F5-47

Federal Aviation Agency
Washington, D.C.

Civil Aeronautics Manual 60

AIR TRAFFIC RULES

Supplement No. 3, CAM 60 dated July 1, 1959 **April 1, 1960**

SUBJECT: Correction to page 29 issued by Supplement No. 1

This supplement is issued to replace section 60.49-1(b)(3)(i) which was inadvertently omitted from the new page 29 transmitted by Supplement No. 1.

Since page 29, dated November 1, 1959, is incomplete, it should be destroyed and the attached page 29 inserted in its place.

Remove and destroy the following page:	*Insert the following new page:*
29	29

D. D. Thomas

D. D. THOMAS, *Director,*
Bureau of Air Traffic Management.

Attachment.

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route altitude is 3,500 feet. The flight descends back to 8,000 feet after passing the fix defining the termination of the 10,000-foot minimum en route altitude segment since the last assigned altitude (8,000 feet) is higher than the MEA (3,500 feet).

(3) If holding is necessary at the radio facility serving the destination airport and no holding clearance has been received and acknowledged:

(i) Holding will be accomplished on the side of the final approach course on which the procedure turn is prescribed; or

[(ii) Where approved military jet penetration procedures have been published for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude or flight level in accordance with the holding procedure depicted on the jet approach and landing chart for that airport.

[NOTE: Detailed approach and landing procedures, approved for military jet aircraft, are published in the U. S. Air Force–U. S. Navy "Flight Information Publication—Terminal—High Altitude" by the Aeronautical Chart and Information Center, St. Louis, Missouri.]

(c) *Instrument letdown.*

(1) If a clearance for an approach has not been received and acknowledged, descent from the altitude maintained to the radio facility serving the destination airport will start at the expected approach time last received and acknowledged, or if no expected approach time was received and acknowledged, descent will be started at the estimated time of arrival indicated by the elapsed time specified in the flight time or as soon as possible thereafter. A full approved instrument approach procedure will be executed unless VFR conditions are encountered and the pilot elects to continue descent and approach in accordance with VFR.

(2) If a clearance for an approach at the airport of intended landing has been received and acknowledged, comply with the clearance or other instructions [13] and make normal descent for landing.

(3) *Shuttle.*

(i) Descent to the appropriate altitude for the execution of the instrument approach on the radio facility serving the destination airport will be accomplished by a holding pattern on the side of the final approach course on which the procedure turn is prescribed; or

[(ii) Where approved military jet penetration procedures have been published for the airport of destination, military jet aircraft will descend to initial penetration altitude or flight level while executing the holding procedure depicted on the jet approach and landing chart for that airport.]

(Published in 22 F. R. 9046, Nov. 14, 1957, effective Dec. 11, 1957; as amended in 22 F. R. 10304, Dec. 20, 1957, effective Dec. 20, 1957; amended in 24 F. R. 6388, Aug. 8, 1959, effective Aug. 8, 1959.)

[13] Air Traffic Control may issue appropriate instructions by means of "blind" transmissions on radio frequencies directly available or may authorize "blind" transmissions of appropriate instructions over air carrier radio facilities (for air carrier aircraft), and/or over suitable radio range facilities. Instructions should not be broadcast unless authorized by Air Traffic Control.