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Federal Aviation Agency
Washington, D.C.

Civil Air Regulations, Part 60

AIR TRAFFIC RULES

Supplement No. 8, CAR 60 dated May 15, 1961 **May 30, 1962**

SUBJECT: Amendments 60–28 and 60–29 to CAR 60. Supplement 34 to CAM 60.

Amendment 60–28 was adopted by the Administrator on March 21, 1962, to revise section 60.45, Course to be flown, effective April 26, 1962. Section 60.45 was revised to more clearly show its applicability in conjunction with other equally applicable sections of Part 60.

Amendment 60–29 was adopted by the Administrator on April 24, 1962, effective May 1, 1962. This amendment revised the definition of controlled airspace in section 60.60 to provide for more equitable designation of controlled airspace.

Supplement 34 to CAM 60 was issued by the Administrator on April 25, 1962, effective May 1, 1962. This action revoked section 60.21–2 of CAM 60 to eliminate an obsolete policy for the handling of emergency situations.

Included in this supplement 8 as an addendum to Part 60 are the preambles to Amendments 60–27 and 60–28 which set forth the basis for these rule making actions.

Remove the following pages:	*Insert the following new pages:*
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7 through 10	7 through 10
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67 and 68	67 and 68

D. D. Thomas

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Air Traffic Service.

ATTACHMENTS.

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(c) *Flight visibility outside controlled airspace.* No person shall operate an aircraft VFR in flight when the flight visibility is less than one mile. However, helicopters may be flown at or below 1,200 feet above the surface when the flight visibility is less than one mile, if operated at such reduced speed as to give the pilot of such helicopter adequate opportunity to see other air traffic or any other obstruction in time to avoid collision.

Note: The minimum weather conditions prescribed in this section for flight in controlled airspace are those within which a pilot is expected to be able to observe and avoid other air traffic. When operating in weather conditions equal to or above those specified herein, irrespective of the type of flight plan an aircraft may be operated under, i.e., IFR or VFR, the primary responsibility for the avoidance of collision rests with the pilot. It should be recognized that the criteria contained herein prescribe the "minimums" required for VFR flight. Good operating practice requires that regular or continued flight in near minimum weather conditions be avoided.

60.31 Special VFR minimum weather conditions in control zones. When a clearance is obtained from air traffic control, aircraft may be flown VFR within a control zone when the weather conditions are below the basic minimums specified in section 60.30 subject, however, to special weather minimums as follows:

(a) *Visibility.* When the flight visibility is less than one mile, no person shall operate an aircraft VFR, other than a helicopter, in flight within a control zone. When the ground visibility is less than 1 mile, no person shall take off or land an aircraft VFR, other than a helicopter, at an airport within a control zone.

(b) *Clearance from clouds.* No person shall operate an aircraft VFR in flight within a control zone unless clear of clouds.

Note: With respect to this section, an air traffic clearance obtained under these provisions does not constitute authority for the pilot to deviate from section 60.17 or any other applicable provision of the Civil Air Regulations.

60.32 VFR cruising altitudes. When an aircraft is operated in level cruising flight at 3,000 feet or more above the surface, the following cruising altitudes, or the equivalent flight levels, whichever is appropriate, shall be observed:

(a) *Below 29,000 feet.* At an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 179° inclusive, at odd thousands plus 500 (3,500; 5,500; etc.).

(2) 180° to 359° inclusive, at even thousands plus 500 (4,500; 6,500; etc.).

(b) *Above 29,000 feet.* At an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 179° inclusive, at 4,000-foot intervals beginning at 30,000 (30,000; 34,000; etc.).

(2) 180° to 359° inclusive, at 4,000-foot intervals beginning at 32,000 (32,000; 36,000; etc.).

Note: When an aircraft is holding in a one or two minute holding pattern or when it is turning, it is not considered to be in level cruising flight.

60.33 VFR flight plan. If a VFR flight plan is filed, it shall contain such of the information listed in section 60.41 as air traffic control may require.

Note: Although flight plans are not required for VFR flight, air traffic control will accept such flight plans when desired by the pilot. Flights proceeding over sparsely populated areas or mountainous terrain may thus take advantage of any search and rescue facilities which may be available in emergencies. The information contained in such a flight plan is of importance to search and rescue operations.

Instrument Flight Rules (IFR)

60.40 Application. When aircraft are not flown in accordance with the distance-from-cloud and visibility rules prescribed in the visual flight rules, sections 60.30–60.33, aircraft shall be flown in accordance with the rules prescribed in sections 60.41–60.49.

60.41 IFR flight plan. Prior to operating in controlled airspace, a flight plan shall be filed with air traffic control. Such flight plan shall contain the following information unless otherwise authorized by air traffic control.

(a) Aircraft identification, and if necessary, radio call sign;

(b) Type of aircraft; or, in the case of a formation flight, the types and number of aircraft involved;

(c) Full name, address, and number of pilot certificate of pilot in command of the aircraft,

or of the flight commander if a formation flight is involved;

(d) Point of departure;

(e) Cruising altitudes or flight levels, and the route to be followed;

(f) Point of first intended landing;

(g) Proposed true air speed at cruising altitude;

(h) Radio transmitting and receiving frequencies to be used;

(i) Proposed time of departure;

(j) Estimated elapsed time until arrival over the point of first intended landing;

(k) Alternate airport or airports, in accordance with the requirements of section 60.42;

(l) Amount of fuel on board expressed in hours;

(m) Any other information which the pilot in command of the aircraft, or air traffic control, deems necessary for air traffic control purposes;

(n) For international flights: The number of persons on board.

60.42 Alternate airport. An airport shall not be listed in the flight plan as an alternate airport unless current weather reports and forecasts show a trend indicating that the ceiling and visibility at such airport will be at or above the following minimums at the time of arrival:

(a) *Airport served by radio directional facility.* Ceiling 1,000 feet, visibility one mile; or ceiling 900 feet, visibility 1½ miles; or, ceiling 800 feet, visibility 2 miles;

(b) *Airport not served by radio directional facility.* Ceiling 1,000 feet with broken clouds or better, visibility 2 miles;

(c) *Minimums at individual airports.* The Administrator may, in the interest of safety, prescribe higher ceiling and visibility minimums at individual airports than required by paragraph (a) or (b) of this section; and for individual operations at particular airports, may specify lower minimums if he shall find that such reduced minimums will not decrease safety.

Note: The minimums set forth in section 60.42 are required for clearance prior to take-off and are not intended to limit use of any alternate airport if weather conditions change while en route, in which event the published landing minimums shall apply. Minimums for particular airports which may be prescribed by the Administrator will be published in Parts 609 and 610 of this title, and also may be found in the Approach and Landing Charts of the U.S. Coast and Geodetic Survey, and in the Airman's Guide.

60.43 Air traffic clearance. Prior to operating in controlled airspace, an air traffic clearance shall be obtained from air traffic control.

60.44 IFR cruising altitudes. When an aircraft is operated in level cruising flight, it shall be operated in accordance with the following cruising altitudes, or the equivalent flight levels, whichever is appropriate, except that, in the absence of a specific altitude authorized by air traffic control, aircraft operating "on top" shall be flown at altitudes specified in section 60.32:

(a) *Within controlled airspace.* At altitudes authorized by air traffic control.

(b) *Outside controlled airspace—below 29,000 feet.* At an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 179° inclusive, at odd thousands (1,000; 3,000; etc.).

(2) 180° to 359° inclusive, at even thousands (2,000; 4,000; etc.).

(c) *Outside controlled airspace at and above 29,000 feet in the State of Alaska and in territorial possessions of the United States.* At an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 179° inclusive, at 4,000-foot intervals beginning at 29,000 (29,000; 33,000; etc.).

(2) 180° to 359° inclusive, at 4,000-foot intervals beginning at 31,000 (31,000; 35,000; etc.).

Note: When an aircraft is holding in a one or two minute holding pattern or when it is turning, it is not considered to be in level cruising flight.

[*60.45 IFR course to be flown.* Aircraft operating in controlled airspace shall be flown along the center line of federal airways or along a direct course between the navigational aids or fixes defining other routes, unless:

(a) Otherwise authorized by air traffic control;

(b) Maneuvering as necessary to pass well clear of other aircraft; or

(c) In VFR conditions and maneuvering as necessary to visually clear the intended flight path prior to and during climb or descent.]

60.46 Instrument approach procedure. When instrument letdown to an airport is necessary, a standard instrument approach pro-

cedure prescribed for that airport by the Administrator shall be used, unless:

(a) A different instrument approach procedure specifically authorized by the Administrator is used, or

(b) A different instrument approach procedure is authorized by air traffic control for the particular approach, provided such authorization is issued in accordance with procedures approved by the Administrator.

Note: Standard instrument approach procedures prescribed by the Administrator are published in Parts 609 and 610 of this title, and also may be found in the Approach and Landing Charts and Radio Facility Charts of the U.S. Coast and Geodetic Survey, and in the Airman's Guide. Such procedures have been carefully investigated with respect to pattern and terrain clearance. Safety would not permit several aircraft to make simultaneous use of more than one instrument approach procedure unless such operations were controlled.

60.47 Radio communications. Within controlled airspace the pilot in command of the aircraft shall ensure that a continuous watch is maintained on the appropriate radio frequencies and shall report by radio as soon as possible the time and altitude of passing each designated reporting point, or the reporting points specified by air traffic control, together with weather conditions which have not been forecast, and other information pertinent to the safety of flight.

Note: Designated reporting points are noted in publications of aids to air navigation. Control of air traffic is predicated on knowledge of the position of aircraft in flight. The reporting of unanticipated weather encountered en route such as icing or extreme turbulence may be of importance to the safety of other aircraft anticipating flight within the area.

60.49 *Radio communications failure.* In the event of two-way radio communications failure the pilot shall comply with the following procedures, unless otherwise authorized by air traffic control:

(a) *VFR conditions.* If the failure occurs in VFR conditions or if such conditions are subsequently encountered, continue flight under VFR and land as soon as practicable.

(b) *IFR conditions.* If the failure occurs in IFR conditions or if the provisions of paragraph (a) of this section cannot be followed, continue flight to the airport of destination.

(1) *Route.* Via the route specified in the last air traffic control clearance received or, if no route has been specified, via the planned route.

(2) *Altitude.* At whichever of the following altitudes or flight levels is the higher:

(i) At the altitude or flight level specified in the last air traffic control clearance received;

(ii) At the minimum safe altitude; or

(iii) At the lowest cardinal altitude or flight level (1,000-foot level), at or above the MEA of the highest planned route structure.

When climb to a higher route structure is necessary, climb shall be initiated, unless required earlier by the minimum safe altitude, 10 minutes after passing the first compulsory reporting point over which the failure prevented communications with air traffic control.

(3) *Holding.* When holding instructions have been received, depart the holding fix at the expected further clearance time received or, if an expected approach clearance time has been received, depart the holding fix so as to arrive over the radio facility to be used for the approach at the destination airport as nearly as possible to the expected approach clearance time.

(4) *Descent.* Descent from the en route altitude or flight level shall be initiated at the radio facility to be used for the approach at the destination airport at whichever of the following times is the later:

(i) The expected approach clearance time, if received;

(ii) The estimated time of arrival as determined from the flight plan, as amended with air traffic control; or

(iii) The actual time of arrival over the facility.

Note: Detailed procedures to be followed by the pilot are contained in the FAA Flight Information Manual, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C.

Definitions

60.60 Definitions. As used in this Part, terms shall be defined as follows:

Acrobatic flight. Maneuvers intentionally performed by an aircraft involving an abrupt change in its altitude, an abnormal attitude, or an abnormal acceleration.

Note: The term "acrobatic flight" is not intended to include turns or maneuvers necessary to normal flight.

Air traffic. Aircraft in operation anywhere in the airspace and on that area of an airport normally used for the movement of aircraft.

Air traffic clearance. Authorization by air traffic control, for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within controlled airspace.

Air traffic control. A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Aircraft. Any contrivance used or designed for navigation of or flight in the air, except a parachute or other contrivance designed for such navigation but used primarily as safety equipment.

Airplane. A mechanically propelled aircraft the support of which in flight is derived dynamically from the reaction on surfaces in a fixed position relative to the aircraft but in motion relative to the air.

Airport. A defined area on land or water, including any buildings and installations, normally used for the take-off and landing of aircraft.

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.

Airship. A mechanically propelled aircraft whose support is derived from lighter-than-air gas.

Alternate airport. An airport specified in the flight plan to which a flight may proceed when a landing at the point of first intended landing becomes inadvisable.

Balloon. An aircraft, excluding moored balloons, without mechanical means of propulsion, the support of which is derived from lighter-than-air gas.

Basic airworthiness. "Basic airworthiness" means the structural integrity and controllability of an aircraft as determined by the pilot in normal flight maneuvering such that there is no reasonable probability of failure which would endanger persons or property.

Ceiling. The height above the ground or water of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration" and not classified as "thin" or "partial."

Controlled airspace. Airspace of defined dimensions designated in Part 601 of this title as continental control area, control area, control zone or transition area, within which air traffic control is exercised.

(1) *Continental control area.* The Continental Control Area consists of the airspace of the continental United States at and above 14,500 feet MSL but excludes: (1) The State of Alaska, (2) the airspace less than 1,500 feet above terrain, and (3) prohibited and restricted areas except those restricted areas specified in Part 601 of this Title.

(2) *Control area.* Unless otherwise provided in appropriate cases, control areas extend upward from 700 feet above the surface until designated from 1,200 feet above the surface or from at least 500 feet below the MEA, whichever is higher, to the base of the continental control area.

(3) *Control zone.* Control zones extend upward from the surface. A control zone may include one or more airports and is normally a circular area of 5 statute miles in radius with extensions where necessary to include instrument approach and departure paths.

[(4) *Transition area.* Transition areas extend upward from 700 feet or higher above the surface when designated in conjunction with an airport for which an instrument approach procedure has been prescribed, or from 1,200 feet or higher above the surface when designated in conjunction with airway route structures or segments. Unless otherwise]

does not prohibit the pilot experiencing radio communications failure, after landing and cancelling his IFR flight plan, from taking off again and proceeding to the destination in accordance with VFR if he so desires.

The Air Line Pilots Association (ALPA) recommended that in the event of radio communications failure, a pilot would proceed according to the route and altitude filed in the flight plan, rather than via the route and altitude specified by air traffic control. Such a provision would require a pilot to proceed via the filed route which might be a considerable distance away from the route specified in the air traffic control clearance. In a similar manner, a pilot who has been assigned an altitude other than his filed altitude within a route structure would be required to climb or to descend, as might be appropriate, to the filed altitude. Obviously, pilot action which would disregard an ATC clearance and revert to a filed flight plan is not feasible since it is virtually impossible to develop procedures for transition to flight planned route and altitude which would be applicable in all situations.

ALPA also suggested that, when a climb to a higher route structure is necessary, the pilot should climb to the altitude or flight level specified in the flight plan rather than the cardinal altitude at or above the MEA of the filed route structure. Since pilots often may file multiple altitudes or multiple route structures in a single flight plan, such a regulation would only compound the problems and impair the ability of air traffic control to provide proper separation. It is concluded that one easily determined and easily recalled altitude for application during radio communication failure is imperative to meet the needs of the pilot and the air traffic control system.

The Air Traffic Control Association (ATCA) suggested that when a climb to a higher route structure is necessary, the pilot should be required to exercise his emergency authority and initiate climb at his discretion. Such a requirement would eliminate the provision to "initiate climb ten minutes after passing the first compulsory reporting point over which the failure prevented communications with air traffic control." ATCA contended that the controller would not, in all cases, be able to provide standard separation in the event of such a climb. This contention may be valid in some cases; however, the ten minute delay before initiating climb will provide a margin of safety which is considered indispensable. In addition, to require a pilot to use such emergency authority is not feasible since in most cases pilots do not consider radio communications failure to be an emergency situation.

British Overseas Airways Corporation suggested that transponder procedures be developed for use during radio communications failure. While such procedures would be very advantageous, the lack of decoding equipment in ATC facilities at present prohibits the adoption of this suggestion. The implementation of transponder procedures is contemplated when adequate decoding equipment becomes available.

The one comment in opposition to the amendment contended that it would not be possible for military jet aircraft to complete certain flights if radio communication failure provisions require that the operation be conducted at Flight Level 240. It was recommended that the rule be amended to require a cruising altitude advisory prior to take-off in order that the pilot might proceed to his destination at the flight level advised by ATC. Procedures currently in effect provide that when a pilot is not issued a clearance within the filed route structure, the pilot must be issued an advisory as to when he may expect a clearance to an altitude in the requested structure. Since this procedure appears to satisfy the objective of this recommendation, it is not considered necessary to alter the provisions of the rule.

It is virtually impossible to promulgate a rule which provides definitive action for every conceivable eventuality associated with radio communications failure. Such a rule would be too voluminous for ready comprehension and application. Conversely, it is not intended to promulgate a rule so brief or general as to be ambiguous. It is not intended to attempt to regulate emergency or near emergency situations. For example, the rule omits reference to the problems arising from a missed approach. The circumstances would be so unpredictable in such a situation that it is considered that an emergency would exist and, as such, would not be subject to regulation.

Concurrently with the adoption of the rule contained herein, detailed procedures which shall be followed in the event of radio communications failure will be published in the Flight Information Manual. All necessary supplementary data will be consolidated in this publication. The Flight Information Manual will henceforth be the sole source of FAA supplementary material applicable to radio communications failure.

Amendment revised section 60.49

Amendment 60–28

Instrument Flight Rules:	Adopted:	Mar. 21, 1962
Course to be Flown	Effective:	Apr. 26, 1962
	Published:	Mar. 27, 1962

On October 18, 1961, notice was given in Draft Release No. 61–23 (26 F.R. 10307) that the Federal Aviation Agency had under consideration a proposal to amend Civil Air Regulations, Part 60, section 60.45, "Course to be flown." Draft Release 61–23 proposed a restatement of the existing rule to more clearly show the applicability of the section in conjunction with other equally applicable sections of Part 60.

The comments received in response to the Draft Release indicated unanimous concurrence with the concept of the proposal. While a few of the comments contained suggestions to expand the proposal to include certain other deviations, the vast majority agreed with the amendment as proposed.

The National Business Aircraft Association and the Air Transport Association suggested expansion of the rule to permit necessary deviations from the center line when bracketing, turning corners, correcting for wind drift, etc., feeling that the lack of such provision may lead to needless enforcement actions. The Air Transport Association and the Air Line Pilots Association suggested the proposal be expanded to include maneuvering as necessary to avoid areas of turbulence or other undesirable weather. Also, in order to more closely reflect true operating conditions, they suggested the rule be worded so as to require center line flight "within tolerance of the airplane and ground navigation equipment", or, on the "indicated" center line.

Maneuvers necessary in the normal navigation of aircraft were thoroughly considered during the original drafting of this proposal. However, these maneuvers (bracketing, correcting for wind drift, turning corners, etc.) are not deviations in the sense that the maneuvers specified in the proposed rule are deviations. The former are actually maneuvers conducted for the purpose of remaining on, or returning to, the center line, and are therefore conducted in compliance with the basic intent of the rule. The deviations specified in the proposed rule are turns away from the center line which may be necessary for specific purposes as set forth in the rule. Therefore, it is not considered necessary or appropriate to authorize as "deviations", maneuvers conducted in order to remain on the center line.

In regard to the suggestion to specify that flight be conducted on the "indicated" center line, or "within tolerance of the airplane and ground navigation equipment," we feel that this is already clearly understood. The separation standards now in use consider possible equipment errors, and there can be no question of compliance if the aircraft navigation equipment indicates that the aircraft is on the center line.

Where maneuvers to circumnavigate areas of adverse weather are concerned, it is intended that deviations of this type be conducted under the authorization which may be granted by air traffic control, and, where necessary, under the pilot's emergency authority as contained in section 60.2. Deviations to avoid adverse weather may be necessary in IFR conditions, or may be necessary to the extent that a pilot will be unable to return to the center line in VFR conditions. The separation standards being utilized today do not permit deviations to circumnavigate weather without prior authorization from air traffic control.

Amendment revised section 60.45

Amendment 60-29

Definition of Controlled Airspace

Adopted: Apr. 24, 1962
Effective: May 1, 1962
Published: Apr. 27, 1962

Draft Release No. 62-8, published as a Notice of Proposed Rule Making in the Federal Register on March 7, 1962 (27 F.R. 2183), gave public notice that the Federal Aviation Agency proposed to amend the definition of "transition area" contained in CAR 60.60. Under this proposal, transition areas designated to complement control zones would extend upward from 700 feet or higher above the surface in lieu of 1,200 feet or higher above the surface. The reasons for the amendment were outlined in detail in the draft release. All comments received in response to the draft release have been reviewed and have been given due consideration. No comments received indicated opposition to the proposal; however, several persons suggested specific modifications to the phrasing of the definition.

The Aircraft Owners and Pilots Association (AOPA) and three individuals, while concurring with the proposal, recommended that the definition specify that such areas normally be ten statute miles in radius. The AOPA contended that this would preclude the designation of unnecessarily large transition areas and that a circular configuration would simplify charting and promote ease of understanding. The Agency agrees that unnecessarily large transition areas must be avoided and it shall be the policy of the Agency to designate transition areas of minimum lateral dimensions consistent with the requirements of Instrument Flight Rules (IFR) operations. Criteria for use in determining the lateral dimensions of transition areas have been developed. However, since many significant local factors, such as an airport elevation, adjacent terrain and the minimum en route IFR altitudes must be considered, it is not feasible to establish in the definition that transition areas will normally be of a circular configuration and ten miles in radius. A circular configuration would, in some cases, result in the designation of more controlled airspace than is actually needed for IFR operations.

While the position of the AOPA is appreciated, the size and shape of transition areas should be based solely upon the operational considerations unique to specific locations. Sufficient flexibility must be retained for the efficient designation of controlled airspace; however, this policy does not preclude the designation of a circular configuration in those cases where considered practicable. For this reason, the amendment adopted herein does not establish specific lateral limits or configurations for transition areas.

In the implementation of Civil Air Regulations Amendment 60-21 a secondary, though significant, problem has arisen. Application of a transition area overlying an airport without a control zone but for which an instrument approach procedure has been prescribed revealed that, in some cases, the existing definition required the designation of more controlled airspace than required by IFR operations. The definition now provides that the "floor" of such controlled airspace may be designated only at a level of 700 feet above the surface. In certain cases, it has been found that by designating the perimeter portions of the transition area with a floor at 1,200 feet above the surface, significant additional uncontrolled airspace may be released for the use of Visual Flight Rules (VFR) operations with no adverse impact on the IFR user.

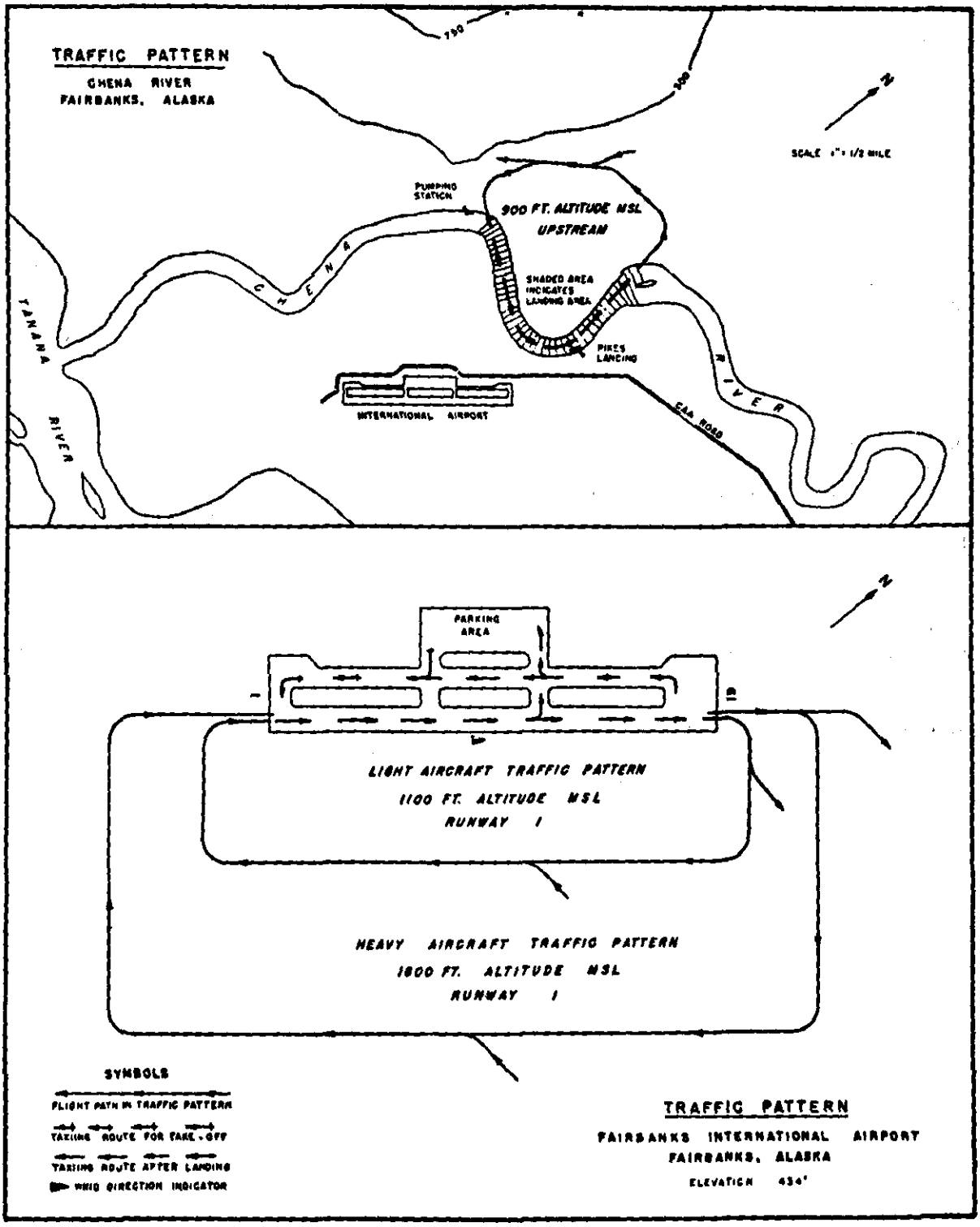
In consonance with its policy to designate only that controlled airspace required by IFR operations, the Agency concluded that provision should be made for the designation of transition area floors at higher levels. Accordingly, this proposal was coordinated informally with representatives of the following interested user groups:

Air Transport Association
Aircraft Owners & Pilots Association
Air Line Pilots Association
Air Traffic Control Association
Department of the Air Force
Department of the Army
Department of the Navy
General Aviation Council
National Association of State Aviation Officials
National Aviation Trades Association
National Business Aircraft Association
National Pilots Association

(Rev. 5/30/62)

The representatives of all these organizations endorsed this change, with the exception of the National Aviation Trades Association, which did not choose to comment. The Air Transport Association (ATA) expressed concern regarding the retention of the base of the transition area at 700 feet above the surface when required to encompass instrument approach procedures, recommending that the definition provide a specific statement to this effect. A review of the proposed wording indicated it could be interpreted to eliminate the flexibility necessary for the efficient designation of controlled airspace. It is not necessary in all cases to designate the entire transition area with a floor of 700 feet to encompass the instrument approach procedure. It shall be the policy of the Agency to designate the *floor of transition areas in conjunction with airports at 700 feet above the surface to the* lateral extent dictated by the appropriate criteria for the instrument procedures and then raise the floor to 1,200 feet or higher as appropriate. Since the amendatory language adequately expressed the Agency intent, it is not considered necessary to adopt the specific language recommended by the ATA. This additional change is, therefore, being adopted *in conjunction with the proposal contained in Draft Release No. 62–8.*

Amendment revised section 60.60


TRAFFIC PATTERN
CHENA RIVER
FAIRBANKS, ALASKA
SCALE 1" = 1/2 MILE
PUMPING STATION
900 FT. ALTITUDE MSL
UPSTREAM
SHADED AREA INDICATES LANDING AREA
PIKES LANDING
CHENA
TANANA RIVER
INTERNATIONAL AIRPORT
CAA ROAD
VEA
PARKING AREA
LIGHT AIRCRAFT TRAFFIC PATTERN
1100 FT. ALTITUDE MSL
RUNWAY 1
HEAVY AIRCRAFT TRAFFIC PATTERN
1800 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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