

**f. Recognize High Hazard Areas.**

1. Airways, especially near VORs, and Class B, Class C, Class D, and Class E surface areas are places where aircraft tend to cluster.

2. Remember, most collisions occur during days when the weather is good. Being in a “radar environment” still requires vigilance to avoid collisions.

**g. Cockpit Management.** Studying maps, checklists, and manuals before flight, with other proper preflight planning; e.g., noting necessary radio frequencies and organizing cockpit materials, can reduce the amount of time required to look at these items during flight, permitting more scan time.

**h. Windshield Conditions.** Dirty or bug-smearred windshields can greatly reduce the ability of pilots to see other aircraft. Keep a clean windshield.

**i. Visibility Conditions.** Smoke, haze, dust, rain, and flying towards the sun can also greatly reduce the ability to detect targets.

**j. Visual Obstructions in the Cockpit.**

1. Pilots need to move their heads to see around blind spots caused by fixed aircraft structures, such as door posts, wings, etc. It will be necessary at times to maneuver the aircraft; e.g., lift a wing, to facilitate seeing.

2. Pilots must ensure curtains and other cockpit objects; e.g., maps on glare shield, are removed and stowed during flight.

**k. Lights On.**

1. Day or night, use of exterior lights can greatly increase the conspicuity of any aircraft.

2. Keep interior lights low at night.

**l. ATC Support.** ATC facilities often provide radar traffic advisories on a workload-permitting basis. Flight through Class C and Class D airspace requires communication with ATC. Use this support whenever possible or when required.