U. S. Department of Commerce — Civil Aeronautics Administration

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Supplement No. 4 — September 11, 1950

SUBJECT: 60.46
Instrument Approach Procedure

The Office of Aviation Safety announces the adoption of the attached rules with respect to the symbols used to indicate ceiling and visibility minimums in standard instrument approach procedure tables. These rules will supersede the rules on this subject published in the Federal Register of November 16, 1949, under "§ 60.46-2 Symbols used in ceiling and visibility minimums."

60.46-2 Symbols Used in Ceiling and Visibility Minimums

Attached are revised rules on this subject to be retained as a page in the series of statements that will be issued explaining or implementing Civil Air Regulation 60.

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

Attachment

Distribution: Air 4, 4A, 5, 6, 9, 14, 20A (3 each), 20A-1 (3 each), 20B-1 (3 each), 22B-1 (3 each), 22C (3 each), 22 C-1 (3 each), 33 (3 each), 33-1 (3 each), 33A, 40 all tabs, 40F-1

"CAR 60.46 Instrument approach procedure. When instrument let-down 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."

60.46-2 SYMBOLS USED IN CEILING AND VISIBILITY MINIMUMS. (CAA rules which apply to section 60.46.) Letters that appear in the standard instrument approach procedures tables under the column on ceiling and visibility minimums are explained as follows:

"R" means regular landing minimums. They are authorized when it is necessary to circle the airport or maneuver in any manner for landing. They apply to aircraft having stall speed as established in Airplane Operating Manual of more than 75 miles per hour at maximum certificated landing weight with full flaps, landing gear extended, and power off.

"(R)" means regular landing minimums for aircraft having stall speeds as established in the Airplane Operating Manual of 75 miles per hour or less at maximum certificated landing weight with full flaps, landing gear extended, and power off. When regular landing minimums for all aircraft are identical, only "R" will be used.

"S" means straight-in landing minimums[1]/ where minimums lower than regular landing minimums are possible. If no reduction for straight-in landings is authorized, regular landing minimums will apply for straight-in and "S" will not be shown. Reductions in regular minimums will be authorized only when landing can be accomplished straight in from the navigational facilities being used to the near end of the runway without exceeding 500 feet per minute rate of descent and without change of direction of more than 30 degrees. These reductions will apply to all types of aircraft, unless "(R)" is less than "S" in which case the lower minimum applies to the lower stall speed aircraft.

"A" means alternate minimums. They are authorized when an alternate airport is required. They apply to all types of aircraft.

"T" means take-off minimums. They apply to all types of aircraft.

"NA" means not authorized.

1/ ILS Procedures: Straight-in landing minimums apply only when all components of ILS are operating and only to runway indicated. In other cases, minimums are designated by "R" and apply to aircraft with stall speed of more than 75 miles per hour. For aircraft with stall speed of 75 miles per hour or less, circling minimums may be reduced by 100 feet and one-half mile but in no case less than 500-1.

September 11, 1950