UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-3
Effective: October 1, 1954
Adopted: March 23, 1954

AIR TRAFFIC RULES

IFR FLIGHT PLAN

Currently effective section 60.41 (g) requires a pilot, in filing an IFR flight plan, to set forth his proposed true air speed at cruising altitude in miles per hour. It has been recommended by the Air Coordinating Committee, the Department of Defense, the Air Transport Association of America, and the Air Line Pilots Association, that provisions be made in the Civil Air Regulations to permit the use of nautical units in the control of air traffic. A notice of proposed rule making was published on December 2, 1953, in the Federal Register (18 F.R. 7659) and concurrently circulated as Draft Release 53-30, in which it was proposed that the requirement for setting forth in the flight plan proposed true air speed in miles per hour be eliminated, thus permitting a pilot to list the speed in either knots or miles per hour. Comment has been received expressing diverse views on this matter, and has been considered. The proposed change will affect appreciably only those persons who operate IFR. The heretofore named groups, who represent persons comprising the most frequent users of the airways under IFR, commented favorably on this proposal.

Much of the comment received from general aviation indicated that there exists great apprehension that this proposal will impose a hardship on private pilots in particular. The Board wishes therefore to reaffirm its intent as stated in Draft Release 53-30 that no change will be necessitated by reason of this amendment in the dimensional units currently associated with visibilities, approach charts, radio facility charts, airway widths, control zone dimensions, and non-air-carrier aircraft instruments. Although the normal operation of the Federal Airways System will be based upon the nautical system, it may be stated that no burden will be placed on general aviation either for VFR or IFR operations.

In view of the fact that the most frequent users of the airways under IFR favor the use of nautical units in air traffic control, and since such use will not create an undue burden on other users of the airways, and since section 60.41 (g) prevents the use of nautical units in IFR flight plans, the Board believes that the amendment is in the public interest.

Accordingly, this amendment eliminates the requirement that the proposed air speed must be listed on an IFR flight plan in miles per hour, merely requiring that the air speed must be listed thus permitting the pilot to use either nautical or statute units of air speed. It is expected that flight information relating to distance and speed generally will be provided in nautical miles and knots. However, upon specific request from

the pilots of small civil aircraft and of large civil aircraft other than those under Parts 40, 41, and 42, this information, with the exception of that involving radar control, will be provided in statute miles and miles per hour.

It is expected that the Civil Aeronautics Administration will not be providing flight information in terms of nautical miles and knots for about six months. This amendment will, therefore, become effective October 1, 1954.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 60 of the Civil Air Regulations (14 CFR, Part 60, as amended) effective October 1, 1954:

By amending § 60.41 (g) to read as follows:

60.41 IFR flight plan * * *

(g) Proposed true air speed at cruising altitude;

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply sec. 601, 52 Stat. 1007; 49 U.S.C. 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

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(SEAL)

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