Regulations

CHAPTER 60. AIR TRAFFIC RULES

Effective Nov. 1, 1937

60.0 PROVISIONS FOR ISSUANCE: Pursuant to the provisions of the Air Commerce Act requiring the Secretary of Commerce to provide regulations for the rating of aircraft, airmen, air navigation facilities, air carriers and flying schools, and for the navigation, protection and identification of aircraft, and for prohibiting the operation or navigation in violation thereof, the following air traffic rules, relating thereto are hereby prescribed.

60.1. DEFINITIONS

60.100. *Flight Plan:* A flight plan means a plan of flight which shall contain the following information:

(a) The aircraft identification mark, or the name of the governmental service in which the aircraft is employed, if so employed, or the name of the airline operator and the trip number, if engaged in scheduled airline service.

(b) The type of aircraft involved and the number of aircraft making the flight, if the aircraft are in formation.

(c) The name of the pilot, or of the flight commander if the aircraft are in formation.

(d) The point of departure of the particular flight for which such plan is being filed.

(e) The point of first intended landing.

(f) The proposed cruising altitude or altitudes.

(g) The proposed cruising airspeed.

(h) The radio equipment carried in the aircraft. (If no radio—NORAD; if radio receiver only—RONLY; if two-way radio, statement of transmitter frequency.)

(i) The proposed time of departure. (The actual time of departure shall be considered as the time when the aircraft leaves the ground and this time shall be forwarded to the point of first intended landing immediately after departure.)

(j) The estimated elapsed time until arrival on the ground at the point of first intended landing. (For scheduled operation, the first stop to be made, together with additional stops if requested by an Airway Traffic Control Station.)

(k) The alternate airport, if the flight is to involve instrument flight.

(l) Any other pertinent information which the pilot deems useful for control purposes, or which may be requested by Airway Traffic Control.

60.101. *Approved Flight Plan:* An approved flight plan is a plan of flight, containing at least the information required by CAR 60.100, which has been submitted to, and approved by, any one of the following as available, but in the order indicated:

(a) The Airway Traffic Control Station of the Bureau into the controlled area of which the flight will first enter before reaching the point of first intended landing, or

(b) the Airway Communications Station of the Bureau at the point of first intended landing, or

(c) the Airport Manager, or his designated representative, at the point of first intended landing.

60.102. *Controlled Airport:* A controlled airport is an airport on which, or adjacent to which, is a radio directional aid to air navigation designed to direct aircraft to that airport by the aid of instruments, and which has been so designated by the Secretary for the safety of instrument flight operations in interstate or foreign air commerce; or any military or Federal landing area above which, or in connection with which, contact flight operations have been restricted to promote the safety of instrument flight operations. (See Appendices for list of Controlled Airports.)

60.103. *Controlled Zone:* A controlled zone is the airspace above an area within a circle with a radius of 3 miles drawn from the center of a controlled airport: *Provided, however,* If the radio directional aid station for such airport is more than 3 miles from the center thereof, then the controlled zone area is extended to include an area for one-half mile on each side of a line projected from the center of such airport to such radio station.

60.104. *Controlled Zone of Intersection:* A controlled zone of intersection is the airspace above an area within a circle with a radius of 25 miles drawn from the center of the zone of intersection as indicated in CAR 60.105 (a), (b), or (c).

60.105. *Center of Controlled Zone of Intersection:* The center of a controlled zone of intersection is:

(a) The cone of silence of a radio range station located at an intersection of airways, or

(b) the center of the intersection of the "on course" radio range signals projected down intersecting airways, or

(c) the center of an "on course" signal projected down an airway, at a point designated by the Secretary.

60.106. *Green Zone of Intersection:* A green zone of intersection is a zone of intersection on a green airway in which through traffic on a green airway continues through such zone at a constant altitude, and in which zone traffic on the intersected amber or red airway shall proceed as outlined in CAR 60.58310, and 60.58320.

60.107. *Amber Zone of Intersection:* An amber zone of intersection is a zone of intersection on an amber airway in which through traffic on an amber airway continues through such zone at a constant altitude and in which zone traffic on the intersected red airway proceeds as outlined in CAR 60.58321.

60.108. *Red Zone of Intersection:* A red zone of intersection is a zone of intersection on a red airway in which traffic on a red airway continues through such zone at a constant altitude and traffic on a secondary red airway proceeds as outlined in CAR 60.58322.

60.109. *Zone of Intersection Priority:* That part of an amber or red zone of intersection which may overlap and lie within a green zone of intersection shall be considered as the green zone of intersection, and that part of a red zone of intersection which may overlap or lie within an amber zone of intersection shall be considered as the amber zone of intersection.

60.110. *Alternate Airport:* An alternate airport is an airport, other than the point of first intended landing, to which a flight may be directed in case of emergency.

60.111. *Contact Flight:* Contact flight is flight of aircraft in which the attitude of the aircraft and its flight

path can at all times be controlled by means of visual reference to the ground.

60.112. *Instrument Flight:* Instrument flight is flight of aircraft in which the visual reference in CAR 60.111 is not continuously available and the attitude of the aircraft and its flight path can only be controlled in part or in whole by reference to instruments.

60.113. *Over-The-Top-Flight:* Over-the-top-flight is flight of aircraft made above an overcast, usually a cloud formation.

60.114. *Public Aircraft:* A public aircraft is an aircraft used exclusively in the government service.

60.115. *Weather Minimums:* Weather minimums are ceiling, visibility and other minimums provided for specified types of flight operation, and below which flight operation is not permitted, unless specifically authorized elsewhere in these regulations or by the Secretary.

Note.—Each local weather reporting station will report existing weather conditions by means of the following symbols and classifications:

Class C—Weather equal to or better than the minimum specified for the particular airport for flight in accordance with contact flight rules. (Satisfactory for contact flight.)

Class I—Weather less than the minimums specified for the particular airport for contact flight (Class C above) and down to the minimums prescribed for the particular airport for suspension of flight operations. (Requiring observance of instrument flight rules.)

Class X—Weather below the minimums specified for the particular airport, wherein any landing or take-off, other than a flight of public aircraft or scheduled airline aircraft, if otherwise authorized, is suspended. (Take-off and landing suspended.)

60.116. *Daylight, Hours of:* (Day Flight, Daylight Hours, Day.) The hours of daylight as used in these rules mean those hours between sunrise and sunset, as determined by the official U. S. Weather Bureau records for the locality concerned.

60.117. *Darkness, Hours of:* (Night Flight, Hours of Darkness, Night.) The hours of darkness as used in these rules mean those hours between sunset and sunrise, as determined by the official U. S. Weather Bureau records for the locality concerned.

60.118. *Acrobatics (Acrobatic Flight):* Acrobatics as used in these rules means any maneuver of an aircraft not necessary to the orderly progress of its flight.

60.119. *Ceiling:* Ceiling as used in these rules means the distance from the cloud base to the ground at the point of observation, as determined by official Weather Bureau reports.

60.120. *Military Aircraft:* Military aircraft as used in these rules means aircraft operated in the service of the United States Army, Navy, Marine Corps or Coast Guard.

60.2. CERTIFICATE AND MARK RULES

60.20. *Pilot Certificate:* No person shall pilot a civil aircraft on, along, or across a designated civil airway, or elsewhere in interstate or foreign air commerce

(a) unless possessed of a valid pilot certificate of competency, or

(b) unless possessed, if an alien, of such certificate or a similar pilot certificate issued or validated according to the provisions of CAR 65, nor

(c) in violation of any term, specification or limitation of such certificate.

60.21. *Aircraft Certificate:* No flight of civil aircraft, other than of a foreign aircraft, shall be made or authorized to be made:

(a) on, along, or across a designated civil airway whatever the purpose or nature of the flight may be, unless such aircraft is possessed of valid aircraft registration and airworthiness (or experimental) certificates, nor

(b) elsewhere in the navigable airspace over the lands and waters of the United States if engaged in interstate or foreign air commerce, unless such aircraft is possessed of such valid aircraft certificate, nor

(c) in violation of any term, specification or limitation of such certificates.

60.210. No foreign aircraft shall engage in interstate or intrastate commerce; nor shall it be otherwise navigated in the United States except in compliance with these air traffic rules and the provisions of CAR 65.

60.22. *Identification Mark:* No flight of aircraft shall be made or authorized to be made in the navigable airspace over the lands or the waters of the United States unless such aircraft is possessed of and displays a valid identification mark assigned or approved therefor by the Secretary.

60.3. FLIGHT RULES (GENERAL)

60.30. *Method of Taking-Off and Landing:* The following rules shall govern the method of aircraft taking off and landing:

60.300 (a). Aircraft, when taking off or landing, shall observe the local field traffic rules issued for the protection of interstate and foreign air commerce, as provided by the Secretary.

60.301 (b). A take-off shall not be commenced until there is no risk of collision with other aircraft.

60.302 (c). If necessary to circle any airport or other landing area all circles shall be made to the left, unless otherwise specified by the Secretary, or unless the pilot receives other instructions from the airport traffic control tower. All aircraft flying within 3 miles horizontally of the center of such airport or landing area shall conform to this circuit rule unless flying at a height in excess of 2000 feet. (Air traffic in the vicinity of a controlled airport shall take precedence over other air traffic in the controlled zone when required in the interests of safety and will be governed by special traffic rules approved by the Secretary.)

60.303. Aircraft approaching for a landing shall maintain a straight glide path for the last 1000 feet before crossing the airport boundary.

60.31. *Right of Way:* The following rules will govern aircraft right of way:

60.310. Order—Aircraft in flight shall have right of way in the following order: (1) Balloons, fixed or free (an airship not under control is classed as a free balloon), (2) gliders, (3) airships and (4) airplanes (including rotorplanes).

60.311. Crossing—When two aircraft are on crossing courses at approximately the same altitude, the aircraft which has the other on its left shall have right of way, and the other aircraft shall give way.

60.312. Approaching—When two aircraft are approaching head-on, or approximately so, and there is danger of collision, each shall alter its course to the right so that they will pass each other at a distance of at least 300 feet.

60.313. Overtaking — An overtaken aircraft shall have right of way and the overtaking aircraft shall keep clear of the overtaken aircraft by altering its own course to the right.

60.314. Landing—A landing aircraft shall have right of way over aircraft moving on the ground or taking off.

60.315. Distress Landing—An aircraft in distress shall have right of way in attempting to land.

60.32. *Duty to Give Way:* When landing or maneuvering in preparation to land, it shall be the duty of the aircraft at the greater altitude to avoid the aircraft at the lower altitude.

60.33. *Air Meet Landing:* In approaching a landing area where there is a congestion of aircraft or an assembly of persons or automobiles in the vicinity of aircraft, pilots shall proceed with caution and ascertain before landing, or before flying at low altitude over the landing area, whether or not an air meet or airport demonstration is in progress. (See CAR 60.8911.)

60.34. *Airspace Reservations:* No flight of aircraft shall be made at any altitude whatsoever over any airspace reservation set apart by order of the President of the United States, any authorized Federal agency, or by the several States, pursuant to the provisions of the Air Commerce Act, as amended, or other applicable law; *provided,* however, that such restriction of flight shall not apply to public aircraft previously authorized by the appropriate governmental agency to make such flights.

Note.—See appendices to this chapter for a list of Federal airspace reservations.

60.35. *Minimum Safe Altitudes:* Exclusive of taking off from or landing upon an airport or other landing area, aircraft shall not be flown below the following minimum safe altitudes of flight:

60.350 (a). An altitude over the congested parts of cities, towns, or settlements, sufficient to permit at all times an emergency landing outside of such areas in the event of complete power failure, but in no case less than 1,000 feet above the ground.

60.351 (b). An altitude over certified high explosive danger areas, other than airspace reservations, sufficient to permit at all times an emergency landing outside of such certified danger area in the event of complete power failure, but in no case less than 1,000 feet above the ground.

60.352 (c). 1,000 feet above the ground over any Federal or State penal institution, or any open air assembly of persons.

60.353 (d). 500 feet above the surface elsewhere than as specified in CAR 60.350, 60.351, and 60.352, or within 500 feet from any mountain, hill or other obstruction to flight, except as may be specifically approved by the Secretary.

60.36. *Right Side Traffic:* Aircraft making a contact flight along a civil airway in accordance with the provisions of CAR 60.4, shall keep to the right side of the center line of the airway, well to the right of traffic moving in the opposite direction. Aircraft making an instrument flight and flying along and parallel to a civil airway in accordance with the provisions of CAR 60.5, shall keep to the right side of any radio range course projected down the airway, *provided,* that inbound aircraft may fly along the on-course signal if navigation at an altitude of less than 10,000 feet above sea level, or if maintaining level flight at an altitude of 10,000 feet or more above sea level prescribed for such flight, and *provided,* that outbound aircraft may fly along the on-course signal if maintaining level flight at an altitude of 10,000 feet or more above sea level prescribed for such flight from the time of passing over the cone of silence of the particular radio range concerned.

60.37. *Proximity in Flight:* No aircraft, other than military aircraft of the United States engaged in military maneuvers or aircraft of a certificated flying school engaged in formation flying, shall fly closer than 300 feet to any other aircraft in flight.

60.4. FLIGHT RULES (CONTACT): The following rules will govern contact flight on, along, or across a designated civil airway, or elsewhere in interstate or foreign air commerce:

Note.—The rules prescribed under CAR 60.4 will apply to scheduled airline operations unless otherwise specifically indicated.

60.40. *Pilot:* No instrument rating required. (See CAR 40 and 61 of provisions applicable to scheduled airlines.)

60.41. *Equipment:* Aircraft shall be certificated as to equipment as provided for in CAR 04.510, 04.511, 04.512 and/or 04.515, depending upon whether the flight is visual-contact day within 100 miles of a fixed base, visual-contact day unlimited distance or visual-contact night for landplanes, or either of the same for seaplanes or amphibians. (See CAR 04.530 and 04.531 for provisions applicable to scheduled airlines.)

60.42. *Fuel Requirements:* No aircraft shall take off without sufficient fuel and oil, taking into account wind and other weather conditions to be encountered during the course of the flight, to arrive at its point of first intended landing and effect a safe landing thereat. (See CAR 61.7020 for provisions applicable to scheduled airlines.)

60.43. *Flight Plan:* A flight plan, as defined in CAR 60.100, is recommended, but no filing or approval of the same will be required. It may be filed with any of the various agencies designated for the filing of an approved flight plan in CAR 60.101.

60.430. Notification of Arrival—When the pilot of an aircraft has requested that the destination point of a flight be notified of his departure, such pilot of the aircraft shall, immediately upon landing or upon completion of his flight to that point, file an arrival message for transmission to the point of departure.

60.44. *Weather Minimums*

60.440. Within Controlled Zones (Day)—No flight of aircraft shall be made during daylight within a controlled zone unless the ceiling within such zone is at least one thousand (1,000) feet and the visibility is at least three (3) miles.

60.441. Within Controlled Zones (Night)—No flight of aircraft shall be made at night within a controlled zone unless the ceiling within such zone is at least fifteen hundred (1,500) feet and the visibility is at least (5) miles.

60.442. Within Controlled Zones (Day or Night Below Overcast)—No flight of aircraft shall be made during daylight within a controlled zone closer than three hundred (300) feet vertically to the base of an overcast or cloud formation within such zone, nor closer than five hundred (500) feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made at night within a controlled zone closer than five hundred

(500) feet vertically to the base of an overcast or cloud formation within such zone.

60.443. Within Controlled Zones (Day or Night Above Overcast or Through Cloud Level)—No flight of aircraft shall be made during daylight within a controlled zone closer than three hundred (300) feet vertically to the top of an overcast or cloud formation within such zone, nor closer than five hundred (500) feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made at night within a controlled zone closer than five hundred (500) feet vertically to the top of an overcast or cloud formation within such zone. At no time during ascent, descent, or level flight within the cloud level shall the aircraft fly nearer than two thousand (2,000) feet horizontally to the cloud formation or overcast.

60.444. Without Controlled Zones (Day Flight At or Below 1,000 Feet Above the Ground)—No flight of aircraft shall be made during daylight at or below one thousand (1,000) feet above the ground, elsewhere than in a controlled zone, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least one (1) mile.

60.445. Without Controlled Zones (Day Flight Above 1,000 Feet Above the Ground)—No flight of aircraft shall be made during daylight above one thousand (1,000) feet above the ground, elsewhere than in a controlled zone, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least three (3) miles.

60.446. Without Controlled Zones (Night Flight At or Below 1,000 Feet Above the Ground)—No flight of aircraft shall be made at night at or below one thousand (1,000) feet above the ground, elsewhere than in a controlled zone, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least two (2) miles.

60.447. Without Controlled Zones (Night Flight Above 1,000 Feet Above the Ground)—No flight of aircraft shall be made at night above one thousand (1,000) feet above the ground, elsewhere than in a controlled zone, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least five (5) miles.

60.448. Without Controlled Zones (Day or Night Below Overcast)—Same as in CAR 60.442.

60.449. Without Controlled Zones (Day or Night Above Overcast)—Same as in CAR 60.443.

Note.—If local regulations for the controlled airport concerned require higher minimums for the particular operation concerned, the controlled zone for such airport shall be governed accordingly, provided such local regulations relating to weather minimums are approved by the Secretary.

60.45. *Alternate Airport:* No requirement.

60.46. *Over-The-Top-Flight:* No flight of aircraft shall be made over broken clouds or stretches of solid overcast unless the attitude of the aircraft and its flight path can at all times be controlled by visual reference to the ground, and ascent and descent can be made in accordance with the provisions of CAR 60.443. (For scheduled airline operation, see CAR 40 and 61.)

60.47. *Flight Enroute*

60.470. Weather Changes—If weather conditions below the minimum prescribed in CAR 60.44 are anticipated or are actually encountered enroute, a landing shall be made at the nearest airport or the flight shall be altered so that it may be made in weather conditions as good as, or better than, such minimums, unless such aircraft can and does proceed according to the instrument flight rules prescribed in CAR 60.5.

60.471. Communications—No communication facilities required, but if the aircraft is possessed of two-way radio, it is recommended that the procedure provided for in CAR 60.571 be followed.

60.472. Flight Plan Changes—No notice of any change in flight plan is required, but if such plan has been submitted and the aircraft is possessed of two-way radio, it is recommended that the procedure provided for in CAR 60.573 be followed.

60.48. *Flight Altitudes:* Altitudes shall conform to those provided for in CAR 60.58 if the flight is made above one thousand (1,000) feet above the ground.

60.5. FLIGHT RULES (INSTRUMENT): The following rules will govern instrument flight on, along, or across a designated civil airway, or elsewhere in interstate or foreign air commerce.

Note.—The rules prescribed under CAR 60.5 will apply to scheduled airline operations unless otherwise specifically indicated.

60.50. *Pilot:* No instrument flight shall be made unless the pilot in charge holds a valid instrument rating.

60.51. *Equipment:* Aircraft making an instrument flight shall be properly certificated as to equipment according to the provisions of CAR 04.513, 04.514 and 04.515. (Scheduled airline aircraft shall be certificated as provided in CAR 04.532 and 04.533.)

60.52. *Fuel Requirements:* No aircraft making an instrument flight shall take off without fuel and oil sufficient, considering the wind and other weather conditions to be encountered during the course of the flight, at least

(a) to complete such flight to the point of the first intended landing and thereafter

(b) to fly to the alternate airport designated in the approved flight plan, and thereafter

(c) to fly, at normal cruising consumption, for a period of forty-five (45) minutes.

(For scheduled airline operations, see CAR 61.7021.)

60.53. *Flight Plan:* An approved flight plan in accordance with CAR 60.101 shall be required. The flight plan shall be submitted for approval only after the pilot has made a careful study of current weather reports and forecasts and believes the flight can be made with safety. Traffic control instructions issued to the pilot before departure and/or enroute are a part of the approved flight plan, and the pilot shall comply with the same in all respects.

60.530. Notification of Arrival—The pilot of an aircraft shall, immediately upon landing or upon completion of the flight, file an arrival message for transmittal to the point of departure.

60.54. *Weather Minimums:*—

60.540. Proximity to Overcast—Flight within the prohibited vertical or horizontal distances from an overcast or cloud formation, prescribed in CAR 60.44, shall be governed by the rules prescribed for instrument flight.

60.541. Without Controlled Zones—Flight made when ceilings or visibilities are below those specified in CAR 60.44 shall be governed by instrument flight rules.

60.542. Within Controlled Zones—Flight made within a controlled zone shall be governed by instrument flight rules, provided that ceilings or visibilities are below those specified in CAR 60.440 and 60.441. No flight,

other than by a public aircraft or by a scheduled airline aircraft, shall be made from a controlled airport, or elsewhere in a controlled zone, when the ceiling is less than 500 feet or the visibility is less than 1 mile. (For scheduled airline operation, see CAR 40.290, 40.390 and 61.7109.)

60.543. Non-Controlled Airports—Flight made at an airport not designated as a controlled airport and not within any controlled zone shall be governed by instrument flight rules if weather conditions are less than those provided for in CAR 60.44 and 60.46.

60.55. *Alternate Airport:* No take-off of aircraft shall be made unless

(a) the approved flight plan includes an alternate airport having a landing area suitable for the equipment used, and

(b) weather reports and forecasts indicate that the weather conditions at the alternate airport will remain constant or improve until the arrival of the aircraft, and either (c) or (d) below

(c) a ceiling of at least 2,000 feet and a visibility of at least 5 miles if an overcast exists, or ceiling of at least 1,500 feet and a visibility of at least 5 miles if broken clouds exist, if the alternate airport is equipped with a radio directional aid to air navigation, or

(d) an unlimited ceiling and visibility of at least 3 miles, if the alternate airport is not equipped with a radio directional aid to air navigation.

(For scheduled airline operations, see CAR 61.23 and 61.7109.)

60.56. *Over-The-Top-Flight:* Over-the-top-flight shall be made in accordance with instrument flight rules whenever the attitude of the aircraft and its flight path can not be controlled at all times by visual reference to the ground.

60.57. *Flight Enroute:—*

60.570. Weather Changes—If weather reports available to the pilot indicate weather conditions below the minimums allowing operation into the airport of destination, the aircraft shall land at the nearest airport where a safe landing may be effected or proceed to an appropriate alternate airport as provided for in CAR 60.55. (For scheduled airline operation see CAR 61.7106.)

60.571. Communications (Radio Contacts)—The pilot shall maintain a continuous listening watch on the appropriate radio frequency and shall, by radio, contact and report as soon as possible to the appropriate communications station the time and altitude of passing each radio fix and/or other predetermined check point together with the weather conditions being encountered and any other information pertinent to aircraft movement and, further, if not within the area of an Airway Traffic Control Station, shall, prior to entering a control zone of intersection, establish communication with the Airway Communications Station of the Bureau located within or adjacent to such zone of intersection, forwarding the expected time of arrival over the center of the control zone of intersection, the requested altitude through the control zone of intersection, and the course or courses proposed to be followed while within the control zone of intersection. Aircraft utilizing airline communication facilities shall relay information as required in this paragraph through airline radio frequency, airline radio operator, and interphone or telephone to the appropriate agent of the Bureau.

60.572. Communications (Radio Failure) — In the event of failure of the two-way communication system of the aircraft, one of the following procedures in the order named shall be observed:

60.5720 (a). Contact Flight—Aircraft may proceed provided that the flight may be made in accordance with contact flight rules as provided for in CAR 60.4; or in the event such contact flight is not possible,

60.5721 (b). Land—Landing shall be made at the nearest suitable airport which is not an airport at which an Airway Traffic Control Station of the Bureau is located, or

60.5722 (c). Emergency Procedure—In the event weather conditions do not permit the procedures provided for in CAR 60.5720 or 60.5721, the pilot shall proceed according to his approved flight plan, including any amending instructions issued and acknowledged enroute, with particular attention to maintaining his last acknowledged assigned altitude until the approximate approach clearance time last issued to him, after which landing may be made. Note: Normal traffic will resume as soon as the aircraft has landed or been accounted for, but, in any event, in not more than 30 minutes after the estimated first arrival time over the airport of such aircraft.)

60.573. Flight Plan Changes—No change shall be made enroute in any approved flight plan until approval has first been obtained from the Airway Traffic Control Station of the Bureau for the area in which the flight is progressing, unless an emergency situation exists which requires immediate decision and action, in which case as soon as possible after such emergency authority is exercised the pilot shall inform the proper control station of the new flight plan and obtain approval therefor. In the event no control station is in operation in the area in question, such information shall be given to the appropriate Airway Communications Station of the Bureau.

60.58. *Flight Altitudes:* The following flight altitudes will govern instrument flights, provided that, except during takeoff or landing no instrument flight shall be made below 1,000 feet above the ground.

60.580. Flight Altitudes on Green Airways — Unless different altitudes are assigned by Airway Traffic Control, the following rules will govern the altitude at which aircraft making flights along those civil airways which are designated as green airways shall fly:

60.5800. Eastbound Flights—Every aircraft making good a true course of from 0° (or 360°) to, but not including 180° along a green airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000 or 7,000 feet).

60.5801. Westbound Flights—Every aircraft making good a true course of from 180° to, but not including 360° (or 0°) along a green airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000 or 6,000 feet).

60.5802. Green Airway Designation — The following civil airways or parts or combinations thereof, are hereby designated as green airways:

★ 60.58020. (a). Green Airway No. 1—Composed of the civil airways connecting Seattle, Wash., and Bar Harbor, Me., via Seattle, Butte, Billings, Fargo, Minneapolis, Lone Rock (Site 15—Chicago-Twin Cities Airway), Milwaukee, Muskegon, Lansing, Pontiac, Detroit, Buffalo, Albany, Putnam, Conn., Boston, Portland and Bar Harbor.

★*See Addenda page 12*

60.58021(b). Green Airway No. 2—Composed of the civil airways connecting San Francisco and New York via San Francisco (Oakland), Suisun, Calif., (Site 4—San Francisco-Salt Lake Airway), Salt Lake City, Cheyenne, Omaha, Sheridan, Ill., (Site 36—Kansas City-Chicago Airway), Chicago, Lansing, Ill., Toledo, Cleveland, Bellefonte, Allentown and Newark, N. J. (New York).

60.58022 (c). Green Airway No. 3—Composed of the civil airways connecting Burbank and Philadelphia via Los Angeles (Burbank), Saugus, Calif., (Site 3-A—Los Angeles-San Francisco Airway), Daggett, Calif., (Site 10—Los Angeles-Amarillo Airway), Kingman, Winslow, Albuquerque, Amarillo, Conway, Wichita, Kansas City, Knoxville, Mo., St. Louis, Indianapolis, Dayton, Columbus, Pittsburgh, Harrisburg and Philadelphia (Camden).

60.58023 (d). Green Airway No. 4—Composed of the civil airways conecting Washington and Los Angeles (Glendale) via Los Angeles (Glendale), Alhambra, Fontana, Blythe, Phoenix, Tucson, Benson, Ariz., (Site 45B—Los Angeles- Phoenix Airway), Rodeo, N. M., (Site 57A—Los Angeles-Phoenix Airway), El Paso, Fort Worth-Dallas, Wills Point, Memphis, Nashville, Knoxville, Bristol, Quantico and Washington.

60.58024 (e). Green Airway No. 5—Composed of the civil airways connecting Corpus Christi and Langley Field (Norfolk, Va.) via Corpus Christi, Arcola, Tex., Houston, New Orleans, Mobile, Atlanta, Charlotte, Chester, Richmond and Norfolk, Va., (Langley Field).

60.581. *Flight Altitudes on Amber Airways*—Unless different altitudes are assigned by the Bureau Airway Traffic Control, the following rules will govern the altitude at which aircraft making flights along those civil airways which are designated as amber airways shall fly:

60.5810. Northbound Flights—Every aircraft making good a true course of from 270° to, but not including, 90° along an amber airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000 or 7,000 feet).

60.5811. Southbound Flights—Every aircraft making good a true course of from 90° to, but not including, 270° along an amber airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000 or 6,000 feet).

60.5812. Amber Airway Designation—The following civil airways, or parts or combinations threeof, are hereby designated as Amber Airways unless otherwise specifically indicated:

60.58120. (a). Amber Airway No. 1—Composed of the civil airways connecting San Diego and Blaine, Wash. (United States-Canadian Border) via San Diego, Alhambra (Alhambra to Los Angeles via Green Airway No. 4, and Los Angeles to Saugus, Calif. (Site 3A Los Angeles-San Francisco Airway) via Green Airway No. 3), Saugus, Calif. (Site 3A Los Angeles-San Francisco Airway) Bakersfield, Fresno, San Francisco (Oakland), (San Francisco to Suisun, Calif.), (Site 4, San Francisco-Salt Lake Airway), (via Green Airway No. 2), Medford, Portland, Seattle and United States-Canadian Border at Blaine, Wash.

60.58121. (b). Amber Airway No. 2—Composed of the civil airways connecting Daggett and Great Falls via Daggett, Calif. (Site 10 Los Angeles-Amarillo Airway), Las Vegas, Salt Lake City, Clearfield, Utah, Pocatello, Butte, Helena, and Great Falls.

60.58122. (c). Amber Airway No. 3—Composed of the civil airways connecting El Paso and Billings via El Paso, Albuquerque, Pueblo, Cheyenne, and Billings.

60.58123. (d). Amber Airway No. 4—Composed of the civil airways connecting Brownsville, Texas, and Bismarck via Brownsville, Corpus Christi, Fairview, San Antonio, Waco, Fort Worth, Justin, Oklahoma City, Britton, Oklahoma, Tulsa, Bonner Springs, Kansas, (Bonner Springs, Kansas, to Kansas City via Green Airway No. 3), Kansas City, Omaha, Sioux Falls and Bismarck.

60.58124. (e). Amber Airway No. 5—Composed of the civil airways connecting New Orleans and Milwaukee via New Orleans, Memphis, St. Louis, Peoria, Morse, Ill., (Site 29—Kansas City-Chicago Airway), Sheridan, Ill, (Site 35—Kansas City-Chicago Airway), (Sheridan, Ill., (Site 36— Kansas City-Chicago Airway) to Chicago via Green Airway No. 2), Chicago and Milwaukee.

60.58125. (f). Amber Airway No. 6—Composed of the civil airways connecting Briceville, Florida, and Buffalo via Briceville, Florida, Jonesboro, Ga., Atlanta, Nashville, Louisville, La Grange, Ky., Cincinnati, Columbus, Hayesville, Akron, (Cleveland to Bedford, Ohio, (Site 32, Chicago-New York Airway) via Green Airway No. 2), Bedford, Ohio, (Site 32, Chicago-New York Airway) and Buffalo.

60.58126. (g). Amber Airway No. 7—Composed of the civil airways connecting Key West and Swanton, Vt., via Key West, Miami, Jacksonville, Charleston, Raleigh, Chester (Chester to Richmond via GA No. 5), Richmond, Quantico (Quantico to Washington via GA No. 4) Wash., New York, and Putnam, Conn.; thence via Green Airway No. 1 to Boston, Mass., and through Concord, New Hampshire, to Burlington, Vt., and to Swanton, Vt., (U. S.-Canadian border).

60.582. *Flight Altitudes on Red Airways*—Unless different altitudes are assigned by the Bureau Airway Traffic Control, the following rules will govern the altitude at which aircraft making flights along those civil airways which are designated as Red Airways shall fly:

60.5820. Eastbound Flights—Every aircraft making good a true course of 0° (or 360°) to, but not including, 180° along a red or secondary red airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000, or 7,000 feet).

60.5821. Westbound Flights—Every aircraft making good a true course of 180° to, but not including, 360° (or 0°) along a red or secondary red airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000, or 6,000 feet).

60.5822. Red Airway Designation—The following civil airways, or parts or combinations thereof, are hereby designated as Red Airways, unless otherwise specifically indicated:

60.582200 (a). Red Airway No. 1—Composed of the civil airways connecting Indio and Calexico via Indio, Calif., and Calexico.

60.582201 (b). Red Airway No. 2—Composed of the civil airways connecting Portland and Salt Lake City via Portland, Ore., Pendleton, Boise, Clearfield, Utah, (Clearfield, Utah, to Salt Lake City via Amber Airway No. 2).

60.582202 (c). Red Airway No. 3—Composed of the civil airways connecting Ellensburg and Ephrata via Ellensburg, Wenatchee and Ephrata.

60.582203 (d). Red Airway No. 4—Composed of the civil airways connecting Drummond and Bozeman via

Drummond (Site 44B Seattle-Helena Airway), Helena and Bozeman (Site 8 Helena-Twin Cities Airway).

60.582204 (e). Red Airway No. 5—Composed of the civil airways connecting Fargo and Pembina (United States-Canadian Border) via Fargo, Grand Forks, and Pembina (United States-Canadian Border).

60.582205 (f). Red Airway No. 6—Composed of the civil airways connecting Sioux Falls and Minneapolis via Sioux Falls and Minneapolis.

60.582206 (g). Red Airway No. 7—Composed of the civil airways connecting La Crosse and Hager City via Rochester.

60.582207 (h). Red Airway No. 8—Composed of the civil airways connecting Benson, Ariz., (Site 45B Los Angeles-Phoenix Airway) and Rodeo, New Mexico, (Site 57A, Los Angeles-Phoenix Airway) via Douglas, Ariz.

60.582208 (i). Red Airway No. 9—Composed of the civil airways connecting Amarillo and Justin, Texas, via Wichita Falls.

60.582209 (j). Red Airway No. 10—Composed of the civil airways connecting Conway, Texas, and Wichita via Oklahoma City (Oklahoma City to Britton via AA No. 4).

60.582210 (k). Red Airway No. 11—Composed of the civil airways connecting Fairview and Arcola, Texas.

60.582211 (l). Red Airway No. 12—Composed of the civil airways connecting Galveston and Waco via Houston.

60.582212 (m). Red Airway No. 13—Composed of the civil airways connecting Tulsa and St. Charles, Mo., via Springfield.

60.582213 (n). Red Airway No. 14—Composed of the civil airways connecting Wills Point and Charleston, S. C., via Wills Point, Shreveport, Jackson, Miss., Birmingham, Union City (Site 41 New Orleans-Atlanta Airway) (Union City, Ga., (Site 41 New Orleans-Atlanta Airway) to Atlanta via Green Airway No. 5 and Atlanta to Jonesboro, Ga., via Amber Airway No. 6), Jonesboro, Ga., Augusta, Columbia and Charleston.

60.582214 (o). Red Airway No. 15—Composed of the civil airways connecting Knoxville, Mo., (Site 3 Kansas City-Chicago Airway) and Morse, Ill., (Site 29 Kansas City-Chicago Airway) via Burlington.

60.582215 (p). Red Airway No. 16—Composed of the civil airways connecting Lone Rock, Wis., (Site 15 Chicago-Twin Cities Airway) and Chicago via Elmhurst, Ill., (Intersection of South leg Milwaukee and Southeast leg Rockford ranges) (Elmhurst to Chicago via Amber Airway No. 5).

60.582216 (q). Red Airway No. 17—Composed of the civil airways connecting Chicago and Detroit (direct across Lake Michigan).

60.582217 (r). Red Airway No. 18—Composed of the civil airways connecting Toledo and Detroit.

60.582218 (s). Red Airway No. 19—Composed of the civil airways connecting Chicago and Louisville (Chicago to Lansing, Ill., via Green Airway No. 2—Lansing, Indianapolis, La Grange, Ky., (La Grange, Ky., to Louisville via Amber Airway No. 6).

★ 60.582219 (t). Red Airway No. 20—Composed of the civil airways connecting Indianapolis and Washington. (Indianapolis to Greenfield, Ind., via Green Airway No. 3), Greenfield, Cincinnati, Charleston and Washington.

★ 60.582220 (u). Red Airway No. 21—Composed of the civil airways connecting Detroit and Washington. (Detroit to Belle River, Ontario, (Intersection of East leg Detroit and Northwest leg Cleveland ranges) via Green Airway No. 1, Belle River, Cleveland, (Cleveland to Akron via AA No. 6), Akron, Hickory, Pa., (Intersection Southeast leg Akron and West leg Pittsburgh ranges) (Hickory, Pa., to Pittsburgh via Green Airway No. 3), Pittsburgh, Montesson, Pa., (Intersection South leg Pittsburgh and West leg Bucktown ranges) and Washington.

60.582221 (v). Red Airway No. 22—Composed of the civil airways connecting Mobile and Jacksonville.

60.582222 (w). Red Airway No. 23—Composed of the civil airways connecting Buffalo and Newark. (Buffalo to Batavia, N. Y., (Intersection East leg Buffalo and Northwest leg Elmira ranges) via Green Airway No. 1) Batavia, Elmira, Martins Creek (Martins Creek to Newark via Green Airway No. 2).

60.582223 (x). Red Airway No. 24—Composed of the civil airways connecting Miami and Titusville via Fort Meyers, St. Petersburg and Titusville.

★ 60.582224 (y). Red Airway No. 25—Composed of the civil airways connecting Newark and Swanton, Vt., United States-Canadian boundary) (Newark to George Washington Bridge, N. Y., via Amber Airway No. 7), White Plains, N. Y., (George Washington Bridge), Albany, Burlington and Swanton, Vt., (United States-Canadian Boundary).

60.582225 (z). Red Airway No. 26—Composed of the civil airways connecting New Haven and Norwood via Hartford, Providence, Norwood, Mass.

★ 60.5823. The following are designated as Secondary Red Airways, unless otherwise specifically indicated:

60.58230 (a). Secondary Red Airway No. 1—Composed of civil airways connecting Pendleton and Spokane via Pendleton, Pasco and Spokane.

60.58231 (b). Secondary Red Airway No. 2—Composed of civil airways connecting Chicago and Detroit, (Chicago to McCool, Ind., via Green Airway No. 2), McCool, Ind., South Bend, Kalamazoo, Battle Creek, Jackson, Mich., Ann Arbor (Ann Arbor to Detroit via Red Airway No. 17).

★ 60.583. *Flight Altitudes on Airway Intersections*—Unless otherwise instructed by the Bureau Airway Traffic Control, the following flight procedure and altitude rules will govern aircraft making flights on the civil airways where two or more such airways intersect.

60.5830. Flight on Green Airway—An aircraft flying along a Green airway and continuing the flight through a green zone of intersection shall, while within a green zone of intersection, maintain the altitude approved for flight on the green airway being followed and, upon leaving a green zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.5831. Flight on Amber Airway.

60.58310. Through Green Zone of Intersection — An aircraft flying along an amber airway and continuing flight through a green zone of intersection shall, while within a green zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the amber airway being followed and, upon leaving a green zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.58311. Through Amber Zone of Intersection—An aircraft flying along an amber airway and continuing the flight through an amber zone of intersection shall, while within an amber zone of intersection, maintain the altitude approved for flight on the amber airway

★ *See Addenda page 12*

being followed and, upon leaving an amber zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.5832. Flight on Red Airway

60.58320. Through Green Zone of Intersection—An aircraft flying along a red airway and continuing flight through a green zone of inetrsection shall, while within a green zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the red airway being followed and, upon leaving a green zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.58321. Through Amber Zone of Intersection—An aircraft flying along a red airway and continuing flight through an amber zone of intersection shall, while within an amber zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the red airway being followed and, upon leaving an amber zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.58322. Through Red Zone of Intersection—An aircraft flying along a red airway and continuing flight through a red zone of intersection shall, while wtihin a red zone of intersection, maintain an altitude approved for flight on the red airway being followed and, upon leaving the red zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.58323. Flight on Secondary Red Airway—An aircraft flying along a secondary red airway and continuing flight through a green, amber, or red zone of intersection shall, while within such zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the secondary red airway being followed and, upon leaving such zone of intersection, shall assume an approved altitude prescribed for the new airway to be followed.

60.584. *Flight Altitudes on Off-Airway Flights*—The following rules will govern the altitudes at which aircraft making instrument flights, when not on or along civil airways, shall fly:

60.5840. Eastbound Flights—Every aircraft making good a true course of 0° (or 360°) to, but not including 180° shall fly at an ODD thousand foot level plus 500 feet, above sea level (such as 3,500, 5,500, or 7,500 feet).

60.5841. Westbound Flights—Every aircraft making good a true course of 180° to, but not including 360° (or 0°) shall fly at an EVEN thousand foot level plus 500 feet, above sea level (such as 2,500, 4,500, or 6,500).

60.6 LIGHT AND SIGNAL RULES

60.60 *Angular Limits:* The angular limits laid down in the following rules relating to lights will be determined with the aircraft in normal flying position.

60.61. *Airplane Lights:* Between sunset and sunrise, all airplanes in flight shall show the following lights:

60.610. (a) On the right side a green light and on the left side a red light, each showing unbroken light between 2 vertical planes whose dihedral angle is 110 degrees when measured to the left and right, respectively, from dead ahead. These lights shall be visible at least 2 miles.

60.6111 (b) At the rear, and as far aft as possible, a white light shining rearward, visible in a dihedral angle of 140 degrees bisected by a vertical plane through the line of flight and visible at least 3 miles.

60.62. *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 horizontally in a fore-and-aft position and the rear light shall be doubled vertically. Lights in a pair shall be at least 7 feet apart.

60.63. *Balloon Lights:* Between sunset and sunrise, a free balloon shall display one white light not less than 20 feet below the car, visible for at least 2 miles. A fixed balloon, or airship, shall carry 3 lights—red, white, and red—in a vertical line, one over the other, visible at least 2 miles. The top light shall be not less than 20 feet below the car, and the lights shall be not less than 7, nor more than 10 feet apart.

60.64. *Lights on Stationary Aircraft:* Between sunset and sunrise, all aircraft which are on the surface of water and not under way or which are moored or anchored in navigation lanes, shall show a white light visible for at least 2 miles in all directions. Between sunset and sunrise balloon and airship mooring cables shall show groups of 3 red lights at intervals of at least every 100 feet, measured from the basket. The first light in the first group shall be approximately 20 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.

60.65. *Signals on Stationary Aircraft:* By day, balloon and airship mooring cables shall be marked with conical streamers not less than 10 inches in diameter at the mouth and 7 feet long, colored with the 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.

60.66. *Distress Signals:* The following signals, separately or together shall, where practicable, be used in case of distress:

60.660 (a). The international signal, S O S by radio —In radiotelephony, the spoken expression MAYDAY (corresponding to the French pronunciation of the expression "m'aider"). When, owing to the rapidity of the maneuvers to be accomplished, an aircraft is unable to transmit the intended messages, the signal P A N not followed by a message retains this meaning.

60.661 (b). The international code flag signal of Distress, NC.

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

60.67. *Forced Landing Signals:* 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.

60.68. *Fog Signals:* In fog, mist, or heavy weather, an aircraft on the water in navigation lanes shall signal its presence by a sound device emitting a signal for about 5 seconds at one-minute intervals.

60.7. ACROBATIC FLIGHT RULES

60.70. *Prohibited Zones:* No person shall acrobatically fly an aircraft

60.700 (a). at any height whatsoever over a congested area of any city, town, or settlement, or over any open air assembly of persons, or over any airport or landing area or within 1,000 feet horizontally thereof, or over any controlled zone or over any civil airway of the United States.

60.701. (b). at any height less than 1,500 feet over any place over which flight is not otherwise restricted.

60.71. *Acrobatics While Carrying Persons:* No person shall acrobatically fly an aircraft while carrying any

other person or persons for hire, provided, however, that this provision shall not apply to the giving of instruction in aerobatic flying to a person receiving dual instruction and possessed of a valid student pilot certificate or to any other pilot possessed of a valid pilot certificate by a pilot also possessed of such certificate and a valid instructor rating.

60.72. *Parachute Jumps:* When performing acrobatics not prohibited by these regulations, each person in the aircraft shall be properly equipped with a parachute possessed of a valid equipment certificate and maintained in accordance with the provisions of these regulations.

60.720. Equipment — No person shall make any exhibition, test, training, or demonstration parachute jump, unless wearing an auxiliary parachute so arranged that it can be operated if the first parachute should fail to function or become fouled. Whenever an auxiliary parachute is required, it shall consist of a single-harness combination pack.

60.721. Altitude—No exhibition, training or demonstration parachute jump shall be made from an altitude of less than 2,000 feet above the surface of the ground.

60.722. Delayed Jump—No person shall delay opening his parachute more than is necessary to properly and safely clear the aircraft, which in no case, except in an emergency jump, shall be less than 1,500 feet above the surface of the ground.

60.723. Jump in High Wind—No exhibition, test, training or demonstration parachute jump shall be made from any aircraft when the surface wind is more than 15 miles per hour.

60.724. Jump Near Open Water—No exhibition, test, training or demonstration parachute jump shall be made from any aircraft, when such jump is made within 2 miles horizontally from an open body of water, unless the jumper wears a flotation device approved by the Secretary and unless motor-powered marine rescue equipment is available.

Note.—CAR 60.71 does not apply to military personnel when flying, or flying in, military aircraft.

60.8. AIR MEET RULES

60.80. *Classification:* Air meets will be classified as follows:

60.801. Class 1 Air Meets—meaning those meets which will receive wide publicity, large crowds and large numbers of visiting aircraft and in which any one or all of the following events are included:

60.8010. (a). Races in which "N-", "NC", "NR", or "NX" aircraft are permitted to enter.

60.8011 (b). Acrobatic flights over the airport at or below 1,500 feet.

60.8012 (c). Formation flying over the airport at or below 1,500 feet.

60.8013 (d). So called "crazy flying" over the airport.

60.8014 (e). Parachute jumping for a spot.

60.802. Class 2 Air Meets—meaning those meets which are locally-sponsored amateur meets and which may combine passenger-carrying activities with one or more of the following events:

60.8020 (a). Races for "NC" aircraft.

60.8021 (b). Simulated bomb dropping contests.

60.8022 (c). Acrobatic flights over the airport above 1,500 feet.

60.8023 (d). Formation flights over the airport above 1,500 feet.

60.8024 (e). Paper-cutting over the airport above 1,500 feet.

60.8025 (f). Balloon-bursting over the airport above 1,500 feet.

60.8026 (g). Spot landing contests (switches not cut).

60.8027. (h). Parachute jumping (not for a spot).

60.81. *Permit Required:* No air meet shall be held or conducted, or authorized to be held or conducted, on a civil airway or elsewhere within the United States where there is likelihood of endangering aircraft moving in interstate of foreign air commerce unless a permit for such meet has been issued by the Secretary.

60.82. *Provision for Issuance:* The Secretary will issue a permit, in appropriate form, for the holding of an air meet, provided:

60.820 (a). Such proposed air meet is to be held on a civil airway or elsewhere within the United States where there is likelihood of endangering aircraft moving in interstate or foreign air commerce, and

60.821 (b). proper application therefor is made and information submitted in accordance with the provisions of CAR 60.83 or 60.84, and

60.822 (c). the person or persons proposing to hold or conduct such air meet appear, in the opinion of the Secretary, to have taken all necessary and proper precautions for safeguarding the interests of the public and those engaged in aeronautics.

60.83. *Application for Class 1 Air Meet Permit:* In order to enable the Secretary to make adequate investigation and to permit publication and distribution of field rules and regulations for the protection of the public and for the benefit of those engaged in aeronautics, any person or persons desiring a permit for the conduct of a Class 1 Air Meet, shall make application therefor to the Secretary, or to the Bureau supervising aeronautical inspector whose office is located in the district in which such meet will be held, at least 15 days prior to the time of holding of such proposed air meet, upon a form to be supplied for the purpose, which form shall contain at least the following information:

60.8300 (a). Name, address and telephone number of the person or persons making the application.

60.8301 (b). Names and addresses of sponsors and backers, if any, of the air meet other than the applicant.

60.8302 (c). List of names of the personnel charged with operation of the air meet and their duties.

60.8303 (d). Certified copy of permission granted by State or local authorities for conduct of such air meet.

60.8304 (e). Certified copy of permission granted for the use of the airport or other landing area.

60.8305 (f). Map or blueprint showing the scale of measurement of the airport or other landing area and race course, if any, and showing the course in relation to obstructions, congested areas, grandstand or spectators' seats, and parking areas.

60.8306 (g). Schedule of airline operation in and out of, or in the vicinity of, the airport during the time the air meet is in progress.

60.8307 (h). Complete description of all events, showing time and qualification for entry.

60.8308 (i). Detailed description of method of policing, particularly as to methods of preventing spec-

tators or unauthorized persons from entering restricted areas. Also, detailed description of the provisions for compliance with CAR 60.8912.

60.8309 (j). Copy of rules and regulations covering the conduct of the air meet. These regulations shall conform substantially with the rules prescribed in CAR 60.89, and shall include such additional rules as, in the opinion of the operator, are necessary for the particular meet involved, including the proposed method of local air traffic control for the operation of all aircraft during the time of such air meet and until the air operations have returned to normal.

60.84. *Application for Class 2 Air Meet Permit:* In order to enable the Secretary to make adequate investigation and to permit publication and distribution of field rules and regulations, if any, for the protection of the public and for the benefit of those engaged in aeronautics, any person or persons desiring a permit for the conduct of a Class 2 Air Meet shall make application to the Secretary, or to the Bureau supervising aeronautical inspector whose office is in the district in which such meet will be held, at least 5 days prior to the holding of such proposed air meet, upon a form to be supplied for the purpose, which form shall contain at least the following information:

60.8400 (a). Name, address and telephone number of the person or persons making the application.

60.8401 (b). Names and addresses of sponsors or backers, if any, of the air meet other than the applicant.

60.8402 (c). List of the names of the personnel charged with operation of the air meet and their duties.

60.8403 (d). Statement that permission will be obtained from State or local authorities for conduct of the air meet prior to the holding of such meet.

60.8404 (e). Statement that permission will be obtained for the use of the airport or other landing area.

60.8405 (f). Map or sketch of airport or other landing area and race course, if any, showing the course in relation to obstructions, congested areas, grandstand or spectators' seats, and parking areas.

60.8406 (g). Schedule of airline operation in and out of, or in the vicinity of, the airport or landing area during the time the air meet is in progress.

60.8407 (h). Complete description of all events, showing time and qualification of entry.

60.8408 (i). Detailed description of method of policing, particularly as to methods of preventing spectators or unauthorized persons from entering restricted areas.

60.85. *Issuance:* Upon approval of an application duly made, data submitted and investigations and inspections completed, an air meet permit will be issued in appropriate form.

60.86. *Duration:* An air meet permit will be granted for a limited time only and for a specific purpose, which time and purpose will be clearly stated in such permit.

60.87. *Non-Transferability:* An air meet permit is not transferable.

60.88. *Suspension or Revocation:* An air meet permit may be suspended or revoked by the Secretary for any of the following reasons:

60.880 (a). Any false statement on the part of the person making application for such permit or in any information accompanying the application.

60.881 (b). Adverse weather conditions affecting the safety of the public or those engaged in aeronautics, as determined by local Bureau inspector.

60.882 (c). Failure of those in charge of the air meet to properly enforce any term or condition contained in the air meet permit.

60.883 (d). Violation of any term or condition contained in the permit granted for the air meet.

60.884 (e). Violation of any provision of the Air Commerce Act or any rule or regulation duly promulgated thereunder.

60.89. *Air Meet Rules:* The following rules shall apply to, and govern the conduct of, all Class 1 and Class 2 air meets for which a permit may be issued by the Secretary.

60.8900 (a). No person shall be permitted to take part in any air meet until he has furnished the air meet officials a signed statement to the effect that he has read the rules and regulations governing such meets, and which obligates him to abide by all local and Department of Commerce rules and regulations.

60.8901 (b). No person shall be permitted on the operations area of an airport or flying field during any air meet held thereon, except the operating personnel, contestants and their crews, police, State and Federal aeronautics officials and inspectors, and authorized press, radio and photographer personnel.

60.8902 (c). A white dead line paralleling the area reserved for spectators and at least 200 feet in front of such area shall be provided by the air meet officials and the crossing of this dead line in the direction of the spectators of any aircraft will result in the suspension of the certificate of the operator of such aircraft, or other action.

60.8903 (d). The air meet management shall be held responsible for the proper policing of the air meet area within the airport and for other suitable provisions to insure that all spectators and unauthorized persons are kept off prohibited areas.

60.8904 (e). No air event shall be conducted unless the operations area of the airport or flying field is clear, the operating personnel are present, sufficient police or guards are on duty and at their posts, no other air operations are going on and scheduled airline aircraft are not flying in the vicinity.

60.8905 (f). Participants in racing events shall not come in closer proximity to other participating aircraft than 50 feet, and a participant must be not less than 150 feet in the lead before cutting into the same lane of plane or planes just passed.

60.8906 (g). No aircraft shall be flown toward, over, nor within 200 feet horizontally of, the grandstand or spectators.

60.8907 (h). No aircraft performing acrobatics shall be flown toward or over the grandstands or spectators nor within 500 feet thereof.

60.8908 (i). No object shall be dropped or released from aircraft in connection with an air meet which will fall over, toward, nor within 500 feet of the grandstands or spectators.

60.8909 (j). Race-horse-starts shall be prohibited except when such starts provide for minimum spacing from wing tip to wing tip of at least 100 feet between participating aircraft and then only in case the take-off area is suitable for such starts and a scattering pylon is used for the first pylon, which scattering pylon must

be located at least one mile from the boundary of the airport.

60.8910 (k). The home pylon shall be located at least 800 feet from the grandstands or spectators, and racing aircraft shall not be flown toward, over, or within a minimum distance of 500 feet horizontally of, the grandstands or spectators. The home stretches of all race courses shall be parallel to the grandstands and other sections provided for spectators.

60.8911 (l). For purposes of controlling traffic at, and in the vicinity of, an airport or other landing area used for an air meet, signals shall be located either near the announcer's stand or near the home pylon and shall consist either of a large white letter "O" indicating open, and a large white letter "X" indicating closed, or by the words spelled in large white letters on the ground, "OPEN" or "CLOSED," as the case may be. Such signals shall be so constructed as to be easily legible from 2,000 feet altitude and these signals shall be properly operated during the period of the air meet to indicate whether the airport is open for landing to non-participants in the meet, or whether it is closed. For the safety and convenience of nonparticipating aircraft, the airport or landing area shall be declared open for landing and take-off purposes for a period of 5 minutes at not more than 30 minute intervals during the air meet.

60.8912 (m). A physician and ambulance and a fully equipped emergency truck shall be available at the air meet for emergency use. (This provision is mandatory for Class 1 Air Meets only.)

60.9. MISCELLANEOUS AIR TRAFFIC RULES

60.90. *Running Motors, Supervision of:* No aircraft engine shall be started or run unless a competent operator is in the aircraft attending the engine controls. 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 the aircraft is provided with adqeuate parking brakes and the same are fully on.

60.91. *Aircraft on Water:* Seaplanes on the water shall navigate acording to the laws and regulations of the United States governing the navigation and operation of watercraft, except as otherwise provided in these regulations.

60.92. *Transportation of Prohibited Articles:* No explosives, arms, or munitions of war or other materials deemed by the Secretary to be dangerous goods shall be carried by or in any aircraft other than public aircraft or aircraft in which mail is being transported and/or arms are required, provided that the provisions of this rule shall not apply to proper signalling or safety equipment (such as a Very's pistol or landing flares) nor to the aircraft fuel, nor to materials for industrial and agricultural spraying (dusting).

60.93. *Liquor, Narcotics, and Drugs:* No pilot or other member of the crew of an aircraft in flight shall be under the influence of, or use intoxicating liquor, cocaine, or other habit-forming drugs, nor shall such person carry any other person who is obviously under the influence of intoxicating liquor, cocaine, or other habit-forming drugs, except a medical patient under proper care, or in case of emergency.

60.94. *Towing by Aircraft:* The towing of aircraft by other aircraft or the towing of any device or object by aircraft (except by military aircraft) is prohibited, unless permission therefor has been granted by the Secretary in accordance with the provisions of CAR 60.971.

60.95. *Dropping of Objects or Things:* No object or thing, other than fine sand, lead shot, or water, shall be dropped or released from an aircraft in flight (except by military aircraft) by any person on board the aircraft, unless permission therefor has been granted by the Secretary in accordance with the provisions of CAR 60.971. The pilot or person in charge of the aircraft shall be responsible for the observance of this rule by all persons in the aircraft.

60.96. *Aircraft Model Flying Activities, Supervision of:* No model aircraft shall be flown from, or over, any airport or landing field unless permission therefor, in writing, has been secured from the airport manager or his duly authorized representative. The airport manager shall designate the portion of the field to be used and shall take all necessary precautions to assure the safety of the public on the ground and of aircraft in the air. Rules governing the conduct of such activity shall be drawn and shall include:

60.960 (a). The definite boundaries of the area to be utilized.

60.961. (b). The periods of suspension of activity before, during and after any scheduled or other aircraft operations.

60.962. (c). The limitation of duration of flight of the models.

60.963. (d). Procedure for the retrieving of models.

60.964. (e). Notification by the airport manager to all model operators so engaged of the rules as drawn.

60.97. *Non-Application of Air Traffic Rules:* The air traffic rules, or any particular air traffic rule, shall not apply in the following cases:

60.970 (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 which could not reasonably have been foreseen, or other unavoidable causes. Such non-observance shall be reported within 24 hours in full detail by letter to the Secretary, including the emergency making such non-observance necessary, the results accomplished by non-observance, and when regular observance was resumed after the emergency had passed. In such case of non-observance if, after investigation by the Secretary, non-observance is deemed to have been necessary in the interests of safety, no infraction of these rules will have been incurred.

60.971 (b). When the public safety, the safety of those engaged in aeronautics or the interests of sound fostering and promotion of aeronautics is deemed by the Secretary to require a non-observance of the air traffic rules, or any particular rule, as evidenced by a certificate of non-application issued by, or under the authority of, the Secretary.

60.98. *Certificate of Non-Application:* A certificate of non-application of air traffic rules will be issued for a limited time and will specifically set forth the subject matter involved, the time limits involved, and will be strictly construed. Requests for such certificate shall be addressed to the Secretary at least 10 days before the certificate applied for is to have effect.

ADDENDA

Page 5. Correct Green Airway No. 1 to read.

60.58020. (a). Green Airway No. 1—Composed of the civil airways connecting Seattle, Wash., and Caribou, Me., *via Seattle, Butte, Billings, Fargo, Minneapolis,* Lone Rock (Site 15—Chicago-Twin Cities Airway) Milwaukee, Muskegon, Lansing, Pontiac, Detroit, Buffalo, Albany, Putnam, Conn., Boston, Portland, Augusta, Waterville, Bangor, Houlton, and Caribou.

Page 7. Correct Red Airway No. 20 to read

60.582219. (t). Red Airway No. 20—Composed of the civil airways connecting Indianapolis and Washington (Indianapolis to Greenfield, Indiana via Green Airway No. 3), Greenfield, Cincinnati, Charleston, Parkersburg, *Pittsburgh, and Washington.*

Page 7. Correct Red Airway No. 21 to read

60.582220. (u). Red Airway No. 21—Composed of the civil airways connecting Detroit and Pittsburgh. Detroit to Belle River, Ontario. (Intersection of East leg Detroit Wayne County and Northwest leg Cleveland ranges) via *Green Airway No. 1, Belle River, Cleveland,* (Cleveland to Akron via Amber Airway No. 6), Akron, Hickory, Pa., (Inter section Southeast leg Akron and West leg Pittsburgh ranges), (Hickory, Pa., to Pittsburgh via Green Airway No. 3).

Page 7. Correct Red Airway No. 25 to read

60.582224. (y). Red Airway No. 25—Composed of the civil airways connecting Newark and Burlington, Vt. (Newark to White Plains, N. Y. via Amber Airway No. 7) via White Plains, Albany, and Burlington, Vt.

Page 7. After Red Airway No. 26 add:

60.582226. (aa). Red Airway No. 27—Composed of the civil airways connecting Avalon, Catalina Island, and Wilmington, California.

60.582227. (ab). Red Airway No. 28—Composed of the civil airways connecting Cheyenne, Wyo., and Huron S. D. via Cheyenne, Scottsbluff, Hot Springs, Rapid City, Pierre, Huron.

60.582228. (ac). Red Airway No. 29—Composed of the civil airways connecting Goshen, Ind., and Dayton, Ohio, via Goshen, Ft. Wayne, and Dayton.

60.582229. (ad). Red Airway No. 30—Composed of the civil airways connecting Bakersfield, Calif., and Winslow, Ariz., via Bakersfield, Kingston, Boulder City, Grand Canyon, and Winslow.

60.582230. (ae). Red Airway No. 31—Composed of the civil airways connecting Bangor and Bar Harbor, Maine.

60.582231. (af). Red Airway No. 32—Composed of the civil airways connecting Dallas, Texas and Ardmore, Okla. (Site 10-Forth Worth-Wichita Airway).

60.582232. (ag). Red Airway No. 33—Composed of the civil airways connecting Billings, Montana, and Great Falls Montana, via Billings, Lewistown and Great Falls.

Page 7. After Secondary Red Airway No. 2 add:

60.58232. (c). Secondary Red Airway No. 3—Composed of the civil airways connecting Baltimore, Md., and Elmira, N. Y., via Baltimore, York, Pa. Harrisburg, Sunbury, Williamsport, and Elmira.

60.582,33. (d). Secondary Red Airway No. 4—Composed of the civil airways connecting Charleston, W. Va., and Washington, D. C., via Charleston, Elkins, and Washington.