

Federal Aviation Agency  
Washington, D.C.

Civil Air Regulations, Part 60

AIR TRAFFIC RULES

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Supplement No. 11, CAR 60 dated May 15, 1961

March 15, 1963

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SUBJECT: Supplement 35 to CAM 60.

Supplement 60-35 was adopted by the Administrator on March 6, 1963, effective March 12, 1963. This supplement revoked CAM 60.18-6, Traffic patterns for Fairbanks and Chena River Landing Area, since these rules were obsolete in certain respects and in others were duplicated by the provisions of Civil Air Regulations section 60.18.

Supplement 10 to CAR 60 deleted the regulatory portion of SR-438, but left the preamble. This supplement removes the remaining pages to correct this omission.

*Remove the following pages:*

V and VI  
21 through 26  
65 through 68

*Insert the following new pages:*

V and VI  
21  
65

  
D. D. THOMAS, Director,  
Air Traffic Service

Attachments.

# Civil Aeronautics Manual 60

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SPECIAL CIVIL AIR REGULATION NO. SR-437

Effective: November 4, 1959

Issued: October 30, 1959

Flight Plans for Flight of Civil Aircraft Over Cuba

In order to provide for the proper coordination and clearance of all civil aircraft departing the United States for flight to or over Cuba, this regulation requires the pilot in command of such aircraft to file a flight plan prior to take-off. The DVFR or IFR flight plan required in section 620.11 of the Security Control of Air Traffic Rules may be used for this purpose. Additionally, at least one hour prior to departure a statement in writing with certain supplemental information must be filed with the office of the Immigration and Naturalization Service at the international airport from which such flights will depart.

This regulation does not apply to scheduled air carriers or foreign air carriers conducting flights from a place in the United States over routes authorized in operations specifications issued by the Administrator.

Since a situation exists requiring the immediate adoption of this regulation for the national security and safety in air commerce I find that notice and public procedure hereon are impracticable, and that good cause exists for making this regulation effective on November 4, 1959.

In consideration of the foregoing, the following Special Civil Air Regulation is adopted.

No person shall operate a civil aircraft from the United States for flight over, or landing within Cuba, unless departure is made from an international airport designated as an international airport of entry in section 6.13 of the Air Commerce Regulations of the Bureau of Customs (19 CFR 6.13).

The pilot in command of a civil aircraft departing from the continental United States (excluding Alaska) for flight over, or landing within, Cuba, shall file a DVFR or IFR flight plan in accordance with the requirements prescribed in section 620.11 of the Security Control of Air Traffic Rules (14 CFR 620). In addition, at least one hour prior to the time of departure from such international airport, the pilot in command shall file with the office of the Immigration and Naturalization Service at the airport a written statement containing the information in the flight plan, together with the following further information: Number and names of all persons aboard the aircraft, description of the cargo, if any, carried aboard the aircraft, and the international airport of departure.

This regulation shall not apply to aircraft operated by a scheduled air carrier or foreign air carrier departing from the United States over routes authorized in operations specifications issued by the Administrator.

This regulation shall become effective on November 4, 1959, and remain in effect until superseded, rescinded or revoked.

(Note: Pages 23 through 32 deleted by Supplement No. 10 dated January 18, 1963, and Supplement No. 11 dated March 15, 1963. The next page is 33.)

(iii) *Taxiing after landing to the east on Lake Hood.*

(a) If the landing run is completed prior to entering the canal, the aircraft may be taxied direct to the aircraft parking area.

(b) If the landing run continues into the canal, proceed through the canal in an expeditious manner, following a counter-clockwise flow of traffic in Lake Spenard until it has been determined that the landing approach and the canal are clear of traffic, then proceed expeditiously through the canal to the aircraft parking area.

(iv) *Taxiing after landing to the west on Lake Spenard or Canal.* At the completion of the landing run, proceed expeditiously through the canal and direct to the aircraft parking area.

(Published in 16 F. R. 6829, July 17, 1951, effective 0001 A. S. T., July 14, 1951.)

60.23-1 *Aircraft lights in Alaska (FAA rules which apply to sec. 60.23).* In Alaska the lights required by this section shall be displayed when any unlighted aircraft or other unlighted prominent objects cannot readily be seen

(Note: Pages 66 through 68 deleted by Supplement No. 11 dated March 15, 1963. The next page is 69.)