SEP 11 1939

MEMORANDUM

To: Director, Bureau of Safety Regulation
Director of Regional Offices
Divisions and Sections of the Bureau of
Federal Airways

From: Director, Bureau of Federal Airways

Subject: Proposed Revisions of Landing and Take-off Rules in Part 60.

At the last meeting of the Airways Operation Advisory Committee held on August 1 and 2, local field traffic rules and airport ground rules proposed by the Airways Operation Division for adoption by local agencies met with numerous objections. At the same time, it is a matter of record that several references in Part 60 to the approval of local rules by the Authority have been very confusing because it has seemed impractical to even attempt to arrange for formal approval by the Authority of so many different versions of local airport rules. Consequently, it has been suggested that it might be more practical to expand 60.33 of the Air Traffic Rules to include the rules which are generally applicable and which can be issued with propriety by the Authority. The attached draft is a result of that suggestion.

The following comments call attention to the principal changes and the reasons therefor:

Proposed 60.33 is different from present 60.3300 in that no approval by the Authority is prescribed. It was thought that if additional rules not in conflict with the general federal rules were eemed necessary by the local agency, such rules should be enforced by the local agency only.

Proposed 60.330 Taxying Rules includes four new sections which are ordinarily found only in local airport rules.

Proposed 60.331 Landing and Take-off Rules are substantially the same as 60.3300, 60.3301, 60.3302 and 60.3303 except for the addition of proposed 60.3310, 60.3311, 60.3312, 60.3314 and 60.3315.

A significant change included in landing and take-off rules is that special rules are to be issued by the Authority rather than approved by the Authority. This provision appears to be greatly preferable. There will not be very many requests for special rules, and it will be so much easier to issue them according to

a generally approved form than to attempt to approve individual airport manager's versions of what should be included in special rules of this type.

The material included in proposed 60.332 is substantially the same as that included in 60.3304 and 60.3305, with a number of additions. Please note that proposed section 60.3320 provides for the issuance of special air traffic rules regardless of whether the landing area is a control airport or not, if such rules are necessary.

In proposed 60.3320 (a) an altitude of 2,000 feet is specified in place of 3,000 feet now specified in 60.3304. Attention has been called to the fact that the present requirement results in many technical violations in which safety is by no means a factor.

Proposed rules 60.33210, 60.33211 and 60.33212 are distinctly new and should be given careful study as they represent the first attempt to issue general regulations covering zone traffic and particularly its possible subordination to control airport traffic. Action on such rules has been requested by managers of a number of our larger airports. Flying in an airport zone can be controlled much more appropriately by federal than by local rules. Please note also that it has been deemed advisable to give the airport manager at a control airport authority to authorize flying in the control zone under certain conditions, because there are still a number of control airports at which there are no air-traffic control-tower operators.

The rules included under proposed 60.333, Miscellaneous Rules, are the same as present 60.331, 60.332 and 60.333.

It is requested that opinions as to the advisability of these changes in the Air Traffic Rules be submitted at your earliest possible convenience, particularly because of the potential importance of more standardized local air traffic rules to the success of the civil and military pilot training programs.

C. I. Stanton

Attachment
F. L. Smith:cg

18274

SUGGESTED CHANGES IN PART 60

60.33 LANDING AREA RULES

Pilots of aircraft shall observe local field traffic rules issued for the protection of interstate, foreign and overseas air commerce and the following rules -

60.330 Taxying Rules

60.3300 No aircraft shall be taxied to or from the hangar line, or to or from an approved parking space until the person in charge has ascertained that there will be no danger of collision with any person or object in the immediate area by visual inspection of the area and, when available, through information furnished by airport attendants.

60.3301 If a radio equipped airport traffic control station is in operation, pilots of aircraft equipped with functioning two-way radio or with receivers only shall remain tuned to the airport traffic control station while taxying.

60.3302 No aircraft shall be taxied except at a safe and reasonable speed.

60.3303 No aircraft not equipped with adequate brakes shall be taxied near buildings or parked aircraft unless an attendant is at a wing of the aircraft to assist the pilot.

60.331 Landing and Take-off Rules

Unless otherwise authorized by an Air Traffic Control Tower Operator landings and take-offs shall be governed by the following rules.

60.3310 When the wind velocity is four miles per hour or more, landings and take-offs shall be made into the wind, either directly into the wind or on the runway or landing strip most nearly aligned with the wind.

60.3311 When the wind velocity is less than four miles per hour landings and take-offs shall be made in a direction designated by the airport manager.

60.3312 No landing or take-off shall be made except at a safe distance from buildings and aircraft.

60.3313 A take-off shall not be commenced until there is no risk of collision with other aircraft during such take-off.

60.3314 No turn shall be made after the take-off until the aircraft is at least 1,000 feet horizontally beyond the nearest edge of the landing area and all turns shall be made to the left unless special air traffic rules issued by the Authority provide otherwise.

60.3315 After a take-off, the pilot of an aircraft equipped with a functioning radio receiver shall remain tuned to the airport traffic control station until the air-traffic control-tower operator signs off.

60.3316 A pilot approaching for a landing shall circle the landing area sufficiently to observe other traffic. Such circles shall be made to the left unless special air-traffic rules issued by the Authority provide otherwise.

60.3317 A pilot approaching for a landing shall, unless impracticable, maintain a straight approach course for the last 1,000 feet before crossing the airport boundary.

60.332 Air Traffic Rules Governing Flying in the vicinity of a landing area.

60.3320 Pilots flying contact within three miles horizontally of the center of a landing area shall conform to the counter clockwise circuit rule unless:

(a) flying at an altitude in excess of 2,000 feet above the ground or water.
(b) otherwise authorized by an air-traffic control-tower operator, or
(c) special air traffic rules issued by the Authority provide otherwise.

60.3321 Air-traffic departing from, or arriving at, a control airport shall take precedence over other air traffic within the control zone of such airport, when required in the interest of safety and all traffic departing from or arriving at landing areas in a control zone other than the control airport shall be governed by the following rules, unless special air traffic rules issued by the Authority provide otherwise.

60.33210 Pilots shall follow the counter-clockwise flow of traffic about the control airport, except during the last turn and final approach for a landing or during the take-off and first turn into the line of traffic unless other conditions are imposed in these rules.

60.33211 Pilots must obtain authorization for flying in the Control Zone from an air-traffic control-tower operator or airport manager at the control airport whenever,

(a) a take-off into the wind would be made toward the control airport and along a line which, if extended, would pass through the control airport; or

(b) a landing into the wind would require a final turn and approach in a portion of the airspace between the control airport and the landing area being used; or

(c) take-offs and landings involve flying in the airspace over the control airport or within 1,000 feet horizontally of its boundaries.

60.33212 No authorization to make a series of flights or blanket authorization covering flights for a limited period shall be given by an air-traffic control-tower operator or airport manager at the control airport unless telephone or other adequate means of communication exists between the control airport and any other such landing area.

60.33213 It shall be the responsibility of users of landing areas in a control zone other than the control airport to furnish the communication facilities required by these rules.

60.333 Miscellaneous Rules

60.3330 Running motors, supervision of. No aircraft engine shall be started or run unless a competent operator is in the aircraft attending the engine controls. Blocks, equipped with ropes or other suitable means of pulling them, shall always be placed in front of the wheels before starting the engine, or engines, unless the aircraft is provided with adequate parking brakes and the same are fully on.

60.3331 Air meet landing. In approaching a landing area where there is a congestion of aircraft or an assembly of persons or automobiles in the vicinity of aircraft, pilots shall proceed with caution and ascertain before landing, or before flying at low altitude over the landing area, whether or not an air meet or aeronautical demonstration is in progress.

60.3332 Certified high explosive areas. Aircraft, when taking off or landing over any certified high explosive danger area, shall be flown in such a manner as to permit at all times an emergency landing outside of such area in the event of complete power failure.