

2. Be aware that this service is not always available and that many factors affect the ability of the controller to be aware of a situation in which unsafe proximity to terrain, obstructions, or another aircraft may be developing.

**b. Controller.**

1. Issues a safety alert if aware an aircraft under their control is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions or another aircraft. Types of safety alerts are:

(a) **Terrain or Obstruction Alert.** Immediately issued to an aircraft under their control if aware the aircraft is at an altitude believed to place the aircraft in unsafe proximity to terrain or obstructions.

(b) **Aircraft Conflict Alert.** Immediately issued to an aircraft under their control if aware of an aircraft not under their control at an altitude believed to place the aircraft in unsafe proximity to each other. With the alert, they offer the pilot an alternative, if feasible.

2. Discontinue further alerts if informed by the pilot action is being taken to correct the situation or that the other aircraft is in sight.

**5-5-8. See and Avoid**

a. **Pilot.** When meteorological conditions permit, regardless of type of flight plan or whether or not under control of a radar facility, the pilot is responsible to see and avoid other traffic, terrain, or obstacles.

**b. Controller.**

1. Provides radar traffic information to radar identified aircraft operating outside positive control airspace on a workload permitting basis.

2. Issues safety alerts to aircraft under their control if aware the aircraft is at an altitude believed to place the aircraft in unsafe proximity to terrain, obstructions, or other aircraft.

**5-5-9. Speed Adjustments**

**a. Pilot.**

1. Advises ATC any time cruising airspeed varies plus or minus 5 percent or 10 knots, whichever is greater, from that given in the flight plan.

2. Complies with speed adjustments from ATC unless:

(a) The minimum or maximum safe airspeed for any particular operation is greater or less than the requested airspeed. In such cases, advises ATC.

**NOTE-**

*It is the pilot's responsibility and prerogative to refuse speed adjustments considered excessive or contrary to the aircraft's operating specifications.*

(b) Operating at or above 10,000 feet MSL on an ATC assigned SPEED ADJUSTMENT of more than 250 knots IAS and subsequent clearance is received for descent below 10,000 feet MSL. In such cases, pilots are expected to comply with 14 CFR Section 91.117(a).

3. When complying with speed adjustment assignments, maintains an indicated airspeed within plus or minus 10 knots or 0.02 Mach number of the specified speed.

**b. Controller.**

1. Assigns speed adjustments to aircraft when necessary but not as a substitute for good vectoring technique.

2. Adheres to the restrictions published in FAA Order JO 7110.65, Air Traffic Control, as to when speed adjustment procedures may be applied.

3. Avoids speed adjustments requiring alternate decreases and increases.

4. Assigns speed adjustments to a specified IAS (KNOTS)/Mach number or to increase or decrease speed using increments of 5 knots or multiples thereof.

5. Terminates ATC-assigned speed adjustments when no longer required by issuing further instructions to pilots in the following manner:

(a) Advises pilots to "resume normal speed" when the aircraft is on a heading, random routing, charted procedure, or route without published speed restrictions.

(b) Instructs pilots to "comply with speed restrictions" when the aircraft is joining or resuming a charted procedure or route with published speed restrictions.

**CAUTION-**

*The phraseology "Climb via SID" requires compliance with all altitude and/or speed restrictions depicted on the procedure.*