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U. S. Department of Commerce — Civil Aeronautics Administration

Civil Aeronautics Manuals and supplements thereto are issued by the Office of Aviation Safety, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

Supplement No. 2 — August 1, 1950

SUBJECT: 60.46
Instrument Approach Procedure

The Office of Aviation Safety announces two corrections to the policy statement on ground controlled approach procedures issued on June 22, 1950.

60.46-10 Ground Controlled Approach Procedures Determination

A qualifying statement on terrain and obstruction clearances was unintentionally omitted from the first sentence of (2) Altitudes, under (d) Pattern. The correct sentence reads as follows:

"Except as provided below, all altitudes pertaining to the GCA pattern prior to interception of the final approach course will be at least 1,000 feet above all terrain or obstructions to flight within at least three miles on either side of the pattern track, and will provide at least 500 feet above all terrain and obstructions to flight located within an additional two miles on either side of the pattern track."

In order to effect this correction, the attached new first sheet should be inserted in lieu of the first page dated June 22, 1950, of the original policy statement.

INK CORRECTION

60.46-10 (f) (1) Approach Surface, item (iii) Width, change the "10,000 feet" at the beginning of line 3 to 1,000 feet so that sentence will read: "....total width of 1,000 feet at a point 200 feet outward from the approach end of runway."

John Fewarlick
for E. S. Hensley
Director, Office of
Aviation Safety

Attachment

Distribution: Air 4, 4A, 5, 6, 9, 14,
22B-1 (3 ea.), 22C (3 ea.), 22C-1 (3 ea),
33 (3 ea.), 33-1 (3 ea.), 33A, 40 all tabs,
40-F-1

"CAR 60.46 Instrument approach procedure. When instrument letdown to an airport is necessary, a standard instrument approach procedure 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 the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. 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."

60.46-10 GROUND CONTROLLED APPROACH PROCEDURES DETERMINATION. (CAA policies which apply to section 60.46.)

(a) GENERAL. The policies set forth herein will be used by the Civil Aeronautics Administration in formulating and approving ground controlled approach procedures prescribed in CAM 60.46-11. However, the safe completion of a ground controlled approach procedure involves a dual responsibility. This responsibility includes (1) the interpretation of the information received by the controller on the radar scope and the relaying of this information to the pilot of the aircraft, and (2) the acceptance and compliance by the pilot with the advice received from the controller.

(b) INITIAL APPROACH PROCEDURE. The initial approach to the GCA will normally be made on the associated primary navigation facility, radio range or radio beacon, or from an intersection thereof.

All altitudes pertaining to initial approach on any approved route will not be less than the minimum initial approach altitude established for the associated radio facility. Where it is necessary to establish an initial approach altitude from directions other than over an approved route, an altitude will be prescribed which will provide vertical and lateral clearance in accordance with standardized radio range procedures set forth in CAM 60.46-3.

(c) TRANSITION TO GCA. During the approach on the associated primary facility, the pilot will notify approach control of his intention

to use the GCA system. The ground controller will normally take over when the aircraft is within approximately 25 miles of the airport. When necessary to insure positive identification, and on being so advised by the ground controller, the pilot will execute turns as directed by the ground controller.

(d) PATTERN.

(1) ESTABLISHMENT AND APPROVAL. Patterns will be established and approved by the Civil Aeronautics Administration for the completion of a GCA procedure and the guidance of the ground controllers. A pattern will normally provide for a final turn and/or interception of the final approach course at a distance of not less than five miles from the approach end of the runway to be used, and, wherever possible, a pattern will be designed to accommodate both right and left-hand turns into the final approach course. The ground controller will advise the pilot of the headings and altitudes to be flown and will also issue instructions to be followed in the event radio communications with the aircraft cannot be maintained.

To provide the flexibility required for air traffic control purposes, the ground controller may deviate from the pattern courses as required to provide separation from other aircraft and to make allowances for wind conditions, speed of aircraft, direction from which aircraft are approaching, or other reasons which may require deviations therefrom, provided that the minimum obstruction clearances are strictly adhered to.

(2) ALTITUDES. Except as provided below, all altitudes pertaining to the GCA pattern prior to interception of the final approach course will be at least 1,000 feet above all terrain or obstructions to flight within at least three miles on either side of the pattern track, and will provide at least 500 feet above all terrain and obstructions to flight located within an additional two miles on either side of the pattern track. When an aircraft is observed to have definitely passed an altitude limiting feature or obstruction, the ground controller may descend the aircraft to a lower altitude, provided that the lower altitude affords the minimum obstruction clearances set forth above with respect to other obstructions farther along the course to be flown.

The interception of the final approach course shall normally be made at a distance not less than five miles from the approach end of the runway to be utilized, and the minimum altitude shall not be less than 1,000 feet above airport elevation and not less than 500 feet above all terrain and obstructions to flight, provided the reduction in terrain clearance is made within five miles of the point of interception. If, due to obstructions, it is necessary to intercept the final approach course at an altitude higher than 1,000 feet above airport elevation, sufficient distance must be available along the course line to allow descent to the established ceiling minimums.