

3.1.2 The aerodrome control tower will be responsible for alerting the safety service and shall immediately report any failure or irregularity of operation of any apparatus, light or other device established at the aerodrome for the guidance of aerodrome traffic and pilot-in-command of aircraft.

3.2 *Responsibilities with regard to weather conditions.*

3.2.1 When the weather conditions are below those required for VFR flight, an aircraft without radio equipment will not be allowed to depart without special permission and clearance with regard to other known traffic.

3.2.2 Aircraft on a IFR flight plan will be notified to Dakar Control prior to take off and separation arranged between it and other IFR traffic in, or about to enter the Roberts Control Zone.

3.2.3 The Control centres at Dakar and Accra are to be notified when instrument flight rules are in force in the Roberts Control Zone.

3.2.4 All operations will be notified when Instrument flight rules are in force and the reason for taking such action.

3.2.5 The amber flashing light (to be installed on, or in the vicinities of the control tower) will be switched on to indicate to airport personnel and private owners of aircraft that Instrument flight rules are in force and that all tentative aircraft movements must be cleared with the control tower.

3.3 *Special VFR flight.*

When weather conditions are below those required for a VFR departure. An aircraft without radio may be cleared to depart providing no traffic on an Instrument flight plan is operating in, or expected to enter the Roberts Control Zone during such an aircrafts departure. The aircraft files a flight plan giving complete flight details and maintains VFR below cloud.

3.4 *Separation of traffic under IFR condition.*

3.4.1 Aircraft operating under IFR conditions shall not be authorised to commence final descent for landing until the first or preceding aircraft has reported that it is able to complete its approach without encountering IFR conditions, or is in communication with and is sighted by the aerodrome control tower and a reasonable assurance exists that a normal landing can be accomplished.

3.4.2 Aircraft holding over Roberts will if necessary be stacked in accordance with standard procedure over the Roberts Range, a vertical displacement of 1,000 feet being maintained at all times. The first aircraft in the holding stack is to be held at an altitude of not less than 4,000 feet until cleared to commence approach for landing.

3.5 *Departing aircraft—Separation*

3.5.1 If an arriving aircraft is to make a complete instrument approach a departing aircraft may take off in a direction which is different by at least 45 from the reciprocal of direction of approach after the arriving aircraft has started a procedure turn leading to final approach, providing the take off will be made at least three minutes before the arriving aircraft is estimated over the airfield boundary.

3.6 *Critical position of aircraft in traffic and taxi circuit*

3.6.1 Aerodrome tower operators shall maintain a continuous watch on all visible flight operations on and in the vicinity of the aerodrome, including aircraft, vehicles and personnel on the manoeuvring area,