Federal Aviation Agency
Washington, D.C.

Civil Air Regulations, Part 60
AIR TRAFFIC RULES

Supplement No. 3, CAR 60 dated May 15, 1961 **October 10, 1961**

SUBJECT: Amendment 60-24 to CAR 60.

Amendment 60-24 to CAR 60 was issued by the Administrator on September 22, 1961, to revise section 60.18 of the Civil Air Regulations, effective December 26, 1961.

This amendment is forwarded in advance of its effective date to afford public notice of its provisions and should be retained in the back of Part 60. When Amendment 60-24 becomes effective, it will be issued in the proper format for insertion as page revisions to CAR 60.

Insert the attached new pages 46-1 through 46-4.

D. D. Thomas

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

ATTACHMENTS.

Civil Air Regulations Part 60

Contents

General

	Section	Page
Scope	60.1	1
Operation over the high seas	60.1a	1
Authority of the pilot	60.2	1

General Flight Rules (GFR)

Application	60.10	1
Preflight action	60.11	1
Careless or reckless operation	60.12	2
Avoidance of prohibited and restricted areas	60.13	2
Right-of-way	60.14	2
Proximity of aircraft	60.15	3
Acrobatic flight	60.16	3
Minimum safe altitudes	60.17	3
Operation on and in the vicinity of an airport	60.18	4
Air traffic control instructions	60.19	5
Notification of arrival	60.20	5
Adherence to air traffic clearances	60.21	5
Water operations	60.22	5
Aircraft lights	60.23	5
Flight test	60.24	5
Altimeter setting	60.25	6
Flight crew members at controls	60.26	6

Visual Flight Rules (VFR)

Basic VFR minimum weather conditions	60.30	6
Special VFR minimum weather conditions in control zones	60.31	7
VFR cruising altitudes	60.32	7
VFR flight plan	60.33	7

Instrument Flight Rules (IFR)

Application	60.40	7
IFR flight plan	60.41	7
Alternate airport	60.42	8
Air traffic clearance	60.43	8
IFR cruising altitudes	60.44	8
Course to be flown	60.45	8
Instrument approach procedure	60.46	8
Radio communications	60.47	9
Radio failure	60.49	9

Definitions

Definitions	60.60	9

NOTE.—The statements contained in the notes in this Part are intended as explanation only and shall not be construed as official interpretations of the regulations.

(Rev. 10/10/61)

Special Civil Air Regulations Which Affect Part 60

		Page
SR-397.	Authorization for the United States Forest Service To Deviate from the Civil Air Regulations	15
SR-424C.	Positive Air Traffic Control Areas; Positive Air Traffic Control Routes	17
SR-437.	Flight Plans for Flight of Civil Aircraft Over Cuba	21
SR-438.	Los Angeles International Airport Traffic Pattern Area Rules	23
SR-442.	New York International Airport Traffic Area Rules	33
SR-444.	Jet Advisory Areas	41
SR-445.	Reports of Navigation and Communications Equipment Malfunctions	45

CAR 60 Amendments

[60-24.	Airport Traffic Area Rules]	46-1

Amendment 60–24

Effective: December 26, 1961
Issued: September 22, 1961

Airport Traffic Area Rules

60.18 Operation on and in the vicinity of an airport. Aircraft shall be operated on and in the vicinity of an airport in accordance with the following rules:

(a) *General rules.*

(1) *Avoidance of airport traffic areas.* No person shall operate an aircraft within an airport traffic area, except for the purpose of landing or taking off at airports located within such airport traffic area, or unless authorized by air traffic control.

(2) *Speed.* Except as otherwise authorized by air traffic control, no person shall operate an aircraft within an airport traffic area at an indicated airspeed in excess of 156 knots (180 m.p.h.) for reciprocating engine aircraft or 200 knots (230 m.p.h) for turbine powered aircraft unless the operating limitations or military normal operating procedures require a greater airspeed, in which case the aircraft shall not be flown in excess of such airspeed.

(b) *Airport with control tower.* Aircraft being operated to, from, or on an airport served by an airport traffic control tower shall be operated in accordance with the following rules unless otherwise authorized or required by the airport traffic control tower of that airport. Such authorization may be provided as individual approvals of specific operations or contained in written agreements between airport users and the tower.

(1) *Communications.* During the hours the airport traffic control tower is in operation the following radio communication requirements shall apply:

(i) *United States Government operated control towers.* When operating an aircraft to, from, or on an airport at which an airport traffic control tower is operated by the United States Government, two-way radio communications shall be maintained with that control tower while operating within the airport traffic area. In the event of an in-flight failure of radio communications equipment during VFR flight, the foregoing requirement shall not apply and a pilot may enter the airport traffic area and land; *Provided,* That the weather conditions are equal to or above VFR conditions and the pilot maintains visual contact with the control tower and obtains a clearance (light signal) prior to landing. In the event of in-flight failure of radio communications equipment during IFR flight, the provisions of section 60.49 shall apply.

(ii) *Other control towers.* When operating an aircraft to, from, or on an airport at which an airport traffic control tower is operated by a person other than the United States Government, pilots of aircraft having radio equipment permitting two-way radio communications with the airport traffic control tower shall maintain such communications and pilots of aircraft having radio equipment permitting reception only from such

control tower shall maintain a listening watch on the appropriate tower frequency while operating within the airport traffic area of that airport.

NOTE: Pilots of aircraft operating to or from uncontrolled airports within the airport traffic area are not required to maintain radio contact with the control tower. However, such pilots should maintain two-way radio communications or a listening watch when feasible.

(2) *Clearances.*

(i) *Take-off, landing or taxi clearance.* During the hours the airport traffic control tower is in operation, a clearance shall be obtained prior to taxiing on a runway, taking off, or landing. Authorization to taxi "to" a runway is authorization to cross runways that intersect the taxi route unless instructions to the contrary are received. Authorization to taxi "to" a runway shall not constitute a clearance to taxi "on" that runway.

(ii) Pilots shall obtain a visual light signal clearance prior to taxiing on a runway and prior to take-off and landing at those airports where the control tower has authorized noncompliance with the requirement for two-way radio communications, or at those airports at which a non-United States Government airport traffic control tower is in operation if, for any reason, radio communications cannot be established.

(iii) Air traffic control may grant continuing permission to the pilot of an aircraft to conduct landings and take-offs within an airport traffic area of a controlled airport without individual clearance for each such operation.

(3) *Airport traffic area altitudes.* Unless prevented by terrain, obstacles or the VFR distance-from-cloud criteria, turbine powered fixed-wing aircraft shall be flown within the airport traffic area, including the traffic pattern, at an altitude of at least 1,500 feet, above the surface of the airport, until maneuvering for a safe landing requires further descent.

(4) *Traffic pattern direction.* Pilots of fixed-wing aircraft shall circle the airport to the left unless the airport traffic control tower specifies a different traffic pattern. In approaching to land, helicopters shall be flown in a manner which avoids the flow of fixed-wing aircraft.

(5) *Preferential runway system.*

(i) When a preferential runway system has been established by the Federal Aviation Agency for an airport, pilots of large fixed-wing aircraft landing at or taking off from such airport shall use a preferential runway when it has been assigned by the airport traffic control tower; *Provided,* That pilots shall retain final authority and responsibility for the operational safety of the aircraft and if a pilot determination is made to use another runway on the basis of safety, such other runway shall be authorized by air traffic control, traffic and other conditions permitting. When such authorization is given, the pilot retains responsibility for deviation from the provisions of the preferential runway system.

(ii) When a runway other than the originally assigned preferential runway is used, the pilot shall file, if requested by air traffic control, a written report of the reasons therefor, including a full description of the safety basis for his determination to use such other runway. This report shall be forwarded within 48 hours to the Chief, Airport Traffic Controller, Federal Aviation Agency, located at that airport at which the report is required.

(6) *Final approach.*

(i) When approaching to land on a runway served by a functioning instrument landing system (ILS), large fixed-wing aircraft equipped with a functioning ILS instrumentation shall be flown so as to remain at or above the glide slope between the outer marker and the middle marker; *Provided,* That when the VFR distance-from-cloud criteria require interception of the glide slope between the outer marker and the middle marker, large fixed-wing aircraft shall be flown so as to remain at or above the glide slope altitude between the point of interception and the middle marker.

(ii) When approaching to land on a runway served by visual glide slope devices, fixed-wing aircraft shall be flown so as to remain at or above the glide slope until arrival at the runway threshold.

(7) *Departures.* Aircraft taking off shall be operated as follows:

(i) Pilots shall, prior to departure, familiarize themselves with any departure procedures established by the Federal Aviation Agency and shall comply with such procedures upon departure.

(ii) When departure procedure altitudes for a particular airport are not specified and unless otherwise required by the VFR distance-from-cloud criteria, large fixed-wing aircraft shall be flown so that a climb is made as rapidly as practicable to at least 1,500 feet above the surface; *Provided,* That the Federal Aviation Agency may specify a different rate of climb for a particular type of aircraft when a greater advantage in noise reduction can thereby be achieved with no derogation of safety.

(c) *Airports without control tower.* Aircraft being operated to or from an airport not served by a control tower shall be operated in accordance with the following rules:

(1) *Approaching to land.* When approaching for landing, fixed-wing aircraft shall be flown so that all turns are made to the left unless the airport displays light signals or standard visual markings of a type approved by the Federal Aviation Agency and which indicate that all turns are to be made to the right. When approaching for landing, helicopters shall be flown in a manner which avoids the flow of fixed-wing aircraft.

(2) *Departures.* Pilots of aircraft operating from an airport shall conform to the traffic patterns established for that airport.

(3) *Communications.* Aircraft being operated to or from an airport not served by a control tower, but at which an operative Federal Aviation Agency Flight Service Station is located and so depicted on the current appropriate Sectional Aeronautical Chart of the U.S. Coast and Geodetic Survey, shall be operated in accordance with the following:

(i) Pilots of aircraft having radio equipment permitting two-way radio communications with the Flight Service Station shall maintain such commmunications when within 5 statute miles of the uncontrolled airport for purposes of receiving airport advisory information; *Provided,* That for instrument flight rules operations, air traffic control may require otherwise.

(ii) Pilots of aircraft having radio equipment permitting reception only from the Flight Service Station shall maintain a listening watch on the appropriate frequency when within 5 statute miles of the uncon-

trolled airport for purposes of receiving airport advisory information.

2. By amending section 60.60 to add the following definitions:

Airport traffic area. An airport traffic area is that airspace within a circular limit defined by a 5 statute mile horizontal radius from the geographical center of an airport at which an operative airport traffic control tower is located and extending upwards from the surface to, but not including 2,000 feet above the surface.

Large aircraft. Aircraft of more than 12,500 pounds maximum certificated take-off weight.

Person. Means an individual, firm, copartnership, corporation, company, association, joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

This amendment shall become effective December 26, 1961.

(Section 307 of the Federal Aviation Act of 1958 [72 Stat. 749; 49 U.S.C. 1348])

N. E. Halaby
Administrator.

Issued in Washington, D.C., on September 22, 1961.

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