Federal Aviation Agency
Washington, D.C.

Civil Air Regulations, Part 60

AIR TRAFFIC RULES

Supplement No. 11, CAR 60 dated May 15, 1961 **March 15, 1963**

SUBJECT: Supplement 35 to CAM 60.

Supplement 60–35 was adopted by the Administrator on March 6, 1963, effective March 12, 1963. This supplement revoked CAM 60.18–6, Traffic patterns for Fairbanks and Chena River Landing Area, since these rules were obsolete in certain respects and in others were duplicated by the provisions of Civil Air Regulations section 60.18.

Supplement 10 to CAR 60 deleted the regulatory portion of SR–438, but left the preamble. This supplement removes the remaining pages to correct this omission.

Remove the following pages:	*Insert the following new pages:*
V and VI	V and VI
21 through 26	21
65 through 68	65

D. D. Thomas

D. D. THOMAS, *Director,*
Air Traffic Service

Attachments.

Civil Aeronautics Manual 60

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SPECIAL CIVIL AIR REGULATION NO. SR-437

Effective: November 4, 1959
Issued: October 30, 1959

Flight Plans for Flight of Civil Aircraft Over Cuba

In order to provide for the proper coordination and clearance of all civil aircraft departing the United States for flight to or over Cuba, this regulation requires the pilot in command of such aircraft to file a flight plan prior to take-off. The DVFR or IFR flight plan required in section 620.11 of the Security Control of Air Traffic Rules may be used for this purpose. Additionally, at least one hour prior to departure a statement in writing with certain supplemental information must be filed with the office of the Immigration and Naturalization Service at the international airport from which such flights will depart.

This regulation does not apply to scheduled air carriers or foreign air carriers conducting flights from a place in the United States over routes authorized in operations specifications issued by the Administrator.

Since a situation exists requiring the immediate adoption of this regulation for the national security and safety in air commerce I find that notice and public procedure hereon are impracticable, and that good cause exists for making this regulation effective on November 4, 1959.

In consideration of the foregoing, the following Special Civil Air Regulation is adopted.

No person shall operate a civil aircraft from the United States for flight over, or landing within Cuba, unless departure is made from an international airport designated as an international airport of entry in section 6.13 of the Air Commerce Regulations of the Bureau of Customs (19 CFR 6.13).

The pilot in command of a civil aircraft departing from the continental United States (excluding Alaska) for flight over, or landing within, Cuba, shall file a DVFR or IFR flight plan in accordance with the requirements prescribed in section 620.11 of the Security Control of Air Traffic Rules (14 CFR 620). In addition, at least one hour prior to the time of departure from such international airport, the pilot in command shall file with the office of the Immigration and Naturalization Service at the airport a written statement containing the information in the flight plan, together with the following further information: Number and names of all persons aboard the aircraft, description of the cargo, if any, carried aboard the aircraft, and the international airport of departure.

This regulation shall not apply to aircraft operated by a scheduled air carrier or foreign air carrier departing from the United States over routes authorized in operations specifications issued by the Administrator.

This regulation shall become effective on November 4, 1959, and remain in effect until superseded, rescinded or revoked.

SPECIAL CIVIL AIR REGULATION NO. SR-438

Effective: April 4, 1960
Issued: February 23, 1960

Los Angeles International Airport Traffic Pattern Area Rules

On October 28, 1959, notice was given in Draft Release No. 59-17 (24 F.R. 9020) that the Federal Aviation Agency had under consideration the adoption of a Special Civil Air Regulation establishing special airport traffic pattern rules for the Los Angeles International Airport area. This regulation would establish a specific area of airspace surrounding the Los Angeles International Airport to be designated as an airport traffic pattern area within which special aircraft operating rules would apply. These operating rules were developed in order to enhance the safety of all aircraft operations in this area and to provide for the protection of persons and property on the ground.

The nature of comments received in response to the draft release could be classified in two broad categories; those submitted from aviation community interests which addressed the technical aspects of the proposed aircraft operating rules, and those submitted from other interested persons which addressed the aircraft noise abatement aspects of the proposed rule.

Many of the comments of this latter category contended that the proposed rules did not "go far enough" and urged that much more be done to provide relief to nearby communities from the aircraft noise problem. While comments such as these were prevalent, other comments recognized that the rules, which deal with traffic pattern flight procedures would result in an alleviation of the problem insofar as practical air traffic rules could provide. For example. the comment of the City Council of Inglewood stated, in part, that the proposed regulation "* * * is, and will be, a long step toward the ultimate solution of the critical noise problem in this city; * * *". The City Council urged the early adoption of the proposed regulation.

The Agency would like to emphasize the point that the proposed rules outlined in Draft Release No. 59-17, were not intended to be representative of a complete Agency answer to the aircraft noise problem. These rules are an initial product of an Agency-wide program that seeks the alleviation of aircraft noise through the various areas of purview of each particular Bureau in the Agency. The Agency has been studying the fundamental problems of aircraft noise in airport communities to attack the problem on a broad scale. Basic research is under way on the fundamentals of community objections to aircraft noise to determine how to improve the designs of aircraft and their flight operational techniques to lower noise levels and, where possible, alter the noise characteristics to make them less annoying. As part of this intensive research program, a wide number of community reactions to aircraft noise studies have been made, the results of which are being regularly discussed with the aircraft operators for consideration in the design of new aircraft and engines.

While all jet transport aircraft in civil operation are equipped with engine noise suppressors, which are heavy and costly, the Agency is continuing its studies of jet noise suppression methods to further minimize the noise problem.

Ground engine mufflers are also being analyzed as these devices are particularly pertinent to the engine run-up maintenance procedures employed at airports. Studies of the new turbofan engines are also being made to assure that these engines will produce less noise on both take off and landing.

Studies are also under way to determine the least noisy methods and techniques for the take off and approach to landing of civil jet transport aircraft. Camera studies are being continued to determine the extent of operational variations between operators and pilots along with the accuracy to which the aircraft is flown. Airspeed indicators, artificial horizons, and angle of attack indicators with improved accuracy and readability are being studied to permit jet aircraft to be flown to the optimum performance consistent with safety and noise abatement.

Commercial air carriers based at many major airport terminals have been requested to remove their flight training activities to other airports where such operations may be conducted over less congested areas without creating undue noise annoyance. These requests were made primarily on the basis of safety, in that simulated engine-out maneuvers and the conflict of training flights with normal heavy traffic at such airports constitute an undue hazard as well as an unnecessary source of noise annoyance.

Additional navigation aids for instrument approach procedures at major airport terminals have been established so that approaches during limited weather conditions may be made from more than one direction. This eliminates the necessity for circling approaches around the airport at low altitudes since straight-in approaches to land can be made from more than one direction and is expected to contribute significantly to the further alleviation of the noise problem.

For operations in good weather conditions, considerable attention is being devoted to the development of visual glide path indicators. These devices will provide accurate visual guidance in the landing approach so as to assure that aircraft which create a difficult noise problem will not be flown at an altitude lower than that deemed acceptable throughout the approach. Five types of visual glide indicators are being installed at the National Aviation Facilities Experimental Center for testing and evaluation. One system is currently under active test and one will soon be ready for actual test. Within a few months, all five systems will be under simultaneous evaluation.

Studies are also under way by the Agency to determine the practicability of expanding the scope of airport master plans to include buffer zones designed to cushion the effects of aircraft noise. Consideration is also being given to recommending to airport owners and other public agencies, the utilization by them of local zoning powers to encourage land uses of areas contiguous to airports in a manner mutually beneficial to the community and airport activities.

The diligent pursuit of these and other noise alleviation projects within the Agency coupled with the continued and conscientious efforts of the aviation community, particularly the aircraft operators and local airport authorities, justify a confidence that significant progress will be made in the alleviation of the aircraft noise problem.

With respect to the comments received from the aviation community which addressed the technical operating provisions of the proposed rules, the consensus indicated an opposition to the principle of establishing separate Special Civil Air Regulations for each airport that may have a noise problem. It was contended that the inflexibility inherent in the establishment of manda-

tory operating procedures in a Civil Air Regulation could compound the complexities involved in further developing and revising noise abatement flight techniques. It was held that the establishment of detailed procedures designed to minimize the noise problem at particular airports could best be devised and more readily improved if developed on a local basis. The Agency finds merit in this proposition and consideration is being given to drafting an air traffic rule of general applicability which will standardize all controlled airport traffic pattern rules to the extent practicable and provide for the establishment of detailed airport procedures on a local basis.

Many comments were directed to the proposed provision which would require jet aircraft to maintain an altitude at or above the ILS glide path. The view was expressed that the precise 3° angle should not be specified and should not apply to the point of touchdown. Further, the approach altitude requirement ought to be applicable to piston engine aircraft as well as jet aircraft. The proposal has been modified in light of these comments and the rule is phrased to require descent at or above the glide path setting by all large aircraft equipped with ILS instrumentation. The rule applies only until the aircraft reaches the middle marker so as to provide for a safe "flare-out" for a landing by the pilot.

The proposed restriction on the use of the airport by jet aircraft between the hours of 10 p.m. and 7 a.m. under certain surface wind conditions has also been revaluated and this provision has been omitted from the rule. The practice of prohibiting the use of various airports during certain specific hours could create critically serious problems to all air transportation patterns. The network of airports throughout the United States and the constant availability of these airports are essential to the maintenance of a sound air transportation system. The continuing growth of public acceptance of aviation as a major force in passenger transportation and the increasingly significant role of commercial aviation in the nation's economy are accomplishments which cannot be inhibited if the best interest of the public is to be served. It was concluded therefore that the extent of relief from the noise problem which this provision might have achieved would not have compensated the degree of restriction it would have imposed on domestic and foreign Air Commerce.

Recommendations were received from aircraft operators at Hughes, Hawthorne and Santa Monica Airports for modifications to the proposed rules which would provide for a more flexible operation to and from those airports. Some of these recommendations indicated a misunderstanding of the proposed rules, especially the applicability of the two-way radio requirement. The proposal did not provide that two way communication had to be established with the Los Angeles tower if an aircraft were being flown to or from any airport other than Los Angeles International Airport within the Los Angeles traffic pattern area provided the appropriate entry and departure areas were utilized. For example, aircraft may enter the southeast sector of the Los Angeles traffic pattern area and land at Hawthorne Airport without communicating with the Los Angeles tower. Likewise aircraft may depart Hawthorne to the south without communicating with the Los Angeles tower. It will also be noted that the proposed departure procedure from Hawthorne has been modified to permit turns as early as practicable after a take-off to the west.

It should also be made clear that all the required traffic pattern area entry and departure procedures, altitudes as well as routes, may be superseded by authorization of the control tower. The principal purpose in adopting these procedures is to establish a standardized, segregated flow of air traffic at these

various airports which would promote the controllers capability to provide for a safe and expeditious movement of traffic in the area. The rules intend that the controller be provided the flexibility to authorize flight operations in such manner as is best suited to the instant state of the traffic situation.

Recommendations for a re-designation of the traffic pattern area to exclude the downwind leg portion of the Santa Monica traffic pattern were also received. However, the advantages of a standardized dimension of the traffic pattern area are considered more significant than locally different dimensions especially since national application of the concept is being considered. Further, the rules herein adopted do not contemplate the imposition of a radio requirement or any other restriction to Santa Monica Airport traffic other than that which provides a degree of segregation between Hughes Airport traffic and traffic on the downwind leg of the Santa Monica Airport.

As stated above, consideration is being given to the development of an amendment to the Air Traffic Rules, Part 60, of the Civil Air Regulations, which would provide for a national application of standardized controlled airport traffic pattern rules. It is expected that this proposed amendment would accommodate locally developed detailed airport procedures and provide for the ready implementation of revisions to these local procedures. Further, such a general rule would minimize a requirement for several special rules at individual airports.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted to become effective April 4, 1960.

(*Note*: Pages 27–32 deleted by Supplement No. 10 dated January 18, 1963. The next page is 33.)

(iii) *Taxiing after landing to the east on Lake Hood.*

(*a*) If the landing run is completed prior to entering the canal, the aircraft may be taxied direct to the aircraft parking area.

(*b*) If the landing run continues into the canal, proceed through the canal in an expeditious manner, following a counter-clockwise flow of traffic in Lake Spenard until it has been determined that the landing approach and the canal are clear of traffic, then proceed expeditiously through the canal to the aircraft parking area.

(iv) *Taxiing after landing to the west on Lake Spenard or Canal.* At the completion of the landing run, proceed expeditiously through the canal and direct to the aircraft parking area.

(Published in 16 F. R. 6829, July 17, 1951, effective 0001 A. S. T., July 14, 1951.)

60.18–6 *Traffic patterns for Fairbanks Airport and Chena River Landing Area (FAA rules which apply to sec. 60.18 (d)).* Aircraft taking off from or landing at the Fairbanks Airport or the Chena River Landing Area shall adhere to the following traffic patterns and altitudes made a part thereof, unless otherwise authorized by Air Traffic Control. The subject traffic patterns shall be contained within the air space described by a 3-mile horizontal radius of the Fairbanks Airport and extending vertically to 2,500 feet mean sea level.

(a) *Fairbanks International Airport.*

(1) *General.*

(i) Traffic patterns at the Fairbanks Airport shall be rectangular, extending east of the FAA road and for each runway the traffic pattern shall be to the east side of the runway.

(ii) Light and heavy aircraft shall follow their respective patterns as indicated by the diagrams set forth below. The differentiation between light and heavy aircraft shall be:

(*a*) *Light aircraft.* Aircraft which normally use a final approach true air speed of 100 m. p. h. or less.

(*b*) *Heavy aircraft.* Aircraft which normally use a final approach true air speed greater than 100 m. p. h.

(2) *Takeoff.*

(i) *Aircraft remaining in the traffic pattern.*

(*a*) *Runway 1.*

(*1*) *Light aircraft.* Aircraft remaining in the traffic pattern shall execute a 90° turn to the right at an altitude of at least 800 feet mean sea level, climbing to a traffic altitude of 1,100 feet mean sea level following the rectangular pattern for runway 1.

(*2*) *Heavy aircraft.* Aircraft remaining in the traffic pattern shall execute a 90° turn to the right at an altitude of at least 800 feet mean sea level climbing to a traffic altitude of 1,600 feet mean sea level following the rectangular pattern for runway 1.

(*b*) *Runway 19.*

(*1*) *Light aircraft.* Aircraft remaining in the traffic pattern shall execute a 90° turn to the left at an altitude of at least 800 feet mean sea level climbing to a traffic altitude of 1,100 feet mean sea level following the rectangular pattern for runway 19.

(*2*) *Heavy aircraft.* Aircraft remaining in the traffic pattern shall execute a 90° turn to the left at an altitude of at least 800 feet mean sea level climbing to a traffic altitude of 1,600 feet mean sea level following the rectangular pattern for runway 19.

(ii) *Departing aircraft.*

(*a*) *Runway 1.*

(*1*) *Light aircraft.* Aircraft shall execute a 90° turn to the right at an altitude of at least 800 feet mean sea level, and at the approximate midpoint of the initial crosswind leg execute a turn of 45° to the left.

(*2*) *Heavy aircraft.* Aircraft shall execute a 45° turn to the right from the takeoff leg at an altitude of at least 800 feet mean sea level.

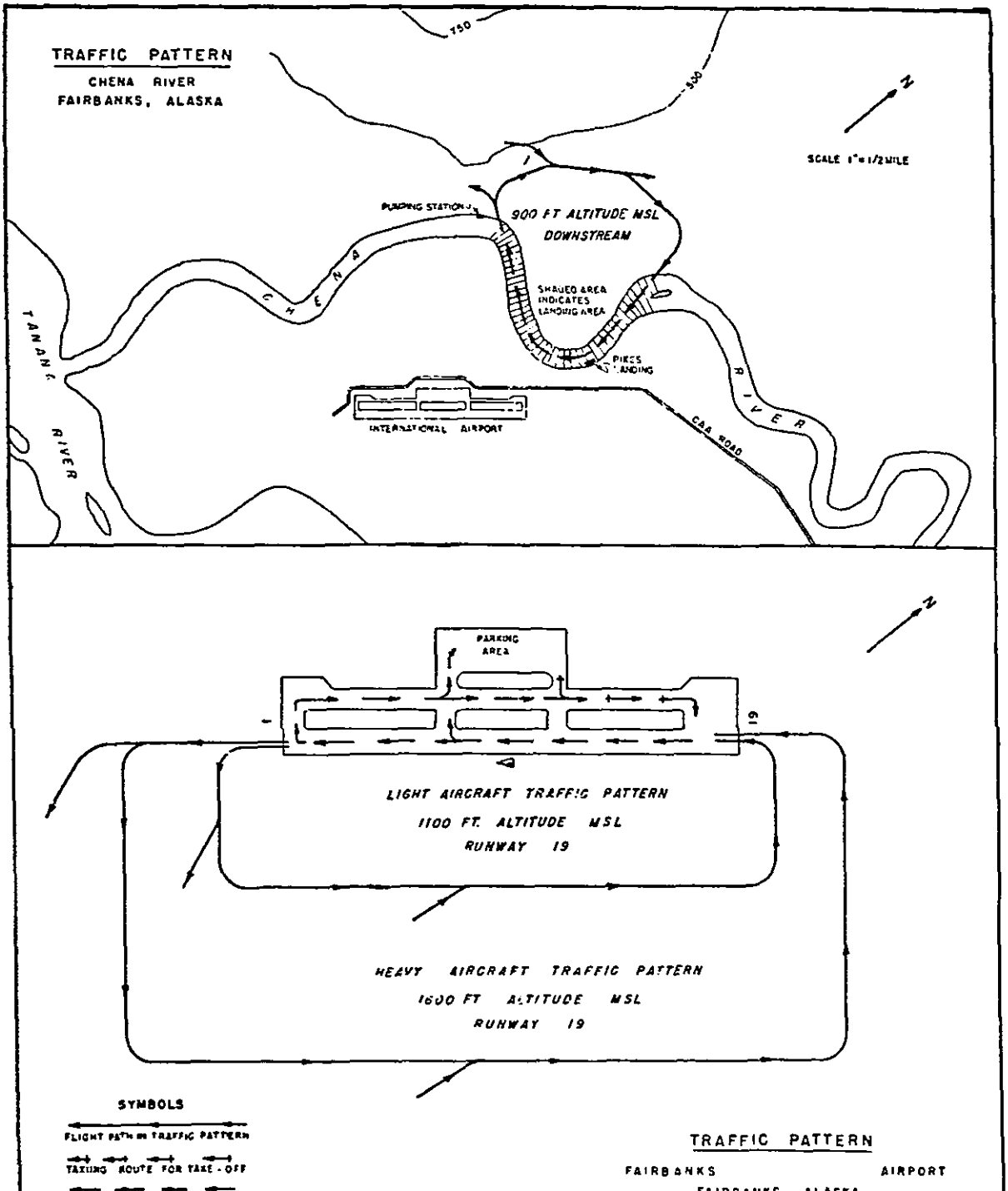
(*b*) *Runway 19.*

(*1*) *Light aircraft.* Aircraft shall execute a 90° turn to the left at an altitude of at least 800 feet mean sea level, and at the approximate midpoint of the initial crosswind leg execute a turn of 45° to the right.

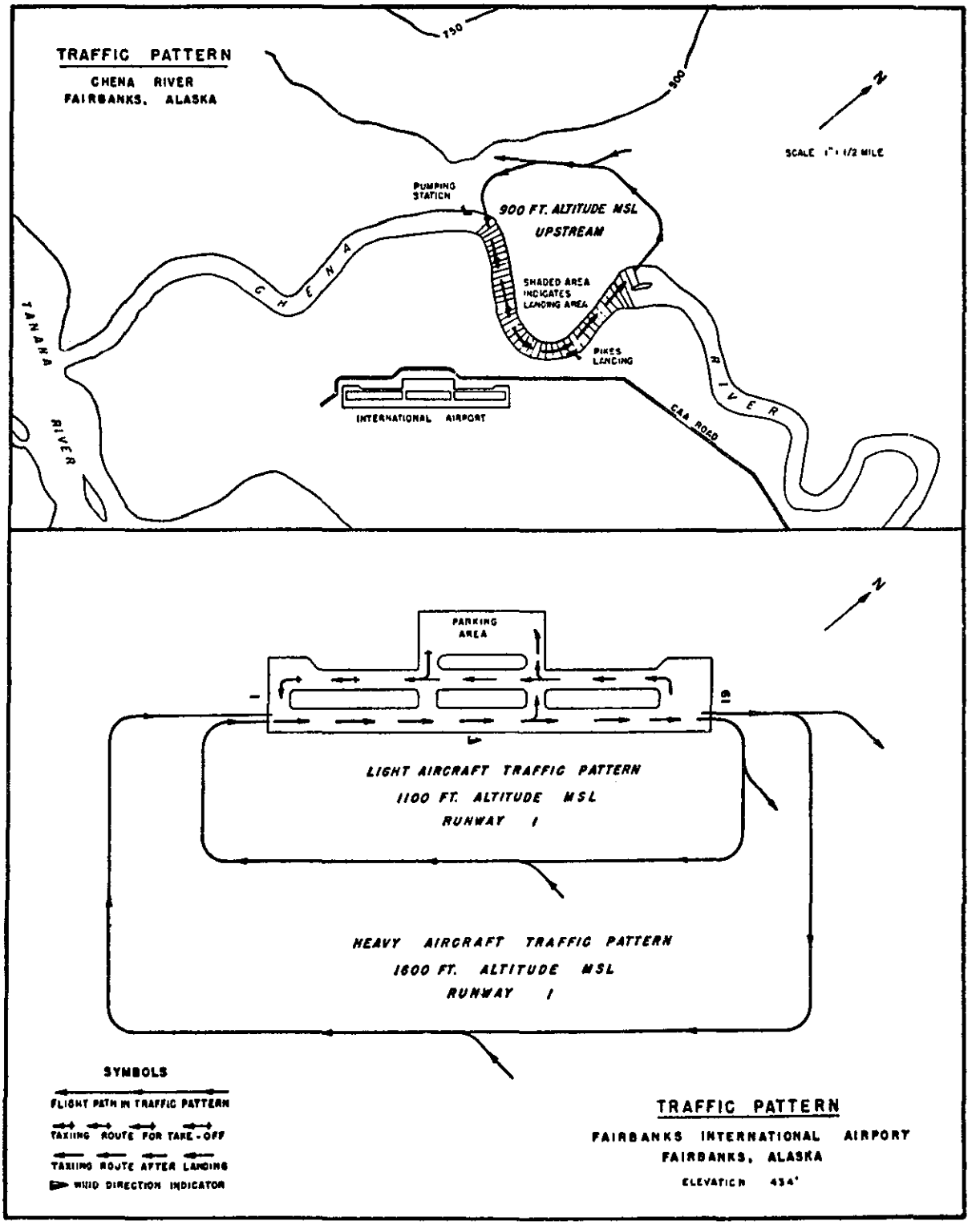
(*2*) *Heavy aircraft.* Aircraft shall execute a 45° turn to the left from the takeoff leg at an altitude of at least 800 feet mean sea level.

(*3*) *Traffic pattern entry.*

(*i*) Light aircraft shall enter the traffic pattern at an altitude of 1,100 feet mean sea level and at an angle of 45° to the approximate midpoint of the downwind leg.


TRAFFIC PATTERN
CHENA RIVER
FAIRBANKS, ALASKA
750
500
N
SCALE 1"=1/2MILE
900 FT ALTITUDE MSL
DOWNSTREAM
SHADED AREA
INDICATES
LANDING AREA
PIPER'S LANDING
CHENA
TANANA RIVER
INTERNATIONAL AIRPORT
CAA ROAD
RIVER
PARKING AREA
19
LIGHT AIRCRAFT TRAFFIC PATTERN
1100 FT. ALTITUDE MSL
RUNWAY 19
HEAVY AIRCRAFT TRAFFIC PATTERN
1600 FT ALTITUDE MSL
RUNWAY 19
SYMBOLS
FLIGHT PATH IN TRAFFIC PATTERN
TAXIING ROUTE FOR TAKE-OFF
TAXIING ROUTE AFTER LANDING
WIND DIRECTION INDICATOR
TRAFFIC PATTERN
FAIRBANKS AIRPORT
FAIRBANKS, ALASKA
ELEVATION 434

(1)


TRAFFIC PATTERN
CHENA RIVER
FAIRBANKS, ALASKA
750
500
N
SCALE 1" = 1/2 MILE
PUMPING STATION
900 FT. ALTITUDE MSL
UPSTREAM
SHADED AREA INDICATES LANDING AREA
PIKES LANDING
CHENA
RIVER
TANANA
RIVER
INTERNATIONAL AIRPORT
CAA ROAD
PARKING AREA
LIGHT AIRCRAFT TRAFFIC PATTERN
1100 FT. ALTITUDE MSL
RUNWAY 1
HEAVY AIRCRAFT TRAFFIC PATTERN
1600 FT. ALTITUDE MSL
RUNWAY 1
SYMBOLS
FLIGHT PATH IN TRAFFIC PATTERN
TAXIING ROUTE FOR TAKE-OFF
TAXIING ROUTE AFTER LANDING
WIND DIRECTION INDICATOR
TRAFFIC PATTERN
FAIRBANKS INTERNATIONAL AIRPORT
FAIRBANKS, ALASKA
ELEVATION 434'

(Rev. 5/30/62)

(*ii*) Heavy aircraft shall enter the traffic pattern at an altitude of 1,600 feet mean sea level and at an angle of 45° to the approximate midpoint of the downwind leg.

(*4*) *Landing.*

(*i*) Light aircraft shall be operated so as to enter the final approach at a distance of at least 1,000 feet from the approach end of the runway.

(*ii*) Heavy aircraft shall be operated so as to enter the final approach at a distance of at least 1,500 feet from the approach end of the runway.

(b) *Chena River Landing Area.*

(1) *Landing area.* The landing area shall be defined as those portions of the Chena River upstream and downstream from a place on the river commonly known and identified as Pike's Landing, and extending downstream to the pumping station and upstream to the first right turn from Pike's Landing.

(2) *Traffic control.*

(i) Aircraft operating in the traffic patterns defined in this chapter will not normally be controlled by the Fairbanks Control Tower.

(ii) Any traffic control instructions issued by the Fairbanks Tower to aircraft landing at or taking off from the defined landing area on the Chena River will be issued only with respect to existing traffic at the Fairbanks Airport. Separation of surface traffic, therefore, will be the responsibility of the aircraft operator.

(3) *Traffic patterns.*

(i) Traffic patterns for the defined landing area on the Chena River shall be circular, shall lie to the west side of the river, and shall not extend east of the defined landing area on the Chena River as illustrated on the diagram set forth below.

(ii) Landing or takeoff upstream (north or east) shall be to the left.

(iii) Landing or takeoff downstream (south or west) shall be to the right.

(4) *Departure from traffic pattern.* Aircraft shall depart from the traffic pattern on a westerly heading.

(5) *Entrance to traffic pattern.* Aircraft shall enter the traffic pattern on an easterly heading at an altitude of 900 feet mean sea level.

(Published in 16 F. R. 6831, July 17, 1951, effective 0001 A. S. T., July 14, 1951, and amended in 20 F. R. 5676, Aug. 6, 1955, effective Sept. 1, 1955.)

60.23–1 *Aircraft lights in Alaska (FAA rules which apply to sec. 60.23).* In Alaska the lights required by this section shall be displayed when any unlighted aircraft or other unlighted prominent objects cannot readily be seen

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