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Supplement No. 1 — June 15, 1949

SUBJECT: Airport Requirements for Approved Airman Agencies

SPECIAL NOTICE

Commencing with the issuance of this supplement, a new procedure is being established for informing the public of CAA rules, policies, and interpretations. Pending such time as it will be possible for the CAA to issue a complete Civil Aeronautics Manual 50 including the appropriate Civil Air Regulation, there will be issued from time to time supplements such as this containing rules, policies, and interpretations in the form of pages to a manual. These pages should be retained by the recipient and combined with others that will be released periodically, thus permitting the compilation of all material on this particular regulation in one file. These supplements will be distributed by the CAA free of charge until such time as it is possible to release a complete Manual 50. Upon publication of the Manual which will include all supplements to date, it will be placed on sale at the Government Printing Office.

This procedure eliminates the use of the Aviation Safety Release for the publication of CAA material explaining or implementing Civil Air Regulations and as time permits, all prior Aviation Safety Releases of this type will be replaced either by a complete manual or a supplement such as this.

Instructions in this supplement regarding the insertion of new pages and the deletion of out-of-date material should be carefully followed. All supplements to Civil Aeronautics Manual 50 following this one will have this format.

The numbering system for this material follows exactly that of like material published in the Federal Register. The Civil Air Regulation is quoted using the numbering system established by the Civil Aeronautics Board and the Federal Register. CAA material is identified by appending a dash to the regulation number and then numbering as outlined in the attached pages.

50.11-1 Airport Requirements

The Office of Aviation Safety announces the attached new policy concerning the airport facilities which must be provided by an applicant for an approved airman agency to satisfy section 50.11 of the Civil Air Regulations. In cases where these standards are not fully met, the matter may, if the interests

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of safety are served, be referred to the Regional Administrator for final consideration. These landing area requirements supersede those outlined in Civil Aeronautics Manual 50, revised May 15, 1946 (section II, paragraphs B1, C1, D1, and E1).

The standards set forth herein are in conformance with the "Personal" airport design standards insofar as length, width, wind coverage, terrain, and approach angles are concerned, as outlined in the CAA publication, "Airport Design," issued January 1949.

Attached hereto is a new page headed "CAR 50.11 Flying school requirements," and dated June 15, 1949. This page should be retained as the first in a series of similar statements that will be issued explaining or implementing Civil Air Regulation 50.

E. S. Hensley

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Acting Director
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Attachment

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"CAR 50.11 Flying school requirements. (a) An airport adequate for the aircraft to be used and safe for the flight instruction to be given.

(b) Adequate hangar facilities housing all aircraft used for flight instruction.

(c) Adequate office, rest room, and ready room facilities.

(d) A sufficient number of certificated aircraft appropriate for the flight instruction to be given.

(e) Adequate shop, or readily available facilities suitable to insure proper maintenance of the aircraft to be used.

(f) A sufficient number of certificated mechanics readily available to provide for the inspection, maintenance, and repair of all aircraft used for flight instruction, unless other arrangements are approved by the Administrator.

(g) A sufficient number of regularly available and appropriately rated flight instructors."

50.11-1 AIRPORT REQUIREMENTS FOR APPROVED AIRMAN AGENCIES. (CAA policies which apply to section 50.11(a).

(a) GENERAL. The policies set forth herein will be applied by the Civil Aeronautics Administration to govern the airport facilities which must be provided by an applicant for an approved airman agency to satisfy section 50.11 of the Civil Air Regulations. In cases where these standards are not fully met, the matter may, if the interests of safety are served, be referred to the Regional Administrator for final consideration. These landing area requirements supersede those outlined in Civil Aeronautics Manual 50, revised May 15, 1946 (section II, paragraphs B1, C1, D1, and E1).

The standards set forth herein are in conformance with the "Personal" airport design standards insofar as length, width, wind coverage, terrain, and approach angles are concerned, as outlined in the CAA publication, "Airport Design," issued January 1949.

(b) MINIMUM LANDING AREA REQUIREMENTS.

(1) AIRPORTS. A minimum effective runway length of 1,500 feet at sea level plus 7 per cent increase per 1,000 feet of altitude above sea level at which altitude the airport is located. A minimum landing strip width of 200 feet. All landing strips to be so located and oriented to enable take-offs and landings to be accomplished 95 per cent of the time with cross-wind components of less than 15 miles per hour. The minimum allowable approach angles at the end of each landing strip must permit a twenty to one glide path clearance to the ends of the minimum allowable length of the landing strips.

Runway grade changes should be such that there will be an unobstructed line of sight from any point 5 feet above the runway to any other point also 5 feet above the runway within a distance of at least 500 feet plus one-half the length of the runway.

(i) An approved flying school applicant using only airplanes equipped with cross-wind landing gear need not comply with the cross-wind component portion of the airport requirements.

(a) An approved glider school must meet these landing area requirements.

(2) SEADROMES. A minimum effective length of 3,500 feet at sea level plus 7 per cent per 1,000 feet of altitude above sea level in which landing area is located. A minimum effective width of 300 feet. A minimum water depth allowable of 3 feet. The approach angles at the end of each landing area must allow a twenty to one glide path clearance to the ends of the minimum allowable length of the landing area.

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