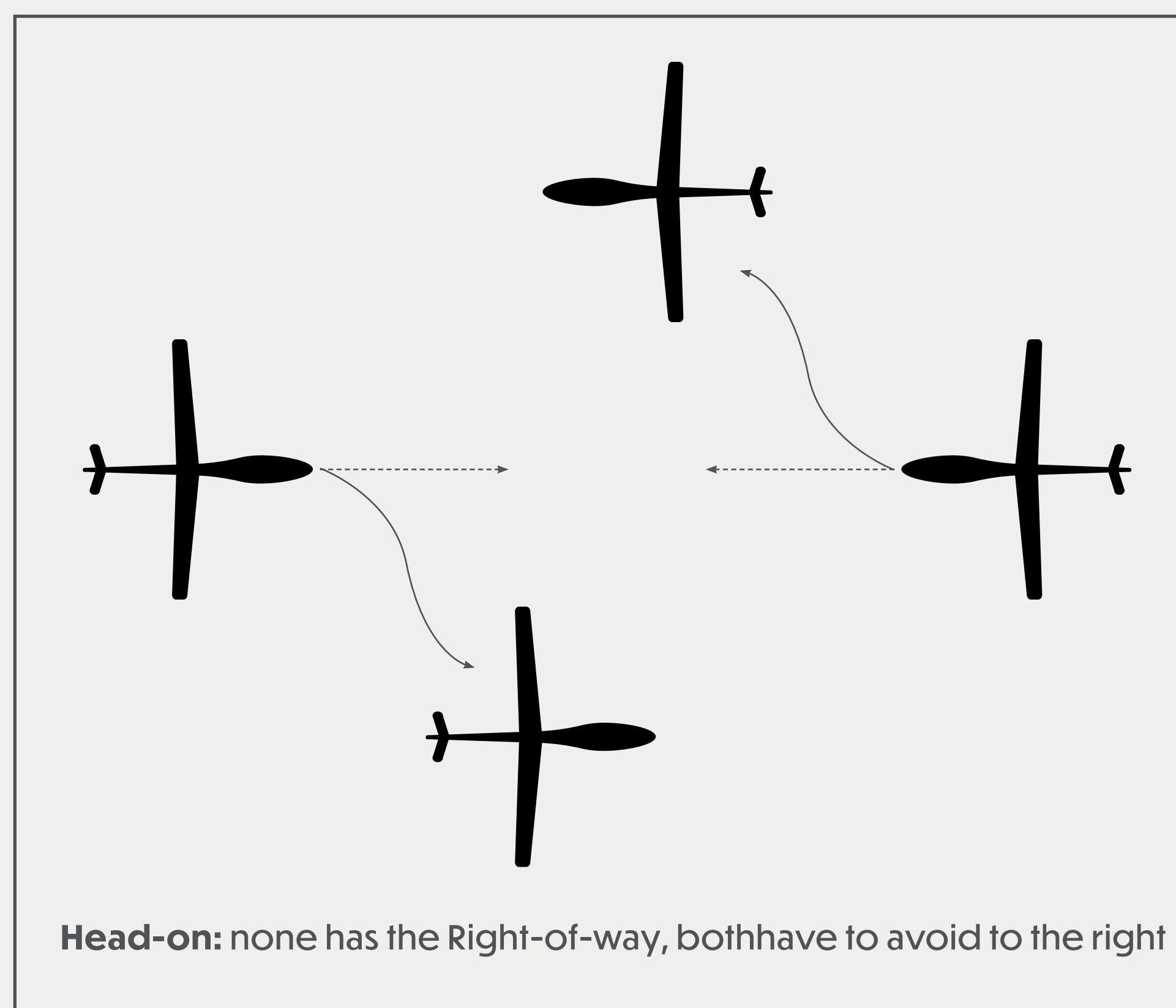
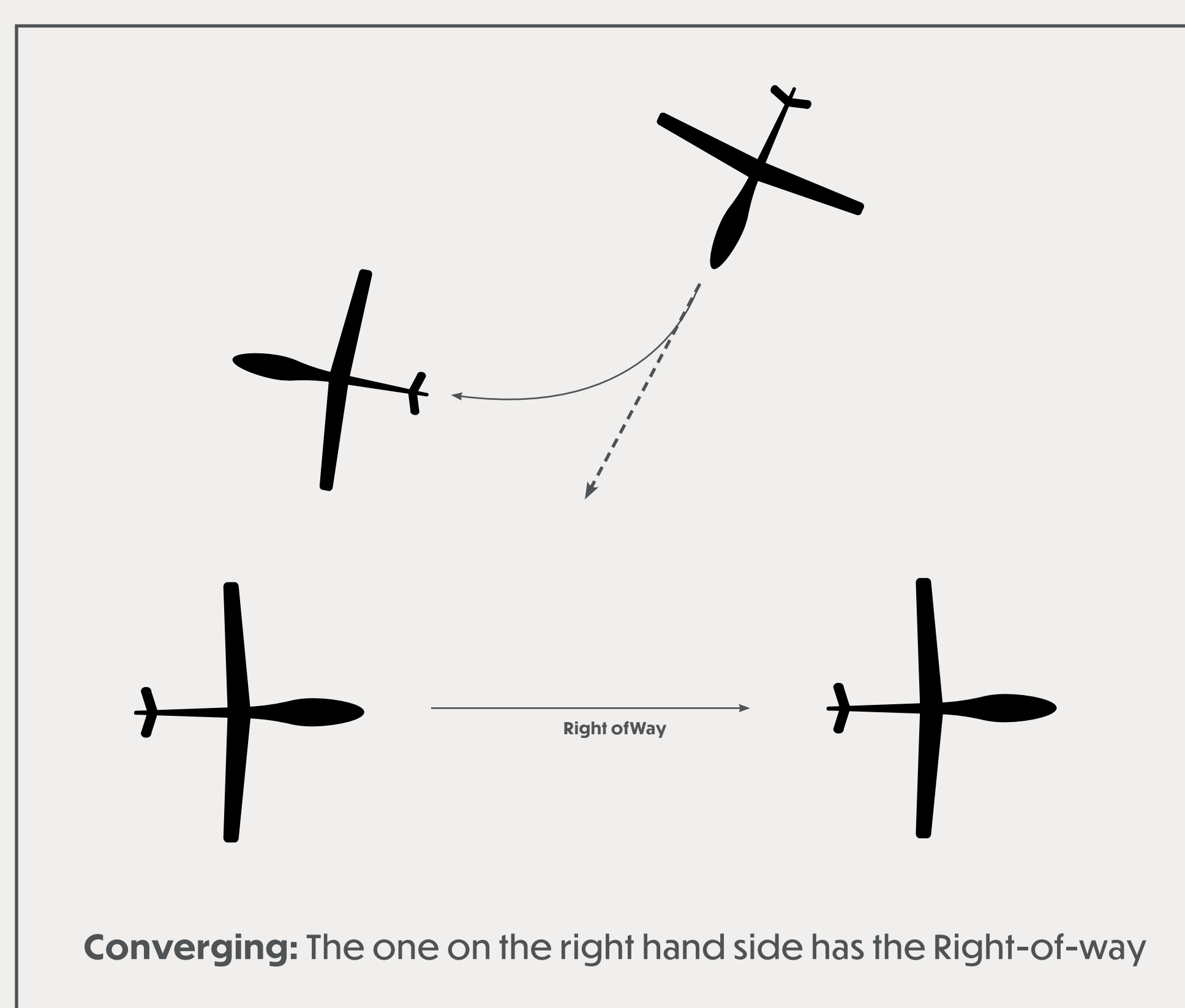
- power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- airships shall give way to gliders and balloons;
- gliders shall give way to balloons;
- power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

### Giving way in the air



#### 3) Overtaking.

An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the Right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.



Note: A sailplane overtaking another sailplane may alter its course to the right or to the left.

#### 4) Landing

An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

- When two or more heavier-than-air aircraft are approaching an aerodrome or an operating site for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to sailplanes.
- Emergency landing. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

#### 5) Taking off

An aircraft taxiing on the maneuvering area of an aerodrome shall give way to aircraft taking off or about to take off

### REFERENCES

- AIP Belgium and Luxembourg.
- ICAO Annex 2: Rules of the Air, Chapter 3, Section 3.2.
- Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in Air Navigation (SERA), SERA.3210 "Right-of-Way".

Questions? Suggestions?  
BCAA.Safety.Promotion@mobilif.fgov.be

### WHAT IS AN ASIL?

ASIL stands for Aviation Safety Information Leaflet. These leaflets are created and published by the Belgian Civil Aviation Authority (BCAA) in order to raise awareness and to promote aviation safety. These leaflets are created in accordance with the safety analysis of occurrences reported in Regulation (EU) 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation. For more information about the leaflets themselves, visit our website in [French](#) or in [Dutch](#).