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STATE REGULATION

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AIR TRAFFIC RULES OF THE STATE OF ILLINOIS

Prescribed by the Illinois Aeronautics Commission and
Effective November 23, 1931

AUTHORITY

"The Commission (Illinois Aeronautics Commission) is further empowered to prescribe such reasonable air traffic rules and other regulations as it shall deem necessary for public safety and the safety of those engaged in aeronautics . . ." (Act to Regulate Aeronautics, Approved July 9, 1931, 10.)

"Any person failing to comply with the requirements of, or violating any of the provisions of this Act, or the rules and regulations for the enforcement of this Act made by the Illinois Aeronautics Commission, shall be guilty of a misdemeanor and punishable by a fine of not more than five hundred dollars, or by imprisonment for not more than ninety days, or both." (Act to Regulate Aeronautics, Approved July 9, 1931, 19.)

1. TAKE-OFF AND LANDING RULES

(1) *Method of Taking Off and Landing:*

Take-offs and landings shall be made only from, and/or upon, an airport licensed by the Illinois Aeronautics Commission, and no take-off or landing shall be made from, and/or upon, any but an airport licensed by the Illinois Aeronautics Commission.

Take-offs and landings shall be made upwind when practicable. The take-offs shall not be commenced until there is no risk of collision with landing aircraft.

Aircraft, when taking off or landing, shall use the traffic lanes indicated by the field rules or signals and, further, shall observe all signals of the traffic control system in use at the particular airport.

(2) *Course of Flight When Landing:*

When within one thousand feet horizontally of the leeward side of any airport upon which a landing is to be made, the aircraft shall follow, so far as it is practicable, a direct course toward the landing zone.

(3) *Right of Way When Landing:*

A landing aircraft has the right of way over aircraft moving on the ground or taking off, but this shall not excuse the pilots of either or both such aircraft from the exercise of due care and diligence.

(4) *Giving Way While Landing:*

When more than one aircraft are landing and/or maneuvering in preparation to land, the aircraft at the greater height shall avoid the aircraft at the lower height and shall, as regards landing, observe the rules governing overtaking aircraft.

(5) *Distress Landings:*

An aircraft in distress shall be given the right of way in making a landing.

II. FLYING RULES

RULES GOVERNING ALTITUDE

(6) *Minimum Safe Altitudes of Flight:*

The following minimum safe altitudes of flight are prescribed:

(a) The minimum safe altitudes of flight in taking off or landing and while flying over the property of another in taking off or landing, are those at which such flights by aircraft may be made without such aircraft being in dangerous proximity to persons or property on the land or water beneath, or without being unsafe to the aircraft.

(b) Minimum safe altitudes of flight over congested parts of cities, towns, or settlements are those sufficient to permit a reasonably safe emergency landing, but in no case less than one thousand feet.

(c) The minimum safe altitudes of flight in all other cases shall be not less than five hundred feet.

(7) *Height Over Congested and Other Areas:*

Exclusive of taking off from, or landing upon, an airport, aircraft shall not be flown

(a) over the congested parts of cities, towns, or settlements, except at a height sufficient to permit a reasonably safe emergency landing, which in no case shall be less than one thousand feet;

(b) over certified high explosive danger areas except at a height sufficient to permit a reasonably safe emergency landing outside of the certified danger area, which in no case shall be less than one thousand feet;

(c) elsewhere at a height less than five hundred feet.

(8) *Height Over Assembly of Persons:*

No flight at any height whatsoever shall be made over any open-air assembly of persons.

(9) *Height Over Federal or State Penal Institution:*

No flight at any height whatsoever shall be made over any Federal or State penal institution, or over any State hospital or asylum for the insane or feeble-minded.

TRAFFIC RULES

(10) *Right Side Traffic:*

Aircraft flying in an airway at an altitude of three thousand feet or less, or following a highway, railroad track, or other ground course at an altitude of less than three thousand feet, shall, when safe and practicable, keep to the right side of such airway, highway, railroad track or other ground course.

(11) *Course of Flight at or Near Airport:*

When an aircraft is circling an airport following a take-off, before a landing, or at any other time, all circles shall be made to the left, unless otherwise specified by the Illinois Aeronautics Commission. All aircraft flying within three thousand feet horizontally of the nearest point of the landing area shall conform to this circuit rule unless flying at a height in excess of two thousand feet.

(12) *Giving-way Order:*

Aircraft shall give way to each other in the following order:

- (a) airplanes
- (b) gliders
- (c) airships
- (d) balloons, fixed or free

An airship not under control is classed as a free balloon.

(13) *Giving-way Duties:*

Aircraft required to give way shall keep a safe distance, having regard to the circumstances of the particular situation, which distance shall, in no case, be less than three hundred feet. If the circumstances permit, the aircraft which is required to give way shall avoid crossing ahead of the other.

The aircraft having right of way may maintain its course and speed, provided that no engine-driven aircraft may pursue its course if it would thereby come within three hundred feet of any other aircraft.

(14) *Proximity in Flight:*

No aircraft, other than military aircraft of the State or United States engaged in military maneuvers, shall fly, at any time, closer than three hundred feet to any other aircraft in flight.

(15) *Crossing:*

When two engine-driven aircraft are on crossing courses, the aircraft which has the other on its right side shall keep out of the way.

(16) *Approaching:*

When two engine-driven aircraft are approaching head-on, or approximately so, and there is danger of collision, each shall alter its course to the right so that each will pass on the left side of the other at a distance of at least three hundred feet, provided that the provision of this rule shall not apply to cases where aircraft will, if each maintains its course, pass more than three hundred feet from each other.

(17) *Overtaking:*

An overtaking aircraft is one which, by virtue of its superior speed, is approaching another aircraft directly behind, or approximately so. An overtaking aircraft shall keep clear of the overtaken aircraft by altering its own course to the right so as to pass said overtaken aircraft at a distance of at least three hundred feet, but no change of course to effect a passing shall be made in the vertical plane.

In case of doubt as to whether an aircraft is a crossing or overtaking aircraft, it shall be assumed that said aircraft is an overtaking aircraft.

RULES GOVERNING ACROBATICS

(18) *Prohibited Acrobatic Flying:*

Acrobatic flying means any maneuver or maneuvers not necessary to aerial navigation, and shall include parachute jumping.

No person shall acrobatically fly an aircraft at any height whatsoever

- (a) over a congested area of any city, town or settlement; or
- (b) over any open air assembly of persons; or
- (c) over any airport or within one thousand feet horizontally thereof.

No person shall acrobatically fly an aircraft.

- (a) below a height of two thousand feet over an established airway;
- (b) below a height of fifteen hundred feet over any other place.

(19) *Other Prohibited Acrobatic Flying:*

No person shall acrobatically fly any aircraft carrying any other person or persons for or without hire and/or reward, provided, however, that the provisions of this rule shall not apply to the giving of instruction in acrobatic flying to licensed student pilots or to other licensed pilots by a licensed transport pilot.

(20) *Parachutes:*

When performing acrobatics not prohibited by these rules and regulations, each person in the aircraft shall be properly equipped with a parachute of a type and design which has been tested, approved and maintained

in accordance with the then current Federal regulations and requirements relative to parachutes.

(21) *Parachute Jumps:*

Parachute jumpers making exhibition, test, training or demonstration jumps, shall wear an auxiliary parachute so arranged that it can be operated should the first parachute fail to function or become fouled. Both such parachutes shall be of a type and design which has been tested, approved and maintained in accordance with the then current Federal regulations and requirements relative to parachutes.

No exhibition parachute jump shall be made from an altitude of less than fifteen hundred feet, and, further, a parachute jumper, shall not delay opening the parachute more than is necessary to properly and safely clear the aircraft.

MISCELLANEOUS RULES

(22) *Supervision of Running Motors:*

Blocks, equipped with ropes or other suitable means of pulling them, shall always be placed in front of the wheels before starting the engine, or engines, unless aircraft is provided with adequate brakes.

No aircraft engine shall be started or run unless a licensed pilot or competent mechanic is in the cockpit attending the controls.

(23) *Aircraft on Water:*

Seaplanes on the water shall navigate according to the laws and regulations of the United States, and of the State of Illinois and its political subdivisions, governing the control, navigation, and operation of watercraft.

(24) *Transporting of Firearms and Explosives:*

No armament, ammunition, poison gas, or explosives shall be carried by or in any aircraft; provided that the provisions of this rule shall not apply to proper signalling or safety equipment (such as a Verry's pistol or landing flares) nor to the aircraft fuel; and provided, further, that the provisions of this rule shall not apply to public aircraft.

(25) *Liquor, Narcotics, and Drugs:*

No person shall navigate aircraft while under the influence of, using, or having personal possession of intoxicating liquor, cocaine, or other habit-forming drugs, nor shall such person carry any other person who is, or persons who are, obviously under the influence of intoxicating liquor, cocaine, or other habit-forming drugs.

(26) *Towing of Aircraft:*

The towing of aircraft by other aircraft, or the towing of any device or object by aircraft, is prohibited.

(27) *Dropping of Objects or Things:*

No object or thing, other than fine sand or water which has been carried as ballast, shall be dropped or released by any person from an aircraft in flight. The pilot, or person in charge of the aircraft, shall be responsible for the observance of this rule by all persons in the aircraft.

(28) *Day Marks of Masts, Etc.:*

By day, balloon and airship mooring cables shall be marked with conical streamers not less than twenty inches in diameter and seven feet long, colored with solid color of chrome yellow. The object to which the balloon or airship is moored on the ground shall have the same kind of streamers, which must be in the same position as the lights specified herein.

III. LIGHTS

(29) *Angular Limits:*

The angular limits laid down in the following rules relating to lights will be determined as when the aircraft is in normal flying position.

(30) *Airplane Lights:*

Between sunset and sunrise, all airplanes in flight must show the following lights:

(a) On the right side a green light and on the left side a red light, each showing unbroken light between two vertical planes whose dihedral angle is one hundred and ten degrees when measured to the left and right, respectively, from dead ahead. These lights shall be visible at least two miles.

(b) At the rear, and as far aft as possible, a white light shining rearward, visible in a dihedral angle of one hundred and forty degrees bisected by a vertical plane through the line of flight and visible at least three miles.

Between sunset and sunrise, aircraft engaged in carrying any person or persons, other than pilot and crew, for or without hire and/or reward, shall be equipped with adequate and approved electric landing lights and approved parachute type of flares, or approved equivalent, in addition to the navigation lights required by the provisions of this rule.

(31) *Airship Lights:*

Between sunset and sunrise, airships shall carry and display the same lights that are prescribed for airplanes, except that the side lights shall be doubled vertically. Lights in a pair shall be at least seven feet apart.

(32) *Balloon Lights:*

Between sunset and sunrise, a free balloon shall display one white light not less than twenty feet below the car, visible for at least two miles. A fixed balloon, or airship, shall carry three lights—red, white, and red—in a vertical line, one over the other, visible at least two miles. The top light shall be not less than twenty feet below the car, and the lights shall be not less than seven, nor more than ten, feet apart.

(33) *Lights When Stationary:*

Between sunset and sunrise, all aircraft which are on the surface of water and not under control, or which are moored or anchored in navigation lanes, shall show a white light visible for at least two miles in all directions.

Between sunset and sunrise, balloon and airship mooring cables shall show groups of three red lights at intervals of at least every one hundred feet, measured from the basket. The first light in the first group shall be approximately twenty feet from the lower red balloon light. The object to which the balloon is moored on the ground shall have a similar group of lights to mark its position.

IV. SIGNALS

(34) *Distress Signals:*

The following signals, separately or together, shall, where practicable, be used in case of distress:

(a) the international signal, S O S by radio;

(b) the international code flag signal of distress, NC;

(c) a square flag having either above or below it a ball, or anything resembling a ball.

(35) *Signal When Forced to Land:*

When an aircraft is forced to land at night at an airport it shall signal its forced landing by making a series of short flashes with its navigation lights if practicable to do so.

(36) *Fog Signals:*

In fog, mist, or heavy weather an aircraft on the water in navigation lanes, when its engines are not running, shall signal its presence by a sound device emitting a signal for about five seconds in two-minute intervals.

(37) *Signal to Compel Landing:*

For the purpose of enforcing the provisions of "An Act to Regulate Aeronautics, approved July 9, 1931," and the lawful rules and regulations of the Illinois Aeronautics Commission duly promulgated thereunder, any officer authorized to enforce said Act, rules and regulations, may order any aircraft to make an immediate landing by giving the proper signal from an aircraft in the service of the Illinois Aeronautics Commission. Such signal shall consist of a double red light fired from a Very's pistol, and, upon the giving of such signal, the pilot of the aircraft so signalled shall immediately follow the signalling aircraft and land without delay upon the airport upon which the signalling aircraft lands.

The firing of a double red light from a Very's pistol by any person not authorized as aforesaid, shall constitute a violation of these rules and regulations.

V. ACCIDENTS AND ACCIDENT REPORTS

(38) *Removal of Aircraft:*

No aircraft involved in an accident in this State, in which there is structural damage and in which there is serious injury to any person, or which results in death, shall be removed from the scene of the accident, nor shall its condition be altered, until it has been inspected or its removal or operation authorized by the Illinois Aeronautics Commission or its duly authorized representative.

(39) *Accident Reports:*

Where serious injury to person or property is suffered or where death results from the operation of aircraft, the recorded owner and/or pilot of such aircraft shall immediately report, by telegraph or telephone, to the Illinois Aeronautics Commission, the license number of the aircraft and the time and place of the accident.

All other accidents in the operation of aircraft within this State which result in injury to the aircraft shall be reported without delay by the recorded owner and/or pilot of such aircraft to the Illinois Aeronautics Commission. The preceding sentence shall not apply to gliders except when serious injury or death occurs.

VI. EXEMPTIONS; PENALTIES

(40) *Non-observance of Air Traffic Rules; Emergency, Exemption:*

A partial or total disregard of the Illinois air traffic rules will be sanctioned in the following cases only:

(a) When special circumstances render non-observance necessary to avoid immediate danger, or when such non-observance is required because of stress of weather conditions or other unavoidable causes; provided, however, that aircraft carrying any person or persons, other than the pilot, shall not disregard the air traffic rules pertaining to minimum altitudes of flight because of stress of weather conditions.

(b) When an exemption has been granted by the Illinois Aeronautics Commission as provided in Rule No. 41 of these rules and regulations, which exemption specifically confers temporary authority for such non-observance of a rule or rules.

(41) *Exemptions; Requests for:*

The Illinois Aeronautics Commission may grant exemption from compliance with the provisions and requirements of these rules and regulations,

or any one of them, or part thereof, when, in its discretion, the particular facts justify such exemption. Every exemption granted will be issued for a limited time only and for a specific purpose, and the action of the Illinois Aeronautics Commission in granting said exemption shall be evidenced by a writing signed by a member of the Illinois Aeronautics Commission or its Secretary, which writing shall specifically set forth the subject matter of the exemption and the time limits allowed. Any exemption granted shall be strictly construed.

Requests for exemption from compliance with the provisions and requirements of any of the foregoing air traffic rules shall be addressed to the Illinois Aeronautics Commission, and must be accompanied, when there is an existing Federal rule on the subject, by a Federal exemption or waiver, or certified copy thereof, granted by the Aeronautics Branch of the Department of Commerce of the United States and specifically covering the subject matter of the request.

Any request for exemption must reach the Illinois Aeronautics Commission, or member thereof, or its Secretary, at least forty-eight hours before the proposed flying activities, for which exemption is requested, are to take place.

(42) *Violations; Penalty Therefor:*

Any person failing to comply with the provisions and requirements of the foregoing air traffic rules, or any part thereof, except as provided for in Rules Nos. 40 and 41, shall be guilty of a misdemeanor and punishable by a fine of not more than five hundred dollars, or by imprisonment for not more than ninety days, or both.

(43) *Suspensions, Modification or Revocation:*

The Illinois Aeronautics Commission may, in its discretion and within the authority granted to it by "An Act to Regulate Aeronautics, approved July 9, 1931," at any time, suspend, modify or revoke any of the foregoing rules and regulations.

By order of the Illinois Aeronautics Commission, this 23rd day of November, 1931.

REED G. LANDIS, Chairman