

# Operational By-Law 04

## Pilot to Pilot Communication



### Objective:

The objective of this By-Law is:

1. To inform other pilots of their intended actions, allowing for a safer Flight Line, as well as showing courtesy to fellow pilots of their intended flight paths.

### By-Law

Pilots shall use the following, or similar terminology, to indicate their intentions to other fliers, who in turn, should acknowledge that they are aware of what is occurring or about to occur. The notice of intent should be **loud, clear, and concise** and **acknowledged**. If an intention is stated but then delayed for any reason it must be restated and acknowledged before proceeding.

**“TAXIING ON THE RUNWAY”**

(having first asked other pilots if it is clear to do so)

**“TAKING OFF”**

(priority to be given to aircraft on final landing approach)

**“LOW PASS FROM THE .....” (LEFT or RIGHT as applicable)**

(Note: LOW is defined as being under 2 metres)

**“LANDING FROM THE .....” (LEFT, RIGHT, FRONT or REAR as applicable)**

(call before turning on to final approach – indicate emergency if any)

**“GOING AROUND”** (aborting landing after calling intention to land)

**“DEAD STICK”** (emergency landing because of engine failure – all other fliers will give way)

**“CLEAR ON THE RUNWAY”**

(not necessarily off the mown area but well clear of the centre line)

**“GOING ON TO THE RUNWAY”**

(to stand behind the model for take-off or to recover a model that cannot be taxied)