

nated by the C.A.C.B. All pilots departing from these airfields will enter details of their proposed flight for the subsequent information of following traffic. This information will be filed irrespective of whether the flight is being operated in accordance with the Visual or Instrument flight rules.

10.2. *Flight Plans*.—Aircraft departing from Roberts Field under Instrument flight conditions will file an I.C.A.O. flight plan with the air traffic control unit. Aircraft departing from aerodromes other than Roberts Field under Instrument flight conditions will contact Roberts Radio on the appropriate frequency and file a verbal flight plan of their proposed flight. No deviation of the filed flight plan is to be made while an aircraft is in flight without prior clearance from the appropriate air traffic control unit.

APPENDIX ONE, AIR TRAFFIC CONTROL

ROBERTS FIELD, LIBERIA

1. *General*

To implement the Civil Air Regulations as established by the C.A.C.B. of the Republic of Liberia the following procedures are to be adopted by all aircraft operating on and in the vicinity of Robertsfield and the pertinent rules are to be considered as an integral part of the Civil Air Regulations.

2. *Control Zone*

2.1 A Control Zone shall be said to exist having a radius of ten miles centered on Robertsfield extending from sea level to 4000 feet.

2.2 Aircraft on take-off and climb will set an altimeter setting for Robertsfield and on penetration of the transition altitude of 4000 feet will set standard altimeter setting (1013.2 mbs.-29.92 ins.) to conform with the procedure for enroute traffic in the Dakar Flight Information Region.

2.3 Aircraft on approach and landing will be given the Robertsfield altimeter setting, but vertical displacement of aircraft on approach will be controlled with reference to Flight Levels (1013.2 mbs.-29.92 ins.) until reaching the transition altitude, when altimeters will be set to Robertsfield.

2.4 Instrument Flight Rules will be compulsory in the Roberts Control Zone when visibility drops to 3 miles with a cloud base of 1000 feet. However a departure, in accordance with the rules for a special VFW flight, may be made below these limits when traffic conditions permit, as further exemplified below.

3. *Aerodrome Control Service*

3.1 *Responsibilities*

3.1.1 The aerodrome control tower will be responsible for issuing information and instruction to aircraft under its control to achieve, a safe, orderly and expeditious flow of air traffic on and in the vicinity of the aerodrome and to prevent collision between:

- a. Aircraft flying in the traffic circuit around the aerodrome.
- b. Aircraft operating on the manoeuvring area.
- c. Aircraft landing and taking off.
- d. Aircraft and vehicles operating on the manoeuvring area.
- e. Aircraft and obstructions on the manoeuvring area.