C O N T E N T S

	Page
General Rules.....	1
Contact Rules.....	5
Instrument Rules.....	8
Acrobatic Rules.....	13

-oOo-

8-1-40

11854

DEPARTMENT OF COMMERCE
ADMINISTRATOR OF CIVIL AERONAUTICS AUTHORITY
WASHINGTON

MANUAL 60

PART 1

SUMMARY OF FLIGHT RULES

The following is a summary of the general, contact, instrument and acrobatic flight rules prescribed in Part 60 of the Civil Air Regulations. It should be understood that this summary is for quick reference and explanation and that none of the provisions of the Civil Air Regulations are superseded or changed hereby.

GENERAL RULES

A. The following general flight rules govern flights within the limits of a civil airway or control zone of intersection or elsewhere in interstate or foreign air commerce:

1. The pilot of a civil aircraft shall possess a valid pilot certificate of competency. (See Section 60.30)

2. Aircraft shall be possessed of a valid aircraft registration and airworthiness or experimental certificates. (See Section 60.31)

B. The following general flight rules govern flights made anywhere in the navigable airspace over the lands and waters of the United States:

1. Aircraft shall be possessed of a valid identification mark assigned or approved therefor by the Civil Aeronautics Board (See Section 60.32)

2. Aircraft shall take off and land in accordance with the following rules:

a. Aircraft shall observe local field traffic rules as approved by the Board (See Section 60.3300)

b. A take-off shall not be commenced until there is no risk of collision with other aircraft during such take-off. (See Section 60.3301)

c. Aircraft shall circle the airport to the left, unless other instructions are received from the airport traffic control tower, or

unless local traffic rules approved by the Board provide otherwise. (See Section 60.3302)

d. Aircraft shall maintain a straight approach course for the last one thousand feet before crossing the airport boundary, unless impracticable. (See Section 60.3303)

e. Aircraft making a contact flight within three miles horizontally of the center of an airport and below three thousand feet above the ground or water shall conform to the circuit rule for such airport. (See Section 60.3304)

f. Air traffic departing from, or arriving at, a control airport shall take precedence over other air traffic within the control zone of such airport and will be governed by special traffic rules approved by the Board (See Section 60.3305)

g. When starting or running an aircraft engine, a competent operator shall be stationed in the aircraft attending the engine controls, and blocks must be under the wheels, or an adequate parking brake must be fully set. (See Section 60.331)

h. When approaching a landing area where there is a congestion of aircraft or an assembly of persons or automobiles, pilot shall proceed with caution, and ascertain if the landing area is "open" or "closed". (See Sections 60.332 and 60.8911)

i. Aircraft taking off or landing over any high explosive danger area shall be flown in such a manner as to permit an emergency landing outside of such area in the event of complete power failure. (See Section 60.333)

3. The following general rules govern the flight of aircraft enroute:

a. Aircraft shall have right of way in the

following order: (See Section 60.340)

(1) Balloons, Gliders, Airships, Airplanes.

(2) When two aircraft are on crossing courses, the aircraft having the other on its left shall have right of way.

(3) Aircraft approaching head-on or approximately so, shall both alter course to the right to pass each other at a distance of at least five hundred feet.

(4) Overtaking aircraft shall keep clear of overtaken aircraft by altering course to the right.

(5) Landing aircraft maintaining a straight approach course for the last one thousand feet before crossing the airport boundary shall have right of way over other aircraft in flight or on the ground or water except aircraft landing in distress.

(6) Aircraft in distress shall have right of way in attempting to land.

(7) When landing or maneuvering in preparation to land, aircraft at lower altitudes shall have right of way over aircraft at higher altitudes.

b. Aircraft flying along a civil airway shall, except when impracticable for reasons of safety, keep to the right side of such radio range course as is projected along the airway. (See Section 60.342)

c. Civil aircraft shall not be flown closer than five hundred feet to any other aircraft in flight except when flown in formation by prearrangement. (See Section 60.343)

d. Unless lawfully carried for legitimate purposes, no

explosives, arms, or munitions of war shall be carried by or in any civil aircraft. (See Section 60.344)

e. No pilot or any other member of the crew of an aircraft in flight shall be under the influence of, or use intoxicating liquor or habit forming drugs, nor shall the pilot of an aircraft carry any other person who is obviously under the influence of intoxicating liquor or habit forming drugs, except a medical patient under care, or in case of emergency. (See Section 60.345)

f. A civil aircraft shall not tow any device or object unless permission therefor has been granted by the Board . (See Section 60.346)

g. Unless permission has been granted by the Authority, no object or thing other than loose fine sand, lead shot, fuel or water shall be dropped or released from an aircraft in flight. (See Section 60.347)

h. No civil aircraft shall fly within an airspace reservation set apart by law. (See Section 60.348)

4. Exclusive of taking off or landing, aircraft shall not be flown below the following minimum safe altitudes: (See Section 60.35)

a. 1000 feet over congested areas.

b. 1000 feet over high explosive danger areas.

c. 1000 feet over any Federal penal institution or open air assembly of persons.

d. For aircraft making a contact flight as defined in Section 60.130:

(1) 500 feet above the ground or water, elsewhere than as specified in paragraph a, b, and c above.

(2) 500 feet from any mountain, hill or other obstruction.

11854

(3) For seaplanes and amphibians during daylight hours, over open water, 300 feet above the water.

e. For aircraft making an instrument flight as defined in Section 60.131:

(1) 1000 feet above the ground or water.

(2) 1000 feet from any mountain, hill or other obstruction.

f. An aircraft may be flown at an altitude less than those specified in paragraphs d and e above when necessary in properly supervised student instruction, solo practice or flight tests.

5. A parachute carried available for immediate use shall have been packed within the preceding sixty days. (See Section 60.36.)

6. Aircraft flown for hire at night more than three miles from the airport of take off shall be equipped with certified landing flares. (See Section 60.37.)

7. Airmen shall observe air traffic control procedures and phraseologies, (such as those contained in Manual 60 issued by the Administrator of Civil Aeronautics), which provide adequately for safety in air commerce and allow ready understanding. (See Section 60.38).

CONTACT RULES

A. In order to make a flight in accordance with contact flight rules within the limits of a civil airway or control zone of intersection or elsewhere in interstate or foreign air commerce, the following conditions of flight must be met:

1. Minimum weather conditions allowing the observance of contact flight rules are as follows: (See Section 60.440 to 60.449, inclusive.)

a. Ceiling:

(1) Day - 800 feet (1,000 feet if precipitation is occurring in any form.)

11857

(2) Night - 1,000 feet

b. Visibility:

(1) Above 1,000 feet above the ground or water -

(a) Day - 3 miles at flight altitude.

(b) Night - 3 miles at flight altitude.

(2) At or below 1,000 feet above the ground or water -

(a) Outside of control zones -

(1) Day - 1 mile.

(2) Night - 2 miles.

(b) Within control zones -

(1) Day - 3 miles; 1 mile if flight is properly authorized by a certificated control tower operator.

(2) Night - 3 miles; 2 miles if flight is properly authorized by a certificated control tower operator.

2. Minimum distances for flight below or above an overcast or cloud formation allowing the observance of contact flight rules are as follows:

a. Day - 300 feet vertically to the base or top of an overcast or cloud formation. (500 feet vertically if precipitation is occurring in any form.)

b. Night - 500 feet vertically to the base or top of an overcast or cloud formation.

3. Aircraft shall not be flown closer than 2000 feet horizontally

11854

to a cloud formation or overcast at any time during ascent, descent or level flight within the cloud level.

4. Contact flight operations may, for reasons of safety be restricted or suspended as follows: (See Sections 60.440 (b) and 60.441 (b).)

   a. By an airway traffic control center for flight within the airway traffic control area of such center.

   b. By a certificated airport control tower operator for flight within the control zone of such control tower.

5. Flight in accordance with contact flight rules may be conducted over broken clouds or stretches of solid overcast if the attitude of the aircraft and its flight path can at all times be controlled by visual reference to the ground or water and the pilot observes the minimum distances from overcast and cloud formations.

B. The pilot of an aircraft meeting the contact flight rule conditions of flight described in paragraphs 1, 2, 3, 4, and 5 above may conduct such flight in accordance with the following rules:

1. Pilot is not required to have an instrument rating. (See Section 60.40.)

2. Aircraft need not be equipped with blind flying instruments or two-way radio equipment. (See Section 60.41.)

3. Aircraft need only have fuel and oil sufficient to complete flight to, and landing at, point of first intended landing. (See Section 60.42.)

4. Pilot is not required to submit flight plan (See Section 60.43), however,

   a. Should a pilot desire that information concerning his proposed flight be transmitted by a Federal airway communication facility to point of first intended landing, a complete flight plan must be submitted to such facility.

   b. If a pilot has submitted or authorized the submission of a flight plan for transmission to

point of first intended landing as described in paragraph 4a above, he shall, immediately upon landing or upon the completion of the flight, file an arrival message for transmission to the point of departure. (See Section 60.430.)

5. Pilot is not required to have an alternate airport. (See Section 60.45.)

6. If weather conditions below the minimums allowing the observance of contact flight rules are anticipated or are actually encountered enroute, a landing shall be made at the nearest airport at which weather conditions are equal to or better than such minimums, or flight shall be altered sufficiently to insure that the flight shall be made wholly under conditions as good as or better than such minimums. (See Section 60.470.)

7. No communication contacts enroute are required although it is recommended that if the aircraft is possessed of two-way radio, the communications procedures provided for instrument flight rule operations be followed. (See Section 60.471.)

8. If a flight plan has been submitted in accordance with paragraph 4a above, no notice of any change in such flight plan is required. However, if the aircraft is equipped with two-way radio, it is recommended that the procedure provided for instrument flight rule operations be followed. (See Section 60.472.)

9. No specific flight altitudes are required although it is recommended that cruising altitudes above 1000 feet above the ground or water conform to those prescribed for instrument flight rule operations. (See Section 60.48.)

INSTRUMENT RULES

A. The following flight rules govern flights within or approaching the limits of a civil airway or control zone of intersection or elsewhere in interstate or foreign air commerce when such flights are made in closer proximity to overcast or cloud formations than the distances prescribed for contact flight rules or in weather conditions worse than those prescribed for contact flight rules.

1. Landing and takeoff weather minimums governing flights

made subject to instrument flight rules, other than by public aircraft or by scheduled airline aircraft, are as follows: (See Section 60.54.)

a. Landing - Ceiling 500 feet, visibility 1 mile.

b. Take-off - Ceiling 500 feet, visibility 1 mile, except as follows:

(1) At a control airport equipped with a directional aid to air navigation, a certificated airport control tower operator on duty at such airport may authorize take-off when the ceiling is not less than 300 feet and the visibility is not less than one-half mile.

2. Pilot of civil aircraft shall hold a valid instrument rating, airline transport pilot certificate or military instrument flying rating. (See Section 60.50)

3. Aircraft shall be certificated as being equipped with proper blind flying instruments and two-way radio. (See Section 60.50.)

4. Aircraft shall have fuel and oil sufficient to complete flight to point of first intended landing and to fly and land at the alternate airport, and thereafter, if unable to land immediately at the alternate airport, to fly at normal cruising consumption for a period of at least forty-five minutes. (See Section 60.52.)

5. Flight plan requirements governing a flight subject to instrument flight rules are as follows: (See Section 60.53.)

a. Within an airway traffic control area:

(1) Flight plan shall be approved by the airway traffic control center prior to take-off from any point within its control area and prior to entering such area.

(2) Flight plan approval and flight plan

11854

amendments will be issued by an airway traffic control center in the form of a traffic clearance which will indicate the portion of the control area over which flight plan has been approved, and the pilot shall fully comply with the instructions contained in such traffic clearance.

b. Outside of an airway traffic control area:

(1) No flight plan need be submitted nor approval thereof be obtained for flight wholly outside of an airway traffic control area, but the following procedures shall be observed:

(a) Prior to entry to or take-off from within a control zone of intersection served by a radio voice communications station of a Federal airway communication stations, a pilot shall establish communication with such station either directly or through other communication channels and forward the expected time of arrival or departure, the altitude to be flown through the control zone of intersection and the course or courses to be followed while within such zone.

(b) Traffic information and advice may be issued by the radio voice communication station serving a control zone of intersection when traffic conditions make such information and advice necessary. Communication may be effected directly through the communication station, through airline radio, or through airport control tower radio.

c. If the pilot of an aircraft has submitted or authorized the submission of a flight plan for transmission to destination, he shall immediately upon landing or upon completion of the flight file an arrival message for transmission to point of departure.

1854

6. The pilot of an aircraft proposing a flight subject to instrument flight rules shall have an alternate airport having a landing area suitable for the equipment to be used, and weather reports and forecasts indicate that weather conditions at the alternate airport will remain at or above the following minimums: (See Section 60.55.)

   a. If the alternate airport is equipped with a radio range station in operation, a ceiling of at least 2000 feet and a visibility of at least three miles if an overcast exists, or a ceiling of at least 1500 feet and a visibility of at least three miles if broken clouds exist.

   b. If the alternate airport is not equipped with a radio range station in operation, and unlimited ceiling and a visibility of at least three miles.

7. Flight over the top of an overcast or cloud formation shall be subject to instrument flight rules whenever the attitude of the aircraft and its flight path cannot be controlled at all times by visual reference to the ground or water. (See Section 60.56.)

8. The following rules govern a flight enroute through instrument flight rule weather conditions. (See Section 60.57.)

   a. If weather reports available to a pilot enroute indicate conditions below minimums allowing operation into the airport of destination, pilot shall proceed to alternate airport or to airport at which weather conditions are at or above the prescribed landing minimums.

   b. Pilot shall maintain a continuous listening watch on the appropriate radio frequency and shall report time and altitude of passing each designated radio fix together with any unanticipated weather conditions being encountered and any other information pertinent to the aircraft movement.

   c. In the event of failure of aircraft two-way communication equipment, the pilot may continue flight in accordance with contact flight rules if weather conditions permit, may effect a landing at a suitable

airport, or may continue flight in accordance with flight plan as submitted and subsequently approved or amended.

d. Prior to making a change in any approved flight plan, approval for such proposed change must first be obtained from the airway traffic control center for the control area in which the flight is progressing.

9. Unless different altitudes are assigned by an airway traffic control center, flight made in accordance with instrument flight rules shall be governed by the following flight altitude rules: (See Section 60.58.)

a. Along green and red civil airways:

(1) Eastbound (0 to 180 degrees true) - ODD thousand foot level. (3,000 - 5,000, etc.)

(2) Westbound (180 to 0 degrees true) - EVEN thousand foot level. (2,000 - 4,000, etc.)

b. Along amber and blue civil airways:

(1) Northbound (270 to 90 degrees true) - ODD thousand foot level. (3,000 - 5,000, etc.)

(2) Southbound (90 to 270 degrees true) - EVEN thousand foot level. (2,000 - 4,000, etc.)

c. At airway intersections:

(1) If airway being followed has priority through the intersection, no change is necessary.

(2) If airway being followed does not have priority, add 500 feet to cruising altitude level while crossing the other airway.

d. On Off-Airway flights:

(1) Approaching for crossing a civil airway, not at a control zone of intersection:

(a) Eastbound (0 to 180 degrees true) - ODD thousand foot level plus 500 feet. (3,500 - 5,500, etc.)

(b) Westbound (180 to 0 degrees true) - EVEN thousand foot level plus 500 feet. (2,500 - 4,500, etc.)

(2) Off a civil airway and not approaching for crossing a civil airway - No prescribed levels required.

e. When crossing a civil airway at other than a control zone of intersection, the airway shall not be crossed at an angle of less than 45 degrees to such airway.

ACROBATIC RULES

A. Acrobatic flights shall not be conducted under the following conditions: (See Section 60.70.)

1. At any height whatsoever over a congested area of any city, town, or settlement, or over any airport or landing area or within 1,000 feet horizontally thereof, or within any control zone unless under the supervision of an inspector of Civil Aeronautics observing flight tests and then only between 2,000 and 5,000 feet above the ground or water.

2. At any height less than 1,500 feet over any place over which flight is not otherwise restricted.

3. At any place unless the visibility is at least 3 miles and the ceiling at least 3,000 feet, and unless the pilot has first ascertained that there is no danger of collision with other aircraft.

B. No person, other than military personnel in military aircraft, shall acrobatically fly an aircraft while carrying any other person or persons for hire unless instruction in acrobatic flying is being given. (See Section 60.71.)

C. Each person, other than military personnel in military aircraft, in an aircraft being flown acrobatically shall be equipped with a properly certificated parachute. (See Section 60.72.)

D. The following rules govern the making of parachute jumps by persons other

11854

than military personnel from military aircraft: (See Section 60.73.)

1. No person shall make a parachute jump, other than an emergency jump, unless wearing a properly certificated auxiliary parachute.

2. No person shall make a parachute jump, other than an emergency jump, from an altitude of less than 2,000 feet above the surface of the ground or water.

3. No person making a parachute jump, other than an emergency jump, shall delay opening the parachute more than is necessary to safely clear the aircraft, but in no case shall jump be made from an altitude of less than 1,500 feet above the surface of the ground.

4. No person shall make a parachute jump, other than an emergency jump, when the surface wind is more than 15 miles per hour.

5. No person shall make a parachute jump, other than an emergency jump, from any aircraft within 2 miles horizontally from any body of water unless the jumper wears an approved flotation device and unless motor-powered marine rescue equipment is available.

-oOo-

11854