FS-47

Federal Aviation Agency
Washington, D.C.

Civil Aeronautics Manual 60
AIR TRAFFIC RULES

Supplement No. 1, CAM 60 dated July 1, 1959 — November 1, 1959

SUBJECT: Military Jet Aircraft Two-Way Radio Failure Procedures

This supplement is issued to revise the policy on the holding procedure to be followed in the event of two-way radio failure by military jet aircraft. The material contained herein was published in the Federal Register on August 8, 1959 (24 F.R. 6388), effective August 8, 1959.

Sections 60.49–1(b)(3)(ii) and 60.49–1(c)(3)(ii) currently require that when unable to maintain two-way radio communications, military jet aircraft inbound to an airport at which approved military jet penetration procedures have been established will execute a holding pattern along the left side of the initial penetration course or on the side on which the procedure turn has been prescribed. Actual operating experience has demonstrated that these provisions do not permit an operationally efficient transition from the holding pattern to the penetration phase of flight. Accordingly, the Department of the Air Force has requested the Federal Aviation Agency to amend these provisions by specifying that the pilot of such military jet aircraft will utilize the holding procedures which will be depicted on the jet approach and landing chart for the particular airport of destination. Evaluation of this proposal indicates that it will promote air safety and it does not appear that there will be any adverse effects upon other airspace users.

New material is enclosed in black brackets.

Remove the following page:	*Insert the following new page:*
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D. D. Thomas

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

Attachment.

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:

[(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.

U.S. GOVERNMENT PRINTING OFFICE: 1960 O - 534190