CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

CIVIL AIR REGULATIONS AMENDMENT 60-0

Effective: July 1, 1945
Adopted: April 26, 1945

PART 60 - AIR TRAFFIC RULES

60.0	General.		
60.00	Scope.	60.2	Instrument flight rules (IFR).
60.1	Contact flight rules (CFR).	60.20	Application.
60.100	Authority of pilot.	60.21	Preflight action.
60.101	Careless or reckless operation.	60.22	Right-side traffic.
60.102	Airspace restrictions.	60.23	Minimum altitudes.
60.103	Right-of-way and proximity.	60.24	Cruising altitudes.
60.104	Aerobatic flight.	60.25	Flight in control areas, airport approach zones, and airport traffic zones.
60.105	Minimum safe altitudes.		
60.106	Operation on and in the vicinity of airports.	60.250	Flight plan.
60.107	Traffic control instructions.	60.251	Fuel requirements.
60.108	Aircraft lights.	60.252	Traffic clearance.
60.109	Notification of arrival.	60.253	Communication contacts.
60.110	Visibility and proximity-to-cloud minimums.	60.254	Communication failure.
		60.9	Definitions.

60.0 GENERAL

60.00 Scope. The following air traffic rules apply to aircraft operated anywhere in the United States except:

(a) military aircraft of the armed forces when appropriate military authority determines that noncompliance with these rules is required and notice thereof is given to the Administrator, or

(b) aircraft when operated under the authority of and in compliance with the terms of a certificate of waiver issued by the Administrator.

60.1 CONTACT FLIGHT RULES (CFR)

60.100 Authority of pilot. The pilot in command of an aircraft shall be directly responsible for its safe operation.

60.101 Careless or reckless operation. No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

60.102 Airspace restrictions. Aircraft shall not be operated within restricted airspace areas contrary to the restrictions prescribed by the agency having jurisdiction over such areas.

60.103 Right-of-way and proximity.

(a) Distress. An aircraft in distress has the right-of-way over all other traffic.

(b) Order. Aircraft in flight, except in emergencies, 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, (4) airplanes towing gliders, and (5) airplanes and rotorplanes.

(c) Right-of-way of similar type aircraft.

(1) Converging. When two aircraft are on crossing courses at approximately the same altitude, the aircraft on the left shall give way.

(2) Approaching head on. When two aircraft are approaching head on, or approximately so, and there is danger of collision, each shall alter its course to the right.

(3) Overtaking. An overtaken aircraft has the right-of-way and the overtaking aircraft, whether climbing, descending, or in level flight, shall alter its course to the right.

(4) Landing. Aircraft while landing or maneuvering for a landing have the right-of-way over other aircraft in flight or on the surface.

(d) Proximity. Aircraft shall be flown at least 500 feet apart except by prearrangement of the pilots in command of the aircraft.

60.104 Aerobatic flight. An aircraft shall not be aerobatically flown:

(a) so as to endanger air traffic, or

(b) over the congested areas of cities, towns, settlements, or open-air assemblies of persons.

60.105 Minimum safe altitudes. Except when necessary for taking off and landing, aircraft shall be flown:

(a) when over the congested areas of cities, towns, settlements, or open-air assemblies of persons, at altitudes sufficient to permit emergency landings outside such areas and in no case less than 1,000 feet above such areas, and

(b) when elsewhere than as specified in paragraph (a), at an altitude of not less than 500 feet, except over water or areas where flying at a lower altitude will not involve hazard to persons or property on the surface.

60.106 Operation on and in the vicinity of airports. Aircraft shall be operated on and in the vicinity of airports in accordance with the following rules:

(a) Prior to and during taxiing, taking off, and landing, a pilot shall:

(1) observe other traffic and take precaution to avoid collision

(2) conform to the flow of traffic, and

(3) if a control tower is in operation, maintain contact with such tower, either visually or by radio, to receive any traffic control instructions which may be issued.

(b) After taking off or when approaching for landing, all turns shall be made to the left unless a different procedure has been authorized by the Administrator for the particular airport or unless otherwise instructed by a control tower.

(c) If a landing is not intended, aircraft shall be flown so as to avoid or conform to the traffic pattern formed by aircraft landing and taking off.

60.107 Traffic control instructions. Aircraft shall not be operated in

control areas, airport approach zones, or airport traffic zones contrary to traffic control instructions received from a control center or control tower.

60.108 Aircraft lights. During the hours of darkness:

(a) All aircraft in flight shall display position lights.

(b) All aircraft parked or moved within or in dangerous proximity to the usable portion of any airport used for, or available to, night flight operations shall be clearly illuminated or lighted, unless the parking area is marked with obstruction lights.

(c) All aircraft on the water and not under way or which are moored in navigational lanes shall display a white anchor light or position lights.

60.109 Notification of arrival. If a flight plan has been filed, the pilot in command of the flight, upon landing or completion of the flight, shall file an arrival or completion notice with the nearest Civil Aeronautics Administration communications station or control tower.

60.110 Visibility and proximity-to-cloud minimums. Aircraft shall not be flown when visibility is less, or in closer proximity to clouds, than the minimums specified below, unless operated in accordance with instrument flight rules:

(a) Flight at altitudes of more than 1,000 feet above the surface.

(1) Visibility

(i) inside airport traffic zone - 3 miles*,

(ii) outside airport traffic zone but inside control area - 3 miles or 1 mile with traffic clearance,

(iii) elsewhere - 1 mile;

(2) Proximity to clouds

(i) inside airport traffic zone - 500 feet vertically and 2,000 feet horizontally*,

(ii) elsewhere - 500 feet vertically and 2,000 feet horizontally.

(b) Flight at altitudes of 1,000 feet or less above the surface.

(1) Visibility

(i) inside an airport traffic zone - 3 miles*,

(ii) elsewhere - 1 mile;

(2) Proximity to clouds

(i) inside airport traffic zone or airport approach zone - 500 feet vertically and 2,000 feet horizontally*,

(ii) elsewhere - clear of clouds.

*If traffic conditions permit, a control tower or control center will issue a traffic clearance when the minimums are less than those specified, but under this provision the flight must remain clear of clouds.

CHART OF VISIBILITY AND PROXIMITY-TO-CLOUD MINIMUMS

		Inside airport traffic zone	Outside airport traffic zone but inside control area	Elsewhere
Flight at altitudes of more than 1,000 feet above surface	Visibility	3 miles*	3 miles or 1 mile with traffic clearance	1 mile
	Proximity to clouds	500 feet vertically,* 2,000 feet horizontally*	500 feet vertically, 2,000 feet horizontally	500 feet vertically, 2,000 feet horizontally
Flight at altitudes of 1,000 feet or less above surface	Visibility	3 miles*	1 mile	1 mile
	Proximity to clouds	500 feet vertically,* 2,000 feet horizontally*	In approach zone 500 feet vertically,* 2,000 feet horizontally* Outside approach zone clear of clouds	Clear of clouds

*If traffic conditions permit, a control tower or control center will issue a traffic clearance when the minimums are less than those specified, but under this provision the flight must remain clear of clouds.

60.2 INSTRUMENT FLIGHT RULES (IFR)

60.20 Application. In addition to the applicable contact flight rules, aircraft shall be flown in accordance with the following rules whenever the flight cannot be conducted in accordance with the visibility and proximity-to-cloud minimums specified in § 60.110:

60.21 Preflight action. Prior to starting a flight the pilot in command shall have determined that the flight can be made with safety, taking into consideration available weather reports and forecasts, pertinent notices and information to airmen, fuel requirements, and an alternate course of action.

60.22 Right-side traffic. Aircraft operating along a designated airway shall be flown to the right of the center line of such airway, unless otherwise authorized by a control center or control tower.

60.23 Minimum altitudes. Except when necessary for taking off or landing, aircraft shall be flown not less than 1,500 feet above the surface.

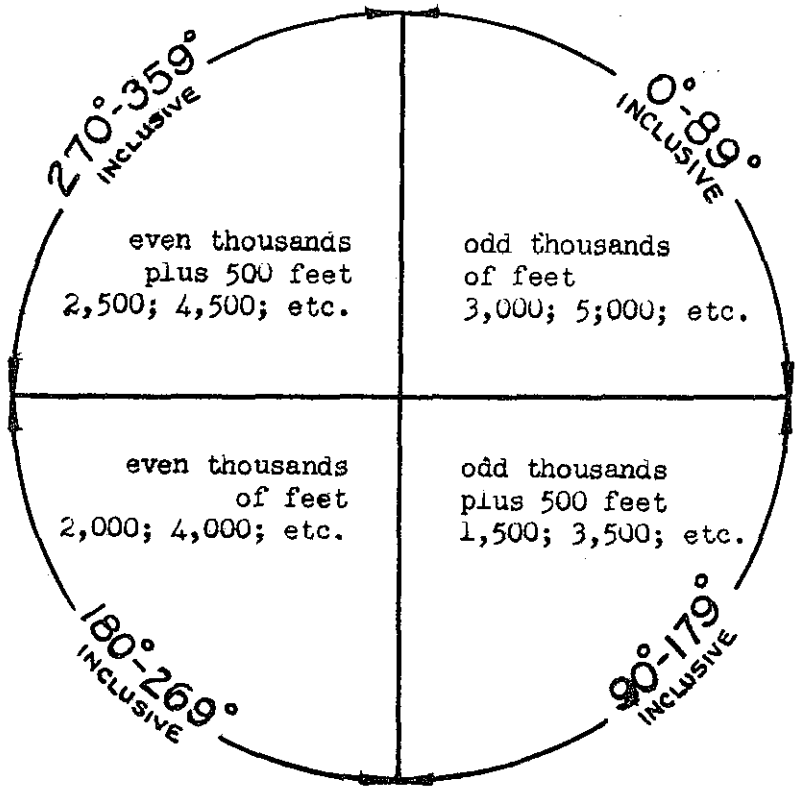
60.24 Cruising altitudes. Aircraft shall be flown at the following cruising altitudes:

(a) Inside a control area, an airport approach zone, or an airport traffic zone. At altitudes authorized by the center or tower.

(b) Elsewhere. Except for necessary ascent or descent, at altitudes corresponding to the direction of the flight as indicated below:

True course	Indicated altitude (feet above sea level)
0° - 89° inclusive	Odd thousands (3,000; 5,000; etc.)
90° - 179° inclusive	Odd thousands plus 500 (1,500; 3,500; etc.)
180° - 269° inclusive	Even thousands (2,000; 4,000; etc.)
270° - 359° inclusive	Even thousands plus 500 (2,500; 4,500; etc.)

CHART OF CRUISING ALTITUDES OUTSIDE OF CONTROL AREAS



60.25 Flight in control areas, airport approach zones, and airport traffic zones.

60.250 Flight plan. Prior to flying in a control area, an airport approach zone, or an airport traffic zone, a flight plan shall be filed with the appropriate control center or control tower, unless otherwise authorized by such center or tower. Such flight plan shall contain at least the following information:

(a) aircraft identification and radio call sign if different,

(b) type of aircraft involved and the number of aircraft making the flight, if the aircraft are in formation and on the same flight plan,

(c) name of the pilot in command of the aircraft or, if in formation, the name of the flight commander,

(d) point of departure,

(e) cruising altitude (above sea level) and the route to be followed,

(f) point of first intended landing,

(g) indicated airspeed,

(h) transmitting and receiving frequency or frequencies available,

(i) time of departure,

(j) estimated elapsed time until arrival over the point of first intended landing,

(k) alternate airport,

(l) amount of fuel on board (in hours of normal cruising consumption),

(m) any other pertinent information which the pilot deems useful for control purposes or which may be requested by the control center or control tower.

60.251 Fuel requirements. Sufficient fuel and oil, considering the wind and other weather conditions forecast, shall be carried:

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

(b) to fly to the alternate airport, and thereafter,

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

60.252 Traffic clearance. Prior to making a flight in a control area, an airport approach zone, or an airport traffic zone, a traffic clearance shall be obtained from the appropriate control center or control tower. No deviation shall be made from the requirements of a traffic clearance unless an amended clearance is obtained or an emergency situation arises 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 center or control tower of the deviation and, if necessary, obtain an amended clearance.

60.253 Communication contacts. The pilot in command shall insure that a continuous listening watch is maintained on the appropriate radio frequency and report by radio as soon as possible to the appropriate communications station the time and altitude of passing over each designated reporting point together with unanticipated or unusual weather conditions being encountered.

60.254 Communication failure. If unable to maintain two-way radio communication, the pilot in command shall observe one of the following procedures

in the order listed:

(a) proceed according to current flight plan, maintaining the minimum safe altitude or the last acknowledged assigned altitude, whichever is higher, to the airport of intended landing, and commence descent at approach time last authorized or, if not received and acknowledged, at the estimated time of arrival specified in the flight plan; or

(b) if weather conditions permit, proceed in accordance with contact flight rules; or

(c) land as soon as practicable.

60.9 DEFINITIONS

(a) Aerobatics. The performance of any intentional and unnecessary maneuvers involving an abrupt change in the attitude of an aircraft, an abnormal attitude, or an abnormal speed.

(b) Airport. An established landing area, either on land or water, which is used or intended to be used for the taking off and landing of aircraft.

(c) Aiport approach zone. A zone designated by the Administrator to include the airspace above that area on the surface within 10 miles of an airport where adequate radio facilities are provided for instrument approach procedures, unless other dimensions are specified by the Administrator.

(d) Airport traffic zone. A zone designated by the Administrator to include the airspace above that area on the surface of the earth within 3 miles of the center of an airport, unless other dimensions are specified by the Administrator.

(e) Airspace reservation. Areas in which the flight of aircraft is prohibited or restricted. These areas are marked on aeronautical charts and published in Weekly Notice to Airmen.

(f) Air traffic. Aircraft in motion on the usable surface of an airport and in the airspace.

(g) Airway communications station. An airway radio, teletype, or other communications station operated by the Administrator.

(h) Alternate airport. An airport to which a flight may proceed when a landing at the intended destination becomes inadvisable.

(i) Anchor light. A white light so installed as to be visible in all directions for at least 2 miles at night under clear atmospheric conditions.

(j) Civil airway. A path through the navigable airspace of the United States, identified by an area on the surface of the earth, designated or approved by the Administrator as suitable for interstate, overseas, or foreign air commerce.

(k) Control area. A specified area within which a control center provides for supervision of air traffic.

(l) Control center. A facility operated by the Administrator to provide supervision of air traffic within a specified control area.

(m) Control tower. A facility to provide for the supervision of air traffic directed by personnel holding an air-traffic control-tower operator certificate.

(n) Cruising altitude. The height in feet above sea level maintained during a flight or portion thereof.

(o) Designated reporting point. A geographical location designated by the Administrator above which the position of an aircraft can be determined.

(p) Hours of darkness (night). Those hours during which conspicuous unlighted objects cannot readily be seen beyond a distance of one mile and in any

case shall extend from one hour after sunset to one hour before sunrise.

(q) Radio range. A form of radio facility the emissions of which are controlled to provide definite track guidance to aircraft in flight.

(r) Traffic clearance. An approval of a flight or portion thereof by a control center or control tower with regard only to prevention of collision between known aircraft.

(s) United States means the several States, the District of Columbia, and the several Territories and possessions of the United States, excepting the Philippine Islands, including the Territorial waters and the overlying airspace thereof.

(t) Visibility. The official visibility reported by the United States Weather Bureau, when available, for a particular location; otherwise the average range of vision toward at least one-half the horizon at which conspicuous objects can be readily identified.

By the Civil Aeronautics Board:

/s/ Fred A. Toombs

Fred A. Toombs
Secretary

(SEAL)

Note: The war emergency regulations are not included in this Part. Such regulations as are still necessary will be issued as an appendix to this Part prior to its effective date.

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-1
Effective: June 19, 1945
Adopted: June 19, 1945

AIR TRAFFIC RULES

Effective June 19, 1945, Part 60 of the Civil Air Regulations is amended by postponing the effective date from July 1, 1945 to August 1, 1945.

By the Civil Aeronautics Board:

/s/ *Fred A. Toombs*

Fred A. Toombs
Secretary

(S E A L)

Last Revision of Part 60 - April 26, 1945.

4-51513

CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

CIVIL AIR REGULATIONS AMENDMENT 60-0

Effective: July 1, 1945
Adopted: April 26, 1945

PART 60 - AIR TRAFFIC RULES

60.0	General.		
60.00	Scope.	60.2	Instrument flight rules (IFR).
60.1	Contact flight rules (CFR).	60.20	Application.
60.100	Authority of pilot.	60.21	Preflight action.
60.101	Careless or reckless operation.	60.22	Right-side traffic.
60.102	Airspace restrictions.	60.23	Minimum altitudes.
60.103	Right-of-way and proximity.	60.24	Cruising altitudes.
60.104	Aerobatic flight.	60.25	Flight in control areas, airport approach zones, and airport traffic zones.
60.105	Minimum safe altitudes.		
60.106	Operation on and in the vicinity of airports.	60.250	Flight plan.
60.107	Traffic control instructions.	60.251	Fuel requirements.
60.108	Aircraft lights.	60.252	Traffic clearance.
60.109	Notification of arrival.	60.253	Communication contacts.
60.110	Visibility and proximity-to-cloud minimums.	60.254	Communication failure.
		60.9	Definitions.

60.0 GENERAL

60.00 Scope. The following air traffic rules apply to aircraft operated anywhere in the United States except:

(a) military aircraft of the armed forces when appropriate military authority determines that noncompliance with these rules is required and notice thereof is given to the Administrator, or

(b) aircraft when operated under the authority of and in compliance with the terms of a certificate of waiver issued by the Administrator.

60.1 CONTACT FLIGHT RULES (CFR)

60.100 Authority of pilot. The pilot in command of an aircraft shall be directly responsible for its safe operation.

60.101 Careless or reckless operation. No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

60.102 Airspace restrictions. Aircraft shall not be operated within restricted airspace areas contrary to the restrictions prescribed by the agency having jurisdiction over such areas.

60.103 Right-of-way and proximity.

(a) Distress. An aircraft in distress has the right-of-way over all other traffic

(b) Order. Aircraft in flight, except in emergencies, 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, (4) airplanes towing gliders, and (5) airplanes and rotorplanes.

(c) Right-of-way of similar type aircraft.

(1) Converging. When two aircraft are on crossing courses at approximately the same altitude, the aircraft on the left shall give way.

(2) Approaching head on. When two aircraft are approaching head on, or approximately so, and there is danger of collision, each shall alter its course to the right.

(3) Overtaking. An overtaken aircraft has the right-of-way and the overtaking aircraft, whether climbing, descending, or in level flight, shall alter its course to the right.

(4) Landing. Aircraft while landing or maneuvering for a landing have the right-of-way over other aircraft in flight or on the surface.

(d) Proximity. Aircraft shall be flown at least 500 feet apart except by prearrangement of the pilots in command of the aircraft.

60.104 Aerobatic flight. An aircraft shall not be aerobatically flown:

(a) so as to endanger air traffic, or

(b) over the congested areas of cities, towns, settlements, or open-air assemblies of persons.

60.105 Minimum safe altitudes. Except when necessary for taking off and landing, aircraft shall be flown:

(a) when over the congested areas of cities, towns, settlements, or open-air assemblies of persons, at altitudes sufficient to permit emergency landings outside such areas and in no case less than 1,000 feet above such areas, and

(b) when elsewhere than as specified in paragraph (a), at an altitude of not less than 500 feet, except over water or areas where flying at a lower altitude will not involve hazard to persons or property on the surface.

60.106 Operation on and in the vicinity of airports. Aircraft shall be operated on and in the vicinity of airports in accordance with the following rules:

(a) Prior to and during taxiing, taking off, and landing, a pilot shall:

(1) observe other traffic and take precaution to avoid collision

(2) conform to the flow of traffic, and

(3) if a control tower is in operation, maintain contact with such tower, either visually or by radio, to receive any traffic control instructions which may be issued.

(b) After taking off or when approaching for landing, all turns shall be made to the left unless a different procedure has been authorized by the Administrator for the particular airport or unless otherwise instructed by a control tower.

(c) If a landing is not intended, aircraft shall be flown so as to avoid or conform to the traffic pattern formed by aircraft landing and taking off.

60.107 Traffic control instructions. Aircraft shall not be operated in

control areas, airport approach zones, or airport traffic zones contrary to traffic control instructions received from a control center or control tower.

60.108 Aircraft lights. During the hours of darkness:

(a) All aircraft in flight shall display position lights.

(b) All aircraft parked or moved within or in dangerous proximity to the usable portion of any airport used for, or available to, night flight operations shall be clearly illuminated or lighted, unless the parking area is marked with obstruction lights.

(c) All aircraft on the water and not under way or which are moored in navigational lanes shall display a white anchor light or position lights.

60.109 Notification of arrival. If a flight plan has been filed, the pilot in command of the flight, upon landing or completion of the flight, shall file an arrival or completion notice with the nearest Civil Aeronautics Administration communications station or control tower.

60.110 Visibility and proximity-to-cloud minimums. Aircraft shall not be flown when visibility is less, or in closer proximity to clouds, than the minimums specified below, unless operated in accordance with instrument flight rules:

(a) Flight at altitudes of more than 1,000 feet above the surface.

(1) Visibility

(i) inside airport traffic zone - 3 miles*,

(ii) outside airport traffic zone but inside control area - 3 miles or 1 mile with traffic clearance,

(iii) elsewhere - 1 mile;

(2) Proximity to clouds

(i) inside airport traffic zone - 500 feet vertically and 2,000 feet horizontally*,

(ii) elsewhere - 500 feet vertically and 2,000 feet horizontally.

(b) Flight at altitudes of 1,000 feet or less above the surface.

(1) Visibility

(i) inside an airport traffic zone - 3 miles*,

(ii) elsewhere - 1 mile;

(2) Proximity to clouds

(i) inside airport traffic zone or airport approach zone - 500 feet vertically and 2,000 feet horizontally*,

(ii) elsewhere - clear of clouds.

*If traffic conditions permit, a control tower or control center will issue a traffic clearance when the minimums are less than those specified, but under this provision the flight must remain clear of clouds.

CHART OF VISIBILITY AND PROXIMITY-TO-CLOUD MINIMUMS

		Inside airport traffic zone	Outside airport traffic zone but inside control area	Elsewhere
Flight at altitudes of more than 1,000 feet above surface	Visibility	3 miles*	3 miles or 1 mile with traffic clearance	1 mile
	Proximity to clouds	500 feet vertically,* 2,000 feet horizontally*	500 feet vertically, 2,000 feet horizontally	500 feet vertically, 2,000 feet horizontally
Flight at altitudes of 1,000 feet or less above surface	Visibility	3 miles*	1 mile	1 mile
	Proximity to clouds	500 feet vertically,* 2,000 feet horizontally*	In approach zone 500 feet vertically,* 2,000 feet horizontally* Outside approach zone clear of clouds	Clear of clouds

*If traffic conditions permit, a control tower or control center will issue a traffic clearance when the minimums are less than those specified, but under this provision the flight must remain clear of clouds.

60.2 INSTRUMENT FLIGHT RULES (IFR)

60.20 Application. In addition to the applicable contact flight rules, aircraft shall be flown in accordance with the following rules whenever the flight cannot be conducted in accordance with the visibility and proximity-to-cloud minimums specified in § 60.110:

60.21 Preflight action. Prior to starting a flight the pilot in command shall have determined that the flight can be made with safety, taking into consideration available weather reports and forecasts, pertinent notices and information to airmen, fuel requirements, and an alternate course of action.

60.22 Right-side traffic. Aircraft operating along a designated airwa shall be flown to the right of the center line of such airway, unless otherw authorized by a control center or control tower.

60.23 Minimum altitudes. Except when necessary for taking off or land aircraft shall be flown not less than 1,500 feet above the surface.

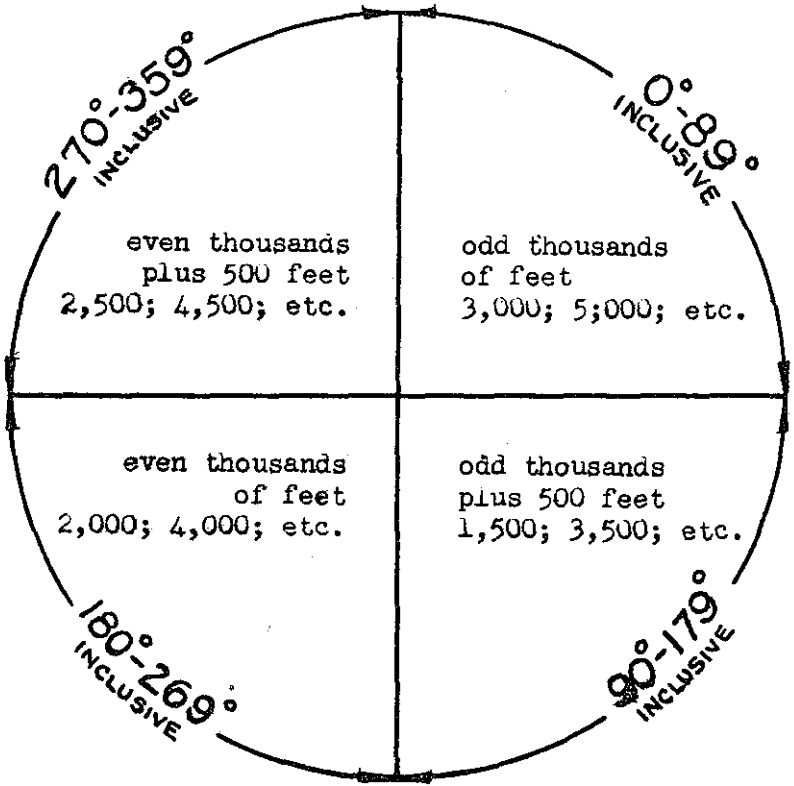
60.24 Cruising altitudes. Aircraft shall be flown at the following cr ing altitudes:

(a) Inside a control area, an airport approach zone, or an airpor traffic zone. At altitudes authorized by the center or tower.

(b) Elsewhere. Except for necessary ascent or descent, at altitu corresponding to the direction of the flight as indicated below:

True course	Indicated altitude (feet above sea level)
0° - 89° inclusive	Odd thousands (3,000; 5,000; etc.)
90° - 179° inclusive	Odd thousands plus 500 (1,500; 3,500; etc.)
180° - 269° inclusive	Even thousands (2,000; 4,000; etc.)
270° - 359° inclusive	Even thousands plus 500 (2,500; 4,500; etc.)

CHART OF CRUISING ALTITUDES OUTSIDE OF CONTROL AREAS



60.25 Flight in control areas; airport approach zones; and airport traffic zones.

60.250 Flight plan. Prior to flying in a control area, an airport approach zone, or an airport traffic zone, a flight plan shall be filed with the appropriate control center or control tower, unless otherwise authorized by such center or tower. Such flight plan shall contain at least the following information:

(a) aircraft identification and radio call sign if different,

(b) type of aircraft involved and the number of aircraft making the flight, if the aircraft are in formation and on the same flight plan,

(c) name of the pilot in command of the aircraft or, if in formation, the name of the flight commander,

(d) point of departure,

(e) cruising altitude (above sea level) and the route to be followed,

(f) point of first intended landing,

(g) indicated airspeed,

(h) transmitting and receiving frequency or frequencies available,

(i) time of departure,

(j) estimated elapsed time until arrival over the point of first intended landing,

(k) alternate airport,

(l) amount of fuel on board (in hours of normal cruising consumption),

(m) any other pertinent information which the pilot deems useful for control purposes or which may be requested by the control center or control tower.

60.251 Fuel requirements. Sufficient fuel and oil, considering the wind and other weather conditions forecast, shall be carried:

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

(b) to fly to the alternate airport, and thereafter,

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

60.252 Traffic clearance. Prior to making a flight in a control area, an airport approach zone, or an airport traffic zone, a traffic clearance shall be obtained from the appropriate control center or control tower. No deviation shall be made from the requirements of a traffic clearance unless an amended clearance is obtained or an emergency situation arises 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 center or control tower of the deviation and, if necessary, obtain an amended clearance.

60.253 Communication contacts. The pilot in command shall insure that a continuous listening watch is maintained on the appropriate radio frequency and report by radio as soon as possible to the appropriate communications station the time and altitude of passing over each designated reporting point together with unanticipated or unusual weather conditions being encountered.

60.254 Communication failure. If unable to maintain two-way radio communication, the pilot in command shall observe one of the following procedures

in the order listed:

(a) proceed according to current flight plan, maintaining the minimum safe altitude or the last acknowledged assigned altitude, whichever is higher, to the airport of intended landing, and commence descent at approach time last authorized or, if not received and acknowledged, at the estimated time of arrival specified in the flight plan; or

(b) if weather conditions permit, proceed in accordance with contact flight rules; or

(c) land as soon as practicable.

60.9 DEFINITIONS

(a) Aerobatics. The performance of any intentional and unnecessary maneuvers involving an abrupt change in the attitude of an aircraft, an abnormal attitude, or an abnormal speed.

(b) Airport. An established landing area, either on land or water, which is used or intended to be used for the taking off and landing of aircraft.

(c) Aiport approach zone. A zone designated by the Administrator to include the airspace above that area on the surface within 10 miles of an airport where adequate radio facilities are provided for instrument approach procedures, unless other dimensions are specified by the Administrator.

(d) Airport traffic zone. A zone designated by the Administrator to include the airspace above that area on the surface of the earth within 3 miles of the center of an airport, unless other dimensions are specified by the Administrator.

(e) Airspace reservation. Areas in which the flight of aircraft is prohibited or restricted. These areas are marked on aeronautical charts and published in Weekly Notice to Airmen.

(f) Air traffic. Aircraft in motion on the usable surface of an airport and in the airspace.

(g) Airway communications station. An airway radio, teletype, or other communications station operated by the Administrator.

(h) Alternate airport. An airport to which a flight may proceed when a landing at the intended destination becomes inadvisable.

(i) Anchor light. A white light so installed as to be visible in all directions for at least 2 miles at night under clear atmospheric conditions.

(j) Civil airway. A path through the navigable airspace of the United States, identified by an area on the surface of the earth, designated or approved by the Administrator as suitable for interstate, overseas, or foreign air commerce.

(k) Control area. A specified area within which a control center provides for supervision of air traffic.

(l) Control center. A facility operated by the Administrator to provide supervision of air traffic within a specified control area.

(m) Control tower. A facility to provide for the supervision of air traffic directed by personnel holding an air-traffic control-tower operator certificate.

(n) Cruising altitude. The height in feet above sea level maintained during a flight or portion thereof.

(o) Designated reporting point. A geographical location designated by the Administrator above which the position of an aircraft can be determined.

(p) Hours of darkness (night). Those hours during which conspicuous unlighted objects cannot readily be seen beyond a distance of one mile and in any

case shall extend from one hour after sunset to one hour before sunrise.

(q) Radio range. A form of radio facility the emissions of which are controlled to provide definite track guidance to aircraft in flight.

(r) Traffic clearance. An approval of a flight or portion thereof by a control center or control tower with regard only to prevention of collision between known aircraft.

(s) United States means the several States, the District of Columbia, and the several Territories and possessions of the United States, excepting the Philippine Islands, including the Territorial waters and the overlying airspace thereof.

(t) Visibility. The official visibility reported by the United States Weather Bureau, when available, for a particular location; otherwise the average range of vision toward at least one-half the horizon at which conspicuous objects can be readily identified.

By the Civil Aeronautics Board:

/s/ Fred A. Toombs

Fred A. Toombs
Secretary

(SEAL)

Note: The war emergency regulations are not included in this Part. Such regulations as are still necessary will be issued as an appendix to this Part prior to its effective date.