

- c. Key maintenance apparatus or workmen in or near any portion of the manoeuvring area that the aircraft may use.
- d. Slippery conditions of the runways or taxiways.
- e. Failure or irregular operation of any airport lighting system.
- f. Any other pertinent information.

3.9.2 Essential information on aerodrome conditions shall be given to every aircraft concerned, either directly or indirectly, in sufficient time for it to make proper use of such information.

3.10 *Control of Taxiing Aircraft*

3.10.1 The importance of issuing definite, concise instructions to taxiing aircraft cannot be over-emphasized. The visibility problem in an aeroplane is most acute when taxiing. Very few aircraft have forward vision for several yards directly in front of the aircraft and the pilot must depend to a large degree upon aerodrome control towers to issue the necessary instructions which will assist in determining the proper taxi route and will prevent collision with aircraft or other objects.

3.10.2 The pilot should also be warned of parked aircraft or other objects along or near the taxiing route.

3.11 *Control of other than Air Traffic on the manoeuvring area*

3.11.1 The movement of persons or vehicles on the manoeuvring area which may interfere with aerodrome traffic shall not be permitted unless permission has been granted for such movement by the aerodrome control tower.

3.12 *Control of traffic in the traffic circuit*

Sufficient separation shall be effected between aircraft in flight in the traffic circuit to allow for the safe spacing of arriving and departing aircraft.

The clearance to enter the traffic circuit is issued to an aircraft whenever it is desired that the aircraft approach the landing area in accordance with the current traffic circuit, and the traffic conditions are such that a clearance authorizing the actual landing is not feasible. In connection with the clearance to enter the traffic circuit, information is to be given concerning the landing direction and runway in use so that the pilot in command may plan his entry into the circuit.

The clearance to enter the traffic circuit should not be confused with the clearance to land, since the former is issued when the aircraft is some distance from the aerodrome and traffic conditions will not permit the issuance of a landing.

If an aircraft enters the circuit without proper authorization it will be permitted to land if its actions indicate that it so desires, if circumstances warrant, a tower operator may ask an aircraft with whom he is in contact to give way so as to remove as soon as possible the hazard introduced by such unauthorized operation.

In cases of emergency it may be necessary, in the interests of safety for an aircraft to enter the traffic circuit, and effect a landing without proper authorization. Tower operators should recognize the possibilities of emergency action and render all assistance possible.

AIR TRAFFIC CONTROL, APPENDIX THREE

SPECIAL RULE, LIGHT AIRCRAFT OPERATION

During periods of traffic congestion at Roberts Field a white horizontal landing "T" positioned in the vicinity of the Control Tower shall indicate the direction designated for landing and take-off.