



can be made airworthy as soon as possible. If a member must return home before the aircraft can be fixed, the member is responsible for ensuring that the airplane is securely tied down and locked, and, if possible, left in a secure, well-lighted area. Use your best judgment as to whether to leave the aircraft's keys with the FBO or maintenance personnel. If you have any doubts about the integrity of the operation, bring the keys back with you when you leave.

If your aircraft is disabled on an active runway and cannot be cleared immediately, you should make every effort to contact the nearest ATC facility or FSS (1-800-992-7433) to notify them of an unsafe runway condition. You should also monitor that airport's COMMON TRAFFIC ADVISORY FREQUENCY to warn other approaching aircraft of the situation.

If you experience radio communication problems, and are using a towered airport, refer to the no-radio/reporting procedures per AIM (see below).

#### **4-2-13. Communications with Tower when Aircraft Transmitter or Receiver or Both are Inoperative**

##### **a. Arriving Aircraft.**

##### **1. Receiver inoperative.**

**(a)** If you have reason to believe your receiver is inoperative, remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, advise the tower of your type aircraft, position, altitude, intention to land, and request that you be controlled with light signals.

**(b)** When you are approximately 3 to 5 miles from the airport, advise the tower of your position and join the airport traffic pattern. From this point on, watch the tower for light signals. Thereafter, if a complete pattern is made, transmit your position downwind and/or turning base leg.

**2. Transmitter inoperative.** Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern. Monitor the primary local control frequency as depicted on Sectional Charts for landing or traffic information, and look for a light signal which may be addressed to your aircraft. During hours of daylight, acknowledge tower transmissions or light signals by rocking your wings. At night, acknowledge by blinking the landing or navigation lights.

##### **3. Transmitter and receiver inoperative.**

Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern and maintain visual contact with the tower to receive light signals. Acknowledge light signals as noted above.

**b. Departing Aircraft.** If you experience radio failure prior to leaving the parking area, make every effort to have the equipment repaired. If you are unable to have the malfunction repaired, call the tower by telephone and request authorization to depart without two-way radio communications. If tower authorization is granted, you will be given departure information and requested to monitor the tower frequency or watch for light signals as appropriate. During daylight hours, acknowledge tower transmissions or light signals by moving the ailerons or rudder. At night, acknowledge by blinking the landing or navigation lights. If radio malfunction