CIVIL AERONAUTICS MANUAL 60

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. 6 — November 30, 1951

SUBJECT: 60.21 Adherence to air traffic clearances.
60.43 Air traffic clearances.
60.47 Radio communications.

The Office of Aviation Safety announces the adoption of amended rules and policies with respect to air traffic clearances.

Sections 60.21-1, 60.43-1 and 60.47-1 appeared in 16 FR 9306 on September 14, 1951, and section 60.47-2 appeared in 16 FR 11335 on November 8, 1951. These amended rules and policies were made effective upon publication in the Federal Register and supersede material previously published on this subject in 15 FR 5155 on August 10, 1950.

60.21-1 Adherence to air traffic clearances required of scheduled air carriers
60.43-1 Air traffic clearance required of scheduled air carriers
60.47-1 Radio communications required of scheduled air carriers
60.47-2 Route of flight and communication procedures

The attached new pages dated November 30, 1951 should be retained as the sixth in a series of statements that will be issued explaining and implementing CAR 60.

E. S. Hensley
Director, Office of
Aviation Safety

Attachments

Distribution: AIR 11, 14, 20A (3 each), 20A-1 (3 each), 20B-1 (air mail 3 each), 22B-1 (air mail 3 each), 22C (4 each), 22C-1 (4 each), 33 (3 each), 33-1 (3 each), 40 all tabs, 40-F-1 (air mail), 33C (2 each), 33C-1 (2 each), 4, 4A, 5, 6, 9.

§ 60.21 Adherence to air traffic clearances. When an air traffic clearance has been obtained under either the VFR or IFR rules, the pilot in command of the aircraft shall not deviate from the provisions thereof unless an amended clearance is obtained. In case emergency authority is used to deviate from the provision of an air traffic clearance, the pilot in command shall notify air traffic control as soon as possible and, if necessary, obtain an amended clearance. However, nothing in this section shall prevent a pilot, operating on an IFR traffic clearance, from notifying air traffic control that he is canceling his IFR flight plan and proceeding under VFR: Provided, That he is operating in VFR weather conditions when he takes such action.

§ 60.21-1 Adherence to air traffic clearances required of scheduled air carriers (CAA rules which apply to §60.21 and SR-363) Flights of scheduled air carriers while at altitudes in excess of 12,500 feet above sea level east of longitude 100° W. and 14,500 feet above sea level west of longitude 100° W. shall be conducted in full compliance with §60.21.

§60.43 Air traffic clearance. Prior to take-off from a point within a control zone, or prior to entering a control area or control zone, an air traffic clearance shall be obtained from air traffic control.

§60.43-1 Air traffic clearance required of scheduled air carriers (CAA rules which apply to §60.43 and SR-363) Flights of scheduled air carriers while at altitudes in excess of 12,500 feet above sea level east of longitude 100° W. and 14,500 feet above sea level west of longitude 100° W. shall be conducted in full compliance with §60.43.

§ 60.47 Radio communications. Within control zones and control areas the pilot in command of the aircraft shall ensure that a continuous watch is maintained on the appropriate radio frequencies and shall report by radio as soon as possible the time and altitude of passing each designated reporting point, or the reporting points specified by air traffic control, together with weather conditions which have not been forecast, and other information pertinent to the safety of flight.

§ 60.47-1 Radio communications required of scheduled air carriers (CAA rules which apply to §60.47 and SR-363) Flights of scheduled air carriers while at altitudes in excess of 12,500 feet above sea level east of longitude 100° W. and 14,500 feet above sea level west of longitude 100° W. shall be conducted in full compliance with §60.47.

§60.47-2 Route of flight and communication procedures (CAA policies which apply to §60.47) — (a) Off-airway operation. If a flight is to be conducted over an off-airway route which may join or cross civil airways, or terminate within civil airways, the route of flight should be indicated by the identification of reporting points and other check points over which the flight will pass. The check points selected should be points over which the position of the aircraft can be accurately determined and should not be more than approximately 200 miles apart.

(b) Reports of progress. Pilots should report by radio, as soon as possible, the time and altitude of passing each designated reporting point and other check points specified in the flight plan.

(c) Change of flight plan. Any change of altitude or route of flight from that specified in the traffic clearance, should be reported to the air traffic control center within which flight advisory area the change is made. A change of flight plan should be reported and approval received before the change is made while operating within a control area; or if outside of control area, prior to entering a control area.