

NOTE-

Unless otherwise authorized, tower radar displays are intended to be an aid to local controllers in meeting their responsibilities to the aircraft operating on the runways or within the surface area. They are not intended to provide radar benefits to pilots except for those accrued through a more efficient and effective local control position. In addition, local controllers at nonapproach control towers must devote the majority of their time to visually scanning the runways and local area; an assurance of continued positive radar identification could place distracting and operationally inefficient requirements upon the local controller. Therefore, since the requirements of para 5-3-1 Application, cannot be assured, the radar functions prescribed above are not considered to be radar services and pilots should not be advised of being in "radar contact."

c. Additional functions may be performed provided the procedures have been reviewed and authorized by appropriate management levels.

REFERENCE-

FAAO 7110.65, Minima, Para 5-5-4

3-1-10. OBSERVED ABNORMALITIES

When requested by a pilot or when you deem it necessary, inform an aircraft of any observed abnormal aircraft condition.

PHRASEOLOGY-

(Item) APPEAR/S (observed condition).

EXAMPLE-

"Landing gear appears up."

"Landing gear appears down and in place."

"Rear baggage door appears open."

3-1-11. SURFACE AREA RESTRICTIONS

a. If traffic conditions permit, approve a pilot's request to cross Class C or Class D surface areas or exceed the Class C or Class D airspace speed limit. Do not, however, approve a speed in excess of 250 knots (288 mph) unless the pilot informs you a higher minimum speed is required.

NOTE-

14 CFR Section 91.117 permits speeds in excess of 250 knots (288 mph) when so required or recommended in the airplane flight manual or required by normal military operating procedures.

REFERENCE-

FAAO 7110.65, Surface Areas, Para 2-1-16

b. Do not approve a pilot's request or ask a pilot to conduct unusual maneuvers within surface areas of Class B, C, or D airspace if they are not essential to the performance of the flight.

EXCEPTION. A pilot's request to conduct aerobatic practice activities may be approved, when operating in accordance with a letter of agreement, and the activity will have no adverse effect on safety of the air traffic operation or result in a reduction of service to other users.

REFERENCE-

FAAO 7210.3, Aerobatic Practice Areas, Para 5-4-7.

NOTE-

These unusual maneuvers include unnecessary low passes, unscheduled flybys, practice instrument approaches to altitudes below specified minima (unless a landing or touch-and-go is to be made), or any so-called "buzz jobs" wherein a flight is conducted at a low altitude and/or a high rate of speed for thrill purposes. Such maneuvers increase hazards to persons and property and contribute to noise complaints.

3-1-12. VISUALLY SCANNING RUNWAYS

a. Local controllers shall visually scan runways to the maximum extent possible.

b. Ground control shall assist local control in visually scanning runways, especially when runways are in close proximity to other movement areas.

3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS

Pilots are required to establish two-way radio communications before entering the Class D airspace. If the controller responds to a radio call with, "(a/c call sign) standby," radio communications have been established and the pilot can enter the Class D airspace. If workload or traffic conditions prevent immediate provision of Class D services, inform the pilot to remain outside the Class D airspace until conditions permit the services to be provided.

PHRASEOLOGY-

(A/c call sign) REMAIN OUTSIDE DELTA AIRSPACE AND STANDBY.

REFERENCE-

FAAO 7110.65, Visual Separation, Para 7-2-1