The following proposed amendments represent substitutions to be made in the provisions of Chapter 60 of the Civil Air Regulations as published in the Federal Register, pp. 2541 through 2549. Except in these instances, the text of Chapter 60 so published will apply.

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 proposed cruising altitude or altitudes.

(f) The point of first intended landing.

(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.)

(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) The route, if other than a direct course, and any other pertinent information which the pilot deems useful for control purposes or which may be requested by an airway traffic control station.

60.101 Approved Flight Plan: An approved flight plan is a plan of flight, containing at least the information requested by CAR 60.100, which has been approved by airway traffic control station of the Bureau into the control area of which the flight will first enter.

Note: Approval of a flight plan is an authorization for an aircraft to proceed in accordance with the provisions of such flight plan only insofar as known air traffic conditions are concerned and does not constitute authority to violate any provision or provisions of the Civil Air Regulations.

60.1010* Traffic control instructions issued to the pilot before departure and/or enroute are a part of the approved flight plan.

60.102 Controlled Airport: A controlled airport is an airport on which, or adjacent to which, there is a radio directional aid to air navigation designated to direct aircraft to that airport by the aid of instruments and a radio equipped airport traffic control tower operated by a certificated airport traffic control tower operator, and which has been designated a controlled airport by the Secretary for promoting 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 for promoting the safety of instrument flight operations. (See Appendix E for list of controlled airports).

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 60.58410, and 60.58420.

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 60.58420

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 60.58422.

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 or water.

60.115 Weather Minimums: proposed amendment to first paragraph of the note only, as follows:

Note: The local United States Weather Bureau reporting station for each controlled airport will classify existing weather conditions for such airport by one of the following symbols:

60.116 Daylight, Hours of: (Day Flight, Daylight Hours, Day) The hours of daylight as used in these rules are those hours between the mean solar times of sunrise and sunset, as published in Weather Bureau pamphlet No. 805, converted to local standard time for the locality concerned.

60.117 Darkness, Hours of: (Night Flight, Hours of Darkness, Night) The hours of darkness as used in these rules are those hours between the mean solar times of sunset and sunrise, as published in Weather Bureau pamphlet No. 805, converted to local standard time for the locality concerned.

60.118 Acrobatics (Acrobatic Flight): Evolutions voluntarily performed with an aircraft other than those required for normal flight.

60.119 Ceiling: Ceiling is the distance from the cloud base to the ground.

60.120 Visibility: The greatest distance toward the horizon at which conspicuous objects can be seen and identified.

*60.121 Military Aircraft: Military aircraft are public aircraft operated in the service of the United States Army, National Guard, Navy, Marine Corps or Coast Guard.

*60.122 Airway Traffic Control Area: An airway traffic control area is an area within the limits of designated civil airways and over which a particular Bureau airway traffic control station exercises traffic control with respect to flights made in accordance with instrument flight rules.

*60.123 Airway Traffic Control Station: An airway traffic control station is a station operated by the Bureau for the purpose of air traffic control on civil airways within the jurisdiction of such station.

*60.124 Airway Communications Station: An airway communications station is an airways radio and/or teletype communication station operated by the Bureau.

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

60.302 (c) All aircraft approaching for a landing shall circle the airport or other landing area sufficiently to observe other traffic, unless the pilot receives other instructions from the airport traffic control operator. Such circles shall be made to the left unless the pilot receives other instructions from the airport traffic control operator. 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 an altitude in excess of 2,000 feet above the ground or water.

60.303 (d) Aircraft approaching for a landing shall, where practicable, maintain a straight approach course for the last 1,000 feet thereof before crossing the airport boundary.

60.312 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 so that they will pass each other at a distance of at least 500 feet.

60.314 Landing - An aircraft landing in the manner prescribed in CAR 60.303 shall have right of way over other aircraft in flight or on the ground, except aircraft landing in distress.

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

60.353 (d) 500 feet above the ground or water 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; provided, however, that such restriction shall not apply to public aircraft previously authorized, by the appropriate governmental agency, to make such flights.

*60.354 (e) 1,000 feet above the ground or water, or within 1,000 feet of any mountain, hill, or other obstruction to flight, if an aircraft is making an instrument flight as defined in CAR 60.112.

60.36 Right Side Traffic: Except when impracticable, 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 such radio range course as is projected along the airway. Except when otherwise specified in an approved flight plan, and except when impracticable because of any natural or other obstruction, aircraft making a flight along a civil airway in accordance with the provisions of CAR 60.5 shall keep to the right side of, and close to, such radio range course as is projected along the airway, provided, that inbound aircraft may fly along the on-course signal if navigating 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 as prescribed for such flight, and, provided, further, 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 as 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, shall be flown closer than 500 feet to any other aircraft in flight, except that by prearrangement two or more civil aircraft may be flown as close as, but not closer than, 300 feet to each other.

*60.38 Parachutes: No parachute shall be carried, available for immediate use as such, in any aircraft in flight unless it has been packed within the preceding 60 days by a person authorized by the provisions of CAR 25.40. No parachute shall be used as such longer than 5 years after the date of its manufacture.

Note: CAR 60.38 does not apply to military personnel when flying, of flying in, military aircraft.

*60.39 Weather: A ceiling is considered unlimited when clouds cover less than 0.5 of the sky or when the base of the clouds is more than 9,750 feet above the point of observation. The reports of the U.S. Weather Bureau, when available to the pilot, shall govern.

60.4 FLIGHT RULES (CONTACT): The following rules shall govern a contact flight in weather conditions equal to or better than those described in CAR 60.44 on, along or across a designated civil airway, or elsewhere in interstate or foreign air commerce.

60.43 Flight Plan: No flight plan is required.

Note: If a pilot desires that any information concerning his proposed flight be transmitted by a Bureau communications facility to the point of destination, a complete flight plan as defined in CAR 60.100 shall be submitted to such facility. Such flight plan will, if possible, be transmitted by Bureau communications facilities to such point of destination as soon as practicable.

60.430 Notification of Arrival: When the pilot of an aircraft has submitted a flight plan, he shall, immediately upon landing or upon completion of his flight, file an arrival message for transmission to the point of departure.

60.44 Weather Minimums: The following weather minimums shall govern flight made in accordance with contact flight rules, provided however, that the Secretary may require or approve higher minimums at any particular controlled airport, and provided, further, that such minimums shall govern the controlled zone in which such controlled airport lies.

60.440 Within Controlled Zones (Day): Flight of aircraft shall not be made during daylight within a controlled zone unless the ceiling is at

least 800 feet and the visibility is at least 3 miles, unless permission to make such flight has been received from, and acknowledged to, the certificated airport control tower operator on duty when the visibility is less than 3 miles but not less than 1-1/2 miles, provided, however, that such operator shall suspend contact flight operations within the controlled zone whenever, in his judgment, a collision hazard exists, and provided further, that at any airport where a Bureau airway traffic control station is in operation, permission for any flight made when the visibility is less than 3 miles shall be secured from such station by such operator.

60.441 Within Controlled Zones (Night) - Flight of aircraft shall not be made during darkness within a controlled zone unless the ceiling is at least 1000 feet and the visibility is at least 3 miles, unless permission to make such flight has been received from, and acknowledged to, a certificated airport control tower operator on duty when the visibility is less than 3 miles but not less than 1-1/2 miles, provided, however, such operator shall suspend contact flight operations within the controlled zone whenever, in his judgment, a collision hazard exists, and provided further, that at any airport where a Bureau airway traffic control station is in operation, permission for any flight made when the visibility is less than 3 miles shall be secured from such station by such operator.

60.442 Within Controlled Zones (Day or Night Below Overcast) - Proposed to amend paragraph for purpose of conformity by deleting the words "three hundred" and "five hundred" and the parentheses enclosing "300" and "500" so that distance will be specified by the number alone.

60.443 Within Controlled Zones (Day or Night Above Overcast or Through Cloud Levels) - Proposed to delete the words "three hundred", "five hundred" (in each instance) and "two thousand" and the parentheses enclosing the numbers, "300", "500" and "2000".

60.444 Within Controlled Zones (Day Flight At or Below 1000 Feet Above the Ground) - Proposed to delete the words "one thousand" and "one" and the parentheses enclosing the numbers "1000" and "1".

60.445 Without Controlled Zones (Day Flight Above 1000 Feet Above the Ground) - Proposed to delete the words "one thousand" and "three" and the parentheses enclosing "1000" and "3".

60.446 Without Controlled Zones (Night Flight At or Below 1000 Feet Above the Ground) - Proposed to delete the words "one thousand" and "two" and the parentheses enclosing "1000" and "2".

60.447 Without Controlled Zones (Night Flight Above 1000 Feet Above the Ground) - No flight of aircraft shall be made at night at or below 1000 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 3 miles.

60.448 Without Controlled Zones (Day or Night Below Overcast): No flight of aircraft shall be made during daylight closer than 300 feet vertically to the base of the overcast or cloud formation, nor closer than 500 feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made during darkness closer than 500 feet vertically to the base of the overcast or cloud formation.

60.449 Without Controlled Zones (Day or Night Above Overcast) - Proposed to delete the note following this paragraph.

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 or water, 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.)

60.470 Weather Changes - If weather conditions below the minimums prescribed in CAR 60.44 are anticipated or are actually encountered enroute, a landing shall be made at the nearest airport at which weather conditions are equal to or better than as prescribed in CAR 60.44, 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 on an instrument flight in accordance with the instrument flight rules prescribed in CAR 60.5.

60.48 Flight Altitudes: Proposed to delete the words "one thousand" and the parentheses enclosing the number "1000".

60.5 FLIGHT RULES (INSTRUMENT): The following rules shall govern instrument flight, and flight in weather conditions worse than those described in CAR 60.44, 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 flight shall be made unless the pilot in charge holds a valid instrument rating.

60.51 Equipment: Aircraft 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 04.533.)

60.52 Fuel Requirements: No aircraft 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 and land at 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: Prior to take-off from any point within an airway traffic control area, and prior to entering such an area, an approved flight plan in accordance with CAR 60.101 is required. No flight plan shall be submitted until after the pilot has made a careful study of available current weather reports and forecasts and believes the flight can be made with safety.

60.530 Traffic Control Instructions - 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.

*60.531 Controlled Zone of Intersection - No controlled zone of intersection served by a Bureau radio voice communication station shall be entered without first establishing communication with such station, directly or through other communication channels, and forwarding the expected time of arrival over the center of such zone, the altitude through such zone, and the course or courses to be followed while within such zone, and thereafter observing such traffic instructions as may be issued by such station, provided, that such procedure shall not be required if the flight plan has been approved by an airway traffic control station of the Bureau prior to entering such zone.

Note: For further information concerning aids to air navigation see "Tabulation of Air Navigation Radio Aids" published periodically by the Bureau of Air Commerce.

*60.532 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: The following weather minimums shall govern flight made in accordance with instrument flight rules, provided, however, that the Secretary may require or approve higher minimums at

any particular controlled airport, and provided, further, that such minimums shall govern the controlled zone in which such controlled aircraft lies.

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 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 to or 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, unless permission has been received from the certificated airport control tower operator on duty to make a flight from such airport when the visibility is less than 1 mile but not less than ½ mile, provided, however, that such restricted visibility is known to such operator to be a local condition, and provided further, that at any airport where a Bureau airway traffic control station is in operation authority for any flight made when the ceiling is less than 800 feet and the visibility is less than 3 miles during daylight, and when the ceiling is less than 1,000 feet and the visibility is less than 3 miles during darkness, shall be secured from such station by such operator. (For scheduled airline operation, see CAR 40.290, 40.390 and 61.7109.)

60.543 At Non-Controlled Airports - No flight, other than by a public aircraft or by a scheduled airline aircraft, shall be made to or from a non-controlled airport 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.

60.55 Alternate Airports: proposed to amend subparagraph (a) to read as follows:

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

Proposed to insert "there is at the alternate airport" before the first word in both subparagraph (c) and subparagraph (d).

60.56 Over-The-Top Flight: Over-the-top flight shall be governed by 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 or water.

60.571 Communications 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 communication station the time and altitude of passing each designated radio fix and/or other predetermined check point together with unanticipated weather conditions being encountered and any other information

pertinent to the aircraft movement and, further, if not within an airway traffic control area, shall, prior to entering a controlled zone of intersection, establish communication with the airways communication station of the Bureau located within or adjacent to such zone, forwarding the expected time of arrival over the center of such zone, the altitude through such zone, and the course or courses proposed to be followed while within such zone. Aircraft utilizing airline communication facilities shall transmit information as required in this paragraph through such facilities, or such information may be transmitted directly by radio, to the appropriate agency of the Bureau.

Note: For further information concerning aids to air navigation, see "Tabulation of Air Navigation Radio Aids" published periodically by the Bureau of Air Commerce.

60.572 Communications Failure - In the event of inability to maintain two-way communication with the appropriate communications station and/or in the event that the pilot does not receive radio range signals sufficient to permit his maintaining an instrument flight on course (see CAR 60.36) to any point cleared to or otherwise specified in an approved flight plan, one of the following procedures shall be observed.

60.5720 (a) Contact Flight - The aircraft may proceed provided that the flight may be made in accordance with contact flight rules as provided for in CAR 60.4.

60.5721 (b) Landing - Landing shall be made at the nearest suitable airport at which favorable weather conditions exist and where no airway traffic control station is located.

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 approach time last authorized for him, after which landing may be made. 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 approach time last authorized for the aircraft.

*60.5723 (d) Emergency Decisions - For all but scheduled airline operations see CAR 60.970 (a). For scheduled airline operations see CAR 61.7811.

60.58 Flight Altitudes: Unless different altitudes are assigned by the Bureau airway traffic control station, the following flight altitudes shall govern flights made in accordance with instrument flight rules, except that during take-off or final approach for landing no flight in accordance with instrument flight rules shall be made below 1,000 feet above the ground.

60.580 Flight Altitudes on Green Airways - The following rules will govern the altitude at which aircraft making flights along those civil airways which are specified as green airways shall fly:

60.5802 Green Airway Specification - The following civil airways or parts or combinations thereof, are hereby specified as green airways:

(60.58020 (a) through 60.58024 (e), the green airway specifications, are proposed for amendment.)

60.581 Flight Altitudes on Amber Airways - The following rules will govern the altitude at which aircraft making flights along those civil airways which are specified as amber airways shall fly:

60.5812 Amber Airway Specification - The following civil airways or parts or combinations thereof, are hereby specified as amber airways unless otherwise specifically indicated.

(60.58120 (a) through 60.58126 (g), the amber airway specifications are proposed for amendment.)

60.582 Flight Altitudes on Red Airways - The following rules will govern the altitude at which aircraft making flights along those civil airways which are specified 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 airway shall fly at an ODD thousand foot level above sea level (such as 3000, 5000, or 7000 feet).

60.5821 Westbound Flights - Every aircraft making good a true course of 180° to, but not including, 360° (or 0°) along a red airway shall fly at an EVEN thousand foot level above sea level (such as 2000, 4000, or 6000 feet).

60.5822 Red Airway Specification - The following civil airways, or parts or combinations thereof, are hereby specified as red airways, unless otherwise specifically indicated.

(60.582200 (a) through 60.582232 (g^1), the red airway specifications, are proposed for amendment, and 7 additional specifications.)

60.5823, 60.58230 (a) and 60.58231 (b) are proposed for deletion in their entirety. (Secondary red airways provided for inclusion as indicated by the following redesignations.)

*60.583 through 60.58323 are proposed to be redesignated as 60.584 through 60.58423 respectively.

*60.583 through 60.583204 (e) are proposed, thus made available, to follow 60.582232 (g^1) (the last red airway specification) and to read as follows:

*60.583 Flight Altitudes on Secondary 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 specified as secondary red airways shall fly:

*60.5830 Northbound Flights - Every aircraft making good a true course of from 270° to, but not including, 90° along a secondary red airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000 or 7,000 feet).

*60.5831 Southbound Flights - Every aircraft making good a true course of from 90° to, but not including, 270° along a secondary red airways shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000 or 6,000 feet).

*60.5832 Secondary Red Airway Specification - the following civil airways, or parts or combinations thereof, are hereby specified as secondary red airways, unless otherwise specifically indicated.

(60.583200 (a) through 60.583204 (e), the secondary red airway specifications are proposed for amendment.)

60.584 (old) through 60.5841 (old) are proposed to be redesignated to read 60.585 through 60.5851 respectively.

60.584 (new - formerly 60.583) Flight Altitudes on Airway Intersections - The following flight procedure and altitude rules will govern aircraft making flights on the civil airways where two or more such airways intersect.

60.585 Flight Altitudes on Off-Airway Flights - The following rules will govern the altitudes of aircraft making instrument flights, as defined in CAR 60.112, and flights governed by instrument flight rules when approaching or crossing a civil airway not at a controlled zone of intersection.

*60.586 Unless otherwise instructed by the Bureau Airway Traffic Control, a civil airway shall not be crossed at an angle of less than 45° to such airway, and the appropriate altitude as prescribed in CAR 60.585 shall be maintained throughout the entire crossing of such airway, provided, however, that if such crossing is through any part of a controlled zone of intersection the pertinent provisions of CAR 60.584 shall govern.

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 car. 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.

60.700 (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 of landing area or within 1000 feet horizontally thereof, or over any controlled zone unless under the supervision of a Bureau inspector in flight tests and then only between 2,000 and 5,000 feet above the ground or water.

60.72 Equipment: Each person in an aircraft flown acrobatically shall be properly equipped with a parachute manufactured under a valid type certificate and maintained in accordance with the provisions of the Civil Air Regulations.

60.720 Parachute Jumps -No person shall make any exhibition, test, training or demonstration parachute jump, unless wearing a certificated and properly maintained 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 Before Jump - No exhibition, training or demonstration parachute jump shall be made from an altitude of less than 2000 feet above the surface of the ground or water.

60.724 Jump Near Open Water - No person shall make any exhibition, test, training or demonstration parachute jump from any aircraft within 2 miles horizontally from any 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 60.72 does not apply to military personnel when flying in military aircraft.

60.801 through 60.8014 (e) are proposed to be redesignated 60.800 through 60.8004 (e) respectively.

60.8000 (a) Races in which "NC", "NR" and/or "NX" aircraft are permitted to enter. (See CAR 02.11.)

60.802 through 60.8027 are redesignated to read 60.801 through 60.8017 (h) respectively.

60.88 Suspension or Revocation - Proposed that this title read Suspension, Revocation and Surrender:

*60.885 Surrender: Upon notice from a duly authorized Bureau inspector of the suspension of an air meet permit by such inspector or by the Secretary, and upon the demand of either of the same for the surrender of such permit, or upon notice from the Secretary of the revocation of such permit, the holder thereof shall immediately surrender such permit to such inspector or immediately return such permit to the Secretary, as the case may be.

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.

60.8904 (c) No air meet 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.

*60.980 Surrender: Upon notice from a duly authorized Bureau inspector of the suspension of a certificate of non-application by such inspector or by the Secretary, and upon the demand of either of the same for the surrender of such certificate, or upon notice from the Secretary of the revocation of such certificate, the holder thereof shall immediately surrender such certificate to such inspector or immediately return such certificate to the Secretary, as the case may be.

Chapter 60 is amended to include Appendix E to read as follows:

---oOo---

(The foregoing projected amendments to Chapter 60 are complete with the exception of:
60.58020 (a) through 60.58024 (c) - the revised green airways;
60.58120 (a) through 60.58126 (g) - the revised amber airways;
60.582200 (a) through 60.582232 (g^1) - the revised and extended red airways (7 new red airway specifications);
60.583200 (a) through 60.583204 (c) - the revised and extended secondary red airways (3 new specifications and redesignated from 60.58230 as provided above);
Appendix E, Controlled Airports.)
The asterisk (*) indicates a new paragraph inserted in chapter 60.