CAR PART 60.--AIR TRAFFIC RULES

The following amendment, together with Amendment Sheets 1 through 7, corrects Civil Air Regulations Part 60.--Air Traffic Rules (as amended to October 4, 1940), to July 15, 1941.

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AMENDMENT NO. 108: Redesignation of Radio Fixes, Control Zones of Intersection, and Airway Traffic Control Areas (effective June 1, 1941).

1. Section 60.22 is amended to read as follows:

60.22 CONTROL ZONES OF INTERSECTION DESIGNATION. The radio range station of the Civil Aeronautics Administration located at each of the following cities is designated as the center of a control zone of intersection: Albany, N. Y.; Albuquerque, N. Mex.; Alma, Ga.; Amarillo, Tex.; Belgrade, Mont.; Billings, Mont.; Bismarck, N. Dak.; Boston, Mass.; Brownsville, Tex.; Burlington, Vt.; Charleston, S. C.; Cheyenne, Wyo.; Concord, N. H.; Corpus Christi, Tex.; Daytona Beach, Fla.; Denver, Colo.; Des Moines, Iowa; El Paso, Tex.; Fargo, N. Dak.; Grand Island, Nebr.; Great Falls, Mont.; Helena, Mont.; Houston, Tex.; Huron, S. Dak.; Jackson, Miss.; Jacksonville, Fla.; La Crosse, Wis.; Lake Charles, La.; Laramie, Wyo.; Memphis, Tenn.; Melbourne, Fla.; Miami, Fla.; Millinocket, Maine; Minneapolis, Minn.; Mobile, Ala.; New Orleans, La.; Omaha, Nebr.; Orlando, Fla.; Portland, Maine; Raleigh, N. C.; San Antonio, Tex.; Shreveport, La.; Sioux Falls, S. Dak.; Spokane, Wash.; Syracuse, N. Y.; Tallahassee, Fla.; Tampa, Fla.; Whitehall, Mont.; Wichita, Kans.

2. Section 60.23 is amended to read as follows:

60.23 RADIO FIX DESIGNATION. The following locations are designated as radio fixes:

60.23000 GREEN CIVIL AIRWAY NO. 1 (U. S. - CANADIAN BORDER TO DANFORTH, MAINE). Millinocket, Maine, radio range station.

60.23001 GREEN CIVIL AIRWAY NO. 2 (SEATTLE, WASH., TO BOSTON, MASS.) Seattle, Wash., radio range station; Easton, Wash , radio marker station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Idaho, radio range station; Missoula, Mont., radio range station; Helena, Mont., radio range station; Belgrade, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; Golva, N. Dak., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station;

Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Wixom, Mich., fan type radio marker station; or the intersection of the center lines of the on course signals of the north leg of Detroit, Mich. (Wayne County Airport), radio range and the east leg of the Lansing, Mich., radio range; Detroit, Mich. (Wayne County Airport), radio range station; Buffalo, N. Y., radio range station; the intersection of the center lines of the on course signals of the east leg of the Buffalo, N. Y., radio range and the southwest leg of the Rochester, N. Y., radio range; Syracuse, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the center lines of the on course signals of the east leg of the Westfield, Mass., radio range and the southwest leg of the Boston, Mass., radio range; Boston, Mass., radio range station.

60.23002 Green civil airway No. 3 (San Francisco, Calif. to New York, N. Y.)
Oakland, Calif., radio range station; Sacramento, Calif., radio range station; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Buffalo Valley, Nev., radio range station; Elko, Nev., radio range station; Wendover, Utah, radio range station; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Parco, Wyo., radio range station; Cheyenne, Wyo., radio range station; Sidney, Nebr., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the center lines of the on course signals of the east leg of the Moline, Ill., radio range and the north leg of the Morse, Ill., radio range; Newark, Ill., fan type radio marker station, or the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the east leg of the Moline, Ill. radio range; Chicago, Ill., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range; McCool, Ind., fan type radio marker station, or the McCool, Ind., radio marker station; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; the intersection of the center lines of the on course signals of the east leg of the Cleveland, Ohio, radio range and the northeast leg of the Akron, Ohio, radio range; Mercer, Pa., radio range station; Bellefonte, Pa., radio range station; the intersection of the center lines of the on course signals of the north leg of the Harrisburg, , Pa., radio range and the east leg of the Bellefonte, Pa., radio range; Allentown, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range; the intersection of the center lines of the on course signals of the southeast leg of the Newark, N. J., radio range and the south leg of the New York, N. Y., (NewYork, La Guardia Field) radio range, New York, N.Y., (New York, La Guardia Field) radio range station.

60.23003 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.). Los Angeles, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Los Angeles, Calif., radio range and the southwest leg of the Palmdale, Calif., radio range, or Newhall, Calif., radio range station; Palmdale, Calif., radio range station; the intersection of the center lines of the on course signals of the west leg of the Daggett, Calif., radio range and the north leg of the Riverside, Calif., radio range; Daggett, Calif., radio range station; Kingman, Ariz., radio range station; the intersection of the center lines of the on course signals of the east leg of the Kingman, Ariz., radio range and the southeast leg of the Ashfork, Ariz., radio range; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station; Eudora, Kans., fan type radio marker station, or the intersection of the center lines of the on course signals of the northeast leg of the Chanute, Kans., radio range and the southwest leg of the Kansas City, Mo., radio range; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; New Florence, Mo., radio marker station; Wentzville, Mo., fan type radio marker station, or the intersection of the center lines of the on course signals of the west leg of the St. Louis, Mo., radio range and the northeast leg of the Spring Bluff, Mo., radio range; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; Dayton, Ohio, radio range station; the intersection of the center lines of the on course signals of the north leg of the Dayton, Ohio, radio range and the west leg of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Cambridge, Ohio, radio marker station; Hickory, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the west leg of the Pittsburgh, Pa., radio range and the southeast leg of the Akron, Ohio, radio range; Pittsburgh, Pa., radio range station; New Alexandria, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa., radio range and the west leg of the Cove Valley, Pa., radio range; Summerhill, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the north leg of the Buckstown, Pa., radio range and the west leg of the Cove Valley, Pa., radio range; Cove Valley, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Harrisburg, Pa., radio range and the southwest leg of the Allentown, Pa., radio range; Philadelphia, Pa., radio range station.

60.23004 Green civil airway No. 5 (Los Angeles, Calif., to Washington, D. C.). Los Angeles, Calif., radio range station; Riverside, Calif., radio range station, the intersection of the center lines of the on course signals of the east leg of the Riverside, Calif., radio range and the north leg of the Indio, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; Tuscon, Ariz., radio range station; Cochise, N. Mex., radio range station; Rodeo, N. Mex., radio range station Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio

range station; Abilene, Tex., radio range station; the intersection of the center lines of the on course signals of the west leg of the Fort Worth, Tex., radio range and the northwest leg of the Waco, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Fort Worth, Tex., radio range and the north leg of the Dallas, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the southwest leg of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station; Little Rock, Ark., radio range station; Brinkley, Ark., radio range station; Memphis, Tenn., radio range station; Fisherville, Tenn., fan type radio marker station; or the intersection of the center lines of the on course signals of the northwest leg of the Muscle Shoals, Ala., radio range and the northeast leg of the Memphis, Tenn., radio range; Jacks Creek, Tenn., radio range station; Fairview, Tenn., fan type radio marker station, or the intersection of the center lines of the on course signals of the southwest leg of the Nashville, Tenn., radio range and the north leg of the Muscle Shoals, Ala., radio range; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Chattanooga, Tenn., radio range and the west leg of the Knoxville, Tenn., radio range, Knoxville, Tenn., radio range station; Bristol, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Mason Springs, Md., fan type radio marker station, or the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range, Washington, D. C., radio range station.

60.23005 Green civil airway No. 6 (Corpus Christi, Tex., to Richmond, Va.) Corpus Christi, Tex., radio range station, Palacios, Tex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Yoakum, Tex., radio range and the southwest leg of the Houston, Tex., radio range; Houston, Tex., radio range station, Beaumont, Tex., radio range station; Lake Charles, La., radio range station, New Orleans, La., radio range station; Mobile, Ala., radio range station; the intersection of the center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Atlanta, Ga., radio range and the northwest leg of the Augusta, Ga., radio range; Spartanburg, S. C., radio range station; the intersection of the center lines of the on course signals of the southwest leg of the Greensboro, N. C., radio range and the north leg of the Charlotte, N. C., radio range, Greensboro, N. C., radio range station; Richmond, Va., radio range station.

60.23100 Amber civil airway No. 1 (San Diego, Calif., to U. S.-Canadian border) San Diego, Calif., radio range station; Oceanside, Calif., radio marker station, Santa Ana, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Santa Ana, Calif., radio range

and the east leg of the Los Angeles, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Modesto, Calif., radio range station; Potrero Hills, Calif., radio marker station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Everett, Wash., radio range station; Bellingham, Wash., radio range station.

60.23101 Amber civil airway No. 2 (Daggett, Calif., to U. S. - Canadian border). Silver Lake, Calif., radio range station; Las Vegas, Nev., radio range station; Mormon Mesa, Nev., radio range station; Enterprise, Nev., radio range station; Milford, Utah., radio range station; Delta, Utah, radio range station; Tintic, Utah, radio range station; Plymouth, Utah, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; Dubois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station.

60.23102 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.). The intersection of the center lines of the on course signals of the west leg of the El Paso, Tex., radio range and the south leg of the Eagle, N. Mex., radio range; Eagle, N, Mex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Otto, N. Mex., radio range and the southwest leg of the Las Vegas, N. Mex., radio range; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Denver, Colo., radio range station; Dacomo, Colo., fan type radio marker station, or the intersection of the center lines of the on course signals of the southeast leg of the Laramie, Wyo., radio range and the north leg of the Denver, Colo., radio range; Douglas, Wyo., radio range station; Casper, Wyo., radio range station; the inter section of the center lines of the on course signals of the north leg of the Casper, Wyo., radio range and the southeast leg of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Billings, Mont., radio range and the southeast leg of the Lewistown, Mont., radio range; Lewistown, Mont., radio range station.

60.23103 Amber civil airway No. 4 (Brownsville, Tex., to Bismarck, N. Dak.). Brownsville, Tex., radio range station; the intersection of the center lines of the on course signals of the north leg of the Brownsville, Tex., radio range and the south west leg of the Corpus Christi, Tex., radio range; the intersection of the center lines of the on course signals of the west leg of the Yoakum, Tex., radio range and the south east leg of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Waco, Tex., radio range and the south leg of the Fort Worth, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Fort Worth, Tex., radio range and the southeast leg of the Wichita Falls, Tex., radio range; Gainesville, Tex.,

radio marker station; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans , radio range station; Sioux City, Iowa, radio range station, Sioux Falls, S. Dak., radio range station; Huron, S Dak., radio range station; Aberdeen, S. Dak., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Aberdeen, S. Dak., radio range and the southeast leg of the Bismarck, N. Dak , radio range.

60 23104 Amber civil airway No. 5 (New Orleans, La., to Milwaukee, Wis.) Tylertown, Miss , radio range station; Jackson, Miss., radio range station; Greenwood, Miss radio range station, Advance, Mo., radio range station; the intersection of the center lines of the on course signals of the north leg of the St. Louis, Mo., radio range and the southwest leg of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill , radio range station

60 23105 Amber civil airway No 6 (Jacksonville, Fla., to Buffalo, N Y.) Jacksonville, Fla , radio range station; Alma, Ga , radio range station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Nashville, Tenn., radio range and the southwest leg of the Smiths Grove, Ky., radio range; Smiths Grove, Ky., radio range station; Louisville, Ky , radio range station; Cincinnati, Ohio, radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Cincinnati, Ohio, radio range and the southwest leg of the Dayton, Ohio, radio range; Hayesville, Ohio, radio marker station; Erie, Pa., radio range station

60.23106 Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine). Key West, Fla., radio range station, Miami, Fla., radio range station, Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S C., radio range station; Florence, S. C., radio range station; Raleigh, N. C., radio range station; Baltimore, Md., radio range station; Newark, N. J., radio range station; Port Chester, N. Y., fan type radio marker station, or the intersection of the center lines of the on course signals of the south leg of the New Hackensack, N. Y., radio range and the northeast leg of the Newark, N. J., radio range; Hartford, Conn., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; Bangor, Maine, radio range station; Caribou, Maine, radio range station.

60.23200 Red civil airway No. 1 (Portland, Oreg., to Salt Lake City, Utah). The intersection of the center lines of the on course signals of the northeast leg of the Northdalles , Wash., radio range and the west leg of the Arlington, Oreg., radio range, Arlington, Oreg., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Burley, Idaho, radio range station, Locomotive Springs, Utah, radio range station.

60.23201 Red civil airway No. 2 (Whitehall, Mont., to Belgrade, Mont.). No radio fix designation

60.23202 Red civil airway No. 3 (Philadelphia, Pa., to New York, N. Y.). No radio fix designation.

60.23203 Red civil airway No. 4 (Dallas, Tex., to Shreveport, La.). Tyler, Tex., radio range station.

60.23204 Red civil airway No. 5 (Sioux Falls, S. Dak., to Minneapolis, Minn.). No radio fix designation.

60.23205 Red civil airway No. 6 (Parco, Wyo., to Grand Island, Nebr.). Laramie, Wyo., radio range station; Akron, Colo., radio range station; Hayes Center, Nebr., radio range station.

60.23206 Red civil airway No. 7 (Spartanburg, S. C., to Greensboro, N. C.). Charlotte, N. C., radio range station.

60.23207 Red civil airway No. 8 (Concord, N. H., to Portland, Maine). Concord, N. H., radio range station.

60.23208 Red civil airway No. 9 (Tallahassee, Fla., to Alma, Ga., No radio fix designation

60.23209 Red civil airway No. 10 (Amarillo, Tex., to Charleston, S. C.). Clarendon, Tex., radio range station; Wichita Falls, Tex., radio range station; Dallas, Tex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Dallas, Tex., radio range and the northwest leg of the Tyler, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the west leg of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

60.23210 Red civil airway No. 11 (Tulsa, Okla., to St Louis, Mo.). Neosho, Mo., radio range station; Springfield, Mo., radio range station; Spring Bluff, Mo., radio range station.

60.23211 Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.). Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; Morse, Ill., radio range station; South Bend, Ind., radio range station; the intersection of the center lines of the on course signals of the south leg of the Lansing, Mich., radio range and the west leg of the Detroit, Mich., (Wayne County Airport), radio range.

60.23212 Red civil airway No. 13 (Westfield, Mass., to Boston, Mass.). Providence, R. I., radio range station.

60.23213 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.). Rockford, Ill., radio range station; Lafayette, Ind., radio range station.

60.23214 Red civil airway No. 15 (Las Vegas, Nev., to Phoenix, Ariz.). No radio fix designation.

60.23215 Red civil airway No. 16 (Augusta, Ga., to Charleston, S. C.). Columbia, S. C., radio range station.

60.23216 Red civil airway No. 17 (Martinsburg, W. Va., to Baltimore, Md.). No radio fix designation.

60.23217 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.). Huntington, W. Va., radio range station; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

60.23218 Red civil airway No. 19 (Dayton, Ohio, to Grand Rapids, Mich.). Fort Wayne, Ind., radio range station.

60.23219 Red civil airway No. 20 (Detroit, Mich., to Washington, D. C.). Akron, Ohio, radio range station; Scottdale, Pa., fan type radio marker station, or the intersection of the center lines of the on course signals of the west leg of the Buckstown, Pa., radio range, and the southeast leg of the Pittsburgh, Pa., radio range; the intersection of the center lines of the on course signals of the south leg of the Buckstown, Pa., radio range and the southeast leg of the Pittsburgh, Pa., radio range; Martinsburg, W. Va. radio range station; Herndon, Va., fan type radio marker station, or the intersection of the center lines of the on course signals of the east leg of the Front Royal, Va., radio range and the northwest leg of the Washington, D. C., radio range.

60.23220 Red civil airway No. 21 (Detroit, Mich., to Woodward, Pa.). The intersection of the center lines of the on course signals of the southeast leg of the Detroit, Mich. (Wayne County Airport), radio range and the west leg of the Cleveland, Ohio, radio range; the intersection of the center lines of the on course signals of the west leg of the Cleveland, Ohio, radio range and the northwest leg of the Akron, Ohio, radio range; the intersection of the center lines of the on course signals of the northwest leg of the Pittsburgh, Pa., radio range and the south leg of the Mercer, Pa., radio range; the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa., radio range and the north leg of the Buckstown, Pa., radio range.

60.23221 Red civil airway No. 22 (Roanoke, Va., to Gordonsville, Va.). Lynchburg, Va., radio range station.

60.23222 Red civil airway No. 23 (Buffalo, N. Y., to New York, N. Y.). Elmira, N. Y., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Elmira, N. Y., radio range and the south leg of the Syracuse, N. Y., radio range; the intersection of the center lines of the on course signals of the northeast leg of the Allentown, Pa., radio range and the northwest leg of the New York, N. Y. (New York, LaGuardia Field), radio range.

60.23223 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.). No radio fix designation.

60.23224 Red civil airway No. 25 (Daytona, Beach, Fla., to Miami, Fla.). Orlando, Fla., radio range station; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station.

60.23225 Red civil airway No. 26 (New York, N. Y., to Syracuse, N. Y.). No radio fix designation.

60.23226 Red civil airway No. 27 (Dayton, Ohio, to Detroit Mich.). No radio fix designation.

60.23227 Red civil airway No. 28 (Chicago, Ill., to Grand Rapids, Mich.). The intersection of the center lines of the on course signals of the northeast leg of the Chicago, Ill., radio range and the southwest leg of the Grand Rapids, Mich., radio range.

60.23228 Red civil airway No. 29 (Baltimore, Md., to Elmira, N. Y.). Williamsport, Pa., radio range station.

60.23229 Red civil airway No. 30 (Mobile, Ala., to Jacksonville, Fla.). Crestview, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Crestview, Fla., radio range and the northwest leg of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station.

60.23230 Red civil airway No. 31 (Huron, S. Dak., to Minneapolis, Minn.). Watertown, S. Dak., radio range station; Willmar, Minn., radio range station; the intersection of the center lines of the on course signals of the east leg of the Willmar, Minn., radio range and the northwest leg of the Minneapolis, Minn., radio range.

60.23231 Red civil airway No. 32 (San Antonio, Tex., to Houston, Tex.). Yoakum, Tex., radio range station.

60.23232 Red civil airway No. 33 (Harrisburg, Pa., to New York, N. Y.). No radio fix designation.

60.23233 Red civil airway No. 34 (Raleigh, N. C., to Pulaski, Va.). No radio fix designation.

60.23300 Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.). No radio fix designation.

60.23301 Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.) The intersection of the center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Chattanooga, Tenn., radio range.

60.23302 Blue civil airway No. 3 (Memphis, Tenn., to Tampa, Fla.). Muscle Shoals, Ala., radio range station; the intersection of the center lines of the on course signals of the south east leg of the Muscle Shoals, Ala., radio range and the north leg of the Birmingham, Ala., radio range; Dothan, Ala., radio range station; the intersection of the center lines of the on course signals of the east leg of the Tallahassee, Fla., radio range and the northwest leg of the Cross City, Fla., radio range; Cross City, Fla., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Cross City, Fla., radio range and the north leg of the Tampa, Fla., radio range.

60.23303 Blue civil airway No. 4 (Boston, Mass., to Rouses Point, N. Y.). Burlington, Vt., radio range station.

60.23304 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.). Galveston, Tex., radio range station; Navasota, Tex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Waco, Tex., radio range and the south leg of the Dallas, Tex., radio range.

60.23305 Blue civil airway No. 6 (Abilene, Tex., to Oklahoma City, Okla.). No radio fix designation.

60.23306 Blue civil airway No. 7 (Springfield, Ill., to Morse, Ill.). Peoria, Ill., radio range station.

60.23307 Blue civil airway No. 8 (Fargo, N. Dak., to U. S. - Canadian border). Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

60.23308 Blue civil airway No. 9 (Columbia, Mo. to La Crosse, Wis.). The intersection of the center lines of the on course signals of the northwest leg of the Kirksville, Mo., radio range and the south leg of the Des Moines, Iowa, radio range, the intersection of the center lines of the on course signals of the north leg of the Des Moines, Iowa, radio range and the southwest leg of the La Crosse, Wis., radio range.

60.23309 Blue civil airway No. 10 (Modesto, Calif., to Williams, Calif.) No radio fix designation.

60.23310 Blue civil airway No. 11 (Muscle Shoals, Ala., to Nashville, Tenn.). No radio fix designation.

60.23311 Blue civil airway No. 12 (Northdalles, Wash., to Ellensburg, Wash.). Northdalles, Wash., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Northdalles, Wash., radio range and the south leg of the Ellensburg, Wash., radio range.

60.23312 Blue civil airway No. 13 (Lake Charles, La., to Texarkana, Ark.). The intersection of the center lines of the on course signals of the north leg of the Lake Charles, La., radio range and the southeast leg of the Shreveport, La., radio range; the intersection of the center lines of the on course signals of the northwest leg of the Shreveport, La., radio range and the southwest leg of the Texarkana, Ark., radio range.

60.23313 Blue civil airway No. 14 (Riverside, Calif., to Bakersfield, Calif.). The intersection of the center lines of the on course signals of the north leg of the Riverside, Calif., radio range and the southeast leg of the Palmdale, Calif., radio range; the intersection of the center lines of the on course signals of the northwest leg of the Palmdale, Calif., radio range and the south leg of the Bakersfield, Calif., radio range.

60.23314 Blue civil airway No. 15 (Columbus, Ohio, to Erie, Pa.). The intersection of the center lines of the on course signals of the northeast leg of the Akron, Ohio, radio range and the southwest leg of the Erie, Pa., radio range.

60.23315 Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.). Butte, Mont., radio range station.

60.23316 Blue civil airway No. 17 (Blythe, Calif., to Kingman, Ariz.). Needles, Calif., radio range station.

60.23317 Blue civil airway No. 18 (Newark, N. J., to Burlington, Vt.). New Hackensack, N. Y., radio range station.

60.23318 Blue civil airway No. 19 (Orlando, Fla., to Melbourne, Fla.). No radio fix designation."

3. By amending section 60.24 to read as follows:

"60.24 Airway traffic control area designation. The following part, or parts, of the civil airways are designated as airway traffic control areas:

60.240 Extent of area. Wherever a point hereinafter prescribed for the purpose of the designating of an airway traffic control area coincides with a point specified by the Administrator in designating the center line of an airway, such airway traffic control area shall include all of the airway within a 10 mile radius of such point.

60.2400 Green civil airway No. 1 airway traffic control areas (U. S. Canadian border to Danforth, Maine). No designation.

60.2401 Green civil airway No. 2 airway traffic control areas (Seattle, Wash., to Boston, Mass.). Those portions of green civil airway No. 2: From Boeing Field, Seattle, Wash., to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of Ellensburg, Wash.; from a line extended at right angles across such airway through a point on the center line thereof 25 miles southeast of the La Crosse, Wis., radio range station, to the intersection of the center line of the on course signal of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S. Canadian border; from the intersection of the center line of the on course signal of the west leg of the Buffalo, N. Y., radio range and the U. S. -- Canadian border, to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Buffalo, N. Y., radio range station.

60.2402 Green civil airway No. 3 airway traffic control areas (San Francisco, Calif., to New York, N. Y.). Those portions of green civil airway No. 3: From the Municipal Airport, San Francisco, Calif., to a line extended at right angles across such airway through a point on the center line thereof 25 miles west of the Parco, Wyo., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Des Moines, Iowa, radio range station, to the New York Municipal Airport, La Guardia Field, New York, N. Y.

60.2403 Green civil airway No. 4 airway traffic control areas (Los Angeles, Calif., to Philadelphia, Pa.) Those portions of green civil airway No. 4: From the Municipal Airport, Los Angeles, Calif., to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Ashfork, Ariz., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Wichita, Kans., radio range station, to the Municipal Airport, Philadelphia, Pa.

60.2404 Green civil airway No. 5 airway traffic control areas (Los Angeles, Calif., to Washington, D. C.). Those portions of green civil airway No. 5: From the Los Angeles, Calif., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Phoenix, Ariz., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Big Spring, Tex., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles southwest of the Little Rock, Ark., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Jacks Creek, Tenn., radio range station, to the Washington National Airport, Washington, D. C.

60.2405 Green civil airway No. 6 airway traffic control areas (Corpus Christi, Tex., to Richmond, Va.). That portion of green civil airway No. 6; From a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Mobile, Ala., radio range station, to the Municipal Airport, Richmond, Va.

60.2410 Amber civil airway No. 1 airway traffic control areas (San Diego, Calif., to the U. S. -- Canadian border). Those portions of amber civil airway No. 1: From the Municipal Airport, San Diego, Calif., to the U. S. -- Canadian border.

60 2411 Amber civil airway No. 2 airway traffic control areas (Daggett, Calif. to U. S. Canadian border). That portion of amber civil airway No. 2: From the Daggett, Calif., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Dillon, Mont., radio range station.

60 2412 Amber civil airway No. 3 airway traffic control areas (El Paso, Tex., to Great Falls, Mont.). No designation.

60.2413 Amber civil airway No. 4 airway traffic control areas (Brownsville, Tex., to Bismarck, N. Dak.). Those portions of amber civil airway No. 4: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Austin, Tex., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Omaha, Nebr., radio range station.

60.2414 Amber civil airway No. 5 airway traffic control areas (New Orleans, La., to Milwaukee, Wis.). Those portions of amber civil airway No. 5: From a line extended at right angles across such airway through a point on the center line thereof 25 miles north of the Memphis, Tenn., radio range station to the Milwaukee, Wis., radio range station.

60.2415 Amber civil airway No. 6 airway traffic control areas (Jacksonville, Fla., to Buffalo, N. Y.). Those portions of amber civil airway No. 6: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Alma, Ga., radio range station, to the Buffalo, N. Y., radio range station.

60.2416 Amber civil airway No. 7 airway traffic control areas (Key West, Fla., to Caribou, Maine). Those portions of amber civil airway No. 7: From a line extended at right angles across such airway through a point on the center line thereof 25 miles north of the Raleigh, N. C., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Hartford, Conn., radio range station.

60.24200 Red civil airway No. 1 airway traffic control areas (Portland, Oreg., to Salt Lake City, Utah). All of red civil airway No. 1.

60.24201 Red civil airway No. 2 airway traffic control areas (Whitehall, Mont., to Belgrade, Mont.). No designation.

60.24202 Red civil airway No. 3 airway traffic control areas (Philadelphia, Pa., to New York, N. Y.). All of red civil airway No. 3.

60.24203 Red civil airway No. 4 airway traffic control areas (Dallas, Tex., to Shreveport La.) All of red civil airway No. 4.

60.24204 Red civil airway No. 5 airway traffic control areas (Sioux Falls, S. Dak., to Minneapolis, Minn.) No designation.

60.24205 Red civil airway No. 6 airway traffic control areas (Parco, Wyo., to Grand Island, Nebr.) No designation.

60.24206 Red civil airway No. 7 airway traffic control areas (Spartanburg, S. C., to Greensboro, N. C.) All of red civil airway No. 7.

60.24207 Red civil airway No. 8 airway traffic control areas (Concord, N. H., to Portland, Maine) No designation.

60.24208 Red civil airway No. 9 airway traffic control areas (Tallahassee, Fla., to Alma., Ga.) No designation.

60.24209 Red civil airway No. 10 airway traffic control areas (Amarillo, Tex., to Charleston, S. C.) Those portions of red civil airway No. 10: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Clarendon, Tex., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles west of the Shreveport, La., radio range station; from a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Jackson, Miss., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles west of the Charleston, S. C., radio range station.

60.24210 Red civil airway No. 11 airway traffic control areas (Tulsa, Okla., to St. Louis, Mo.). All of red civil airway No. 11.

60.24211 Red civil airway No. 12 airway traffic control areas (Kansas City, Mo. to Detroit, Mich.). All portions of red civil airway No. 12.

60.24212 Red civil airway No. 13 airway traffic control areas (Westfield, Mass., to Boston, Mass.). That portion of red civil airway No. 13: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Hartford, Conn., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Hartford, Conn., radio range station.

60.24213 Red civil airway No. 14 airway traffic control areas (Lone Rock, Wis., to Louisville, Ky.). All portions of red civil airway No. 14.

60.24214 Red civil airway No. 15 airway traffic control areas (Las Vegas, Nev., to Phoenix, Ariz.) All portions of red civil airway No. 15.

60.24215 Red civil airway No. 16 airway traffic control areas (Augusta, Ga., to Charleston, S. C.). That portion of red civil airway No. 16: From the Augusta, Ga., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Charleston, S. C., radio range station.

60.24216 Red civil airway No. 17 airway traffic control areas (Martinsburg, W. Va., to Baltimore, Md.). All of red civil airway No. 17.

60.24217 Red civil airway No. 18 airway traffic control areas (Indianapolis, Ind., to Washington, D. C.). All of red civil airway No. 18.

60.24218 Red civil airway No. 19 airway traffic control areas (Dayton, Ohio, to Grand Rapids, Mich.). All of red civil airway No. 19.

60.24219 Red civil airway No. 20 airway traffic control areas (Detroit, Mich., to Washington, D. C.). All portions of red civil airway No. 20.

60.24220 Red civil airway No. 21 airway traffic control areas (Detroit, Mich., to Woodward, Pa.). All portions of red civil airway No. 21.

60.24221 Red civil airway No. 22 airway traffic control areas (Roanoke, Va., to Gordonsville, Va.). All of red civil airway No. 22.

60.24222 Red civil airway No. 23 airway traffic control areas (Buffalo, N. Y., to New York, N. Y.). All of red civil airway No. 23.

60.24223 Red civil airway No. 24 airway traffic control areas (Amarillo, Tex., to Oklahoma City, Okla.). That portion of red civil airway No. 24. From a line extended at right angles across such airway through a point on the center line thereof 25 miles east of the Amarillo, Tex., radio range station, to the Oklahoma City, Okla., radio range station.

60.24224 Red civil airway No. 25 airway traffic control areas (Daytona Beach, Fla., to Miami, Fla.). No designation.

60.24225 Red civil airway No. 26 airway traffic control areas (New York, N. Y., to Syracuse, N. Y.). No designation.

60.24226 Red civil airway No. 27 airway traffic control areas (Dayton, Ohio., to Detroit, Mich.). All of red civil airway No. 27.

60.24227 Red civil airway No. 28 airway traffic control areas (Chicago, Ill., to Grand Rapids, Mich.). All of red civil airway No. 28.

60.24228 Red civil airway No. 29 airway traffic control areas (Baltimore, Md., to Elmira, N. Y.). All of red civil airway No. 29.

60.24229 Red civil airway No. 30 airway traffic control areas (Mobile Ala., to Jacksonville, Fla.). No designation.

60.24230 Red civil airway No. 31 airway traffic control areas (Huron, S. Dak., to Minneapolis, Minn.). No designation.

60.24231 Red civil airway No. 32 airway traffic control areas (San Antonio, Tex., to Houston, Tex.). No designation.

60.24232 Red civil airway No. 33 airway traffic control areas (Harrisburg, Pa., to New York, N. Y.). All of red civil airway No. 33.

60.24233 Red civil airway No. 34 airway traffic control areas (Raleigh, N. C., to Pulaski, Va.). That portion of red civil airway No 34: From a line extended at right angles across such airway through a point on the center line thereof 25 miles east of Greensboro, N. C., radio range station to the Pulaski, Va., radio range station.

60.24300 Blue civil airway No. 1 airway traffic control areas (Pendleton, Oreg., to Spokane, Wash.). That portion of blue civil airway No. 1: From the Pendleton, Oreg., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northeast of the Pendleton, Oreg., radio range station.

60.24301 Blue civil airway No. 2 airway traffic control areas (Birmingham, Ala., to Erie, Pa.). All portions of blue civil airway No. 2.

60.24302 Blue civil airway No. 3 airway traffic control areas (Memphis, Tenn., to Tampa, Fla.). Those portions of the blue civil airway No. 3: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Muscle Shoals, Ala., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Dothan, Ala., radio range station.

60.24303 Blue civil airway No. 4 airway traffic control areas (Boston, Mass., to Rouses Point, N. Y.). No designation.

60.24304 Blue civil airway No. 5 airway traffic control areas (Galveston, Tex., to Wichita, Kans.). Those portions of blue civil airway No. 5: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Navasota, Tex., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles north of the Oklahoma, City, Okla., radio range station.

60.24305 Blue civil airway No. 6 airway traffic control areas (Abilene, Tex., to Oklahoma City, Okla.). All of blue civil airway No. 6.

60.24306 Blue civil airway No. 7 airway traffic control areas (Springfield, Ill., to Morse, Ill.). All of blue civil airway No. 7.

60.24307 Blue civil airway No. 8 airway traffic control areas (Fargo, N. Dak., to U. S. - Canadian border). No designation.

60.24308 Blue civil airway No. 9 airway traffic control areas (Columbia, Mo., to La Crosse, Wis.). That portion of blue civil airway No. 9: From the Columbia, Mo., radio range station, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Des Moines, Iowa, radio range station.

60.24309 Blue civil airway No. 10 airway traffic control areas (Modesto, Calif., to Williams, Calif.). All of blue civil airway No. 10.

60.24310 Blue civil airway No. 11 airway traffic control areas (Muscle Shoals, Ala., to Nashville, Tenn.). All of blue civil airway No. 11.

60.24311 Blue civil airway No. 12 airway traffic control areas (Northdalles, Wash., to Ellensburg, Wash.). All of blue civil airway No. 12.

60.24312 Blue civil airway No. 13 airway traffic control areas (Lake Charles, La., to Texarkana, Ark.). That portion of blue civil airway No. 13: From a line extended at right angles across such airway through a point on the center line thereof 25 miles northwest of the Shreveport, La., radio range station to the intersection of the center lines of the on course signals of the northwest leg of the Shreveport, La., radio range and the southwest leg of the Texarkana, Ark., radio range.

60.24313 Blue civil airway No. 14 airway traffic control areas (Riverside, Calif. to Bakersfield, Calif.). All of blue civil airway No. 14.

60.24314 Blue civil airway No. 15 airway traffic control areas (Columbus, Ohio, to Erie, Pa.). All of blue civil airway No. 15.

60.24315 Blue civil airway No. 16 airway traffic control areas (Dillon, Mont., to Helena, Mont.). No designation.

60.24316 Blue civil airway No. 17 airway traffic control areas (Blythe, Calif., to Kingman, Ariz.). All of blue civil airway No. 17.

60.24317 Blue civil airway No. 18 airway traffic control areas (Newark, N. J., to Burlington, Vt.). From the intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the south leg of the New Hackensack, N. Y., radio range, to a line extended at right angles across such airway through a point on the center line thereof 25 miles south of the Albany, N. Y., radio range station.

60.24318 Blue civil airway No. 19 airway traffic control areas (Melbourne, Fla., to Orlando, Fla.). No designation.

AMENDMENT NO. 114: Designation of Control Airports so as to Include Certain Additional Airports (effective June 16, 1941).

Section 60.21 is amended so as to include the designation of the following airports as control airports:

City	Name of Airport
Helena, Montana	Helena Airport
Medford, Oregon	Medford Airport
Pendleton, Oregon	Pendleton Airport
Portland, Oregon	Portland-Columbia Airport

AMENDMENT NO. 119: Landing and Take-off Rules (effective June 20, 1941).

Section 60.330 is amended to read as follows:

60.330 PROCEDURE FOR TAKING OFF AND LANDING.

60.3300 A take-off shall not be commenced until there is no risk of collision with other aircraft during such take-off.

60.3301 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 air-traffic control-tower operator. All circles, either approaching for a landing or after take-off, shall be made to the left unless the pilot receives other instructions from the air-traffic control-tower operator, or unless the Board has prescribed, in the interests of safety, a different procedure for the particular airport or landing area.

60.3302 Aircraft approaching for a landing shall, unless impracticable, maintain a straight approach course for the last 1,000 feet before crossing the airport boundary.

60.3303 Aircraft making contact flights within 3 miles horizontally of the center of an airport or landing area shall conform to the circle rule provided in §§ 60.3301 unless flying at an altitude in excess of 3,000 feet above the ground or water.

60.3304 Air traffic departing from or arriving at a control airport shall take precedence over other air traffic within the control zone of such airport when required in the interests of safety.

AMENDMENT NO. 120: Minimum and Maximum Altitudes of Flight and Weather Minimums (effective July 1 1941).

1. Section 60.35 is amended to read as follows:

60.35 MINIMUM AND MAXIMUM SAFE ALTITUDES OF FLIGHT.

60.350 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:

60.3500 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.

60.3501 An altitude over an area certified by the Administrator as a danger area sufficient to permit at all times an emergency landing outside of such danger area in the event of complete power failure but in no case less than 1,000 feet above the ground: Provided, That the restrictions of this paragraph shall not apply to public aircraft previously authorized by the appropriate governmental agency to make specific flights below such minimums in the public interest

60.3502 1,000 feet above the ground over any Federal penal institution or any open air assembly of persons.

60.3503 500 feet above the ground or water elsewhere than as specified in §§ 60.3500, 60.3501, and 60.3502, or within 500 feet from any mountain, hill or other obstruction to flight, except as may be specifically approved by the Administrator: Provided, however, That seaplanes and amphibians may be flown below 500 feet, but not below 300 feet, if making a contact flight during daylight hours over open water and where an emergency landing may, at all times, be made, without the aid of power, into the wind and without danger of collision with craft on the surface or other obstructions: And provided, further, That the restrictions of this paragraph shall not apply to public aircraft, previously authorized by the appropriate governmental agency, to make specific flights below such minimums in the public interest.

60.3504 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 § 60.131.

60.3505 Any maneuver required in student instruction or solo practice under the supervision of a certificated flight instructor, the Army, Navy, Marine Corps, or Coast Guard, or in flight tests given by an inspector of the Administrator, may be conducted at the altitude above the ground or water necessary for the proper execution of such maneuver in places other than as specified in §§ 60.3500, 60.3501, and 60.3502.

60.351 MAXIMUM SAFE ALTITUDE. Aircraft, except military aircraft, shall not be flown at altitudes above 17,000 feet above sea level: Provided, however, That air carrier aircraft in scheduled air transportation may operate above that altitude when authorized by the terms of the competency letters issued to the air carrier: And provided, further, That the Administrator may authorize flights of aircraft above that altitude when necessary in the interests of safety or the development of aeronautics.

60.3510 Military aircraft when operating above 17,000 feet above sea level must be equipped with two-way radio equipment adequate to communicate at all times with either a ground radio station maintained by one of the armed forces of the United States or with an airway communications station

of the Administrator. Such aircraft shall obtain a clearance from the appropriate airway traffic control center of the Administrator before ascending to or descending from that altitude if during such ascent or descent the aircraft enters into or passes through an airway traffic control area.

60.3511 Military aircraft while operating either contact or on instruments above the altitude of 17,000 feet above sea level in accordance with the provisions of § 60.351 shall be exempt from all other provisions of this Part except that such aircraft shall comply with the airplane light rules of § 60.61 and when flying along or crossing routes or civil airways approved for use by a scheduled air carrier authorized to operate above 17,000 feet, such military aircraft shall comply with the following flight altitudes:

(a) Eastbound flights. 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 17,500, 19,500 or 21,500 feet); and

(b) Westbound flights. 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 18,500, 20,500 or 22,500 feet).

2. Section 60.44 is amended to read as follows:

60.44 WEATHER MINIMUMS. The following weather minimums shall govern flight made in accordance with contact flight rules: Provided, however, That an airway traffic control center of the Administrator may for reasons of safety restrict or suspend contact flight operation within the airway traffic control area of such center: Provided, further, That in the interests of safety the Administrator may require higher minimums at any particular control airport, and that such minimums shall govern the control zone in which such control airport lies.

60.440 WITHIN CONTROL ZONES. Aircraft shall not be flown within a control zone unless the ceiling is at least 1,000 feet and the visibility is at least 3 miles: Provided, however, That a certificated air-traffic control-tower operator on duty in a radio-equipped airport control tower may authorize flight at altitudes of 1,000 feet or less above the ground or water when the visibility is less than 3 miles but not less than 1 mile: And provided, further, That such operator may suspend contact flight operation within the control zone when reasons of safety require such actions.

60.441 OUTSIDE OF CONTROL ZONE.

60.4410 At or below 1,000 feet. Aircraft shall not be flown at or below 1,000 feet above the ground or water unless the ceiling is sufficient to permit flight at the minimum altitude prescribed in § 60.35 and unless the visibility during the hours of daylight is at least 1 mile and during the hours of darkness is at least 2 miles.

60.4411 Above 1,000 feet. Aircraft shall not be flown above 1,000 feet above the ground or water unless the ceiling is sufficient to permit flight at the minimum altitude prescribed in § 60.35 and unless the visibility is at least 3 miles at flight altitude.

60.442 PROXIMITY TO CLOUD FORMATION. Aircraft shall not be flown closer than 500 feet vertically to an overcast or cloud formation nor closer than 2,000 feet horizontally to a cloud formation.

3. Strike from the Table of Contents "60.35 Minimum safe altitudes" and insert in lieu thereof "60.35 Minimum and maximum safe altitudes of flight".

AMENDMENT NO. 121: Contact Flight Above 3,500 Feet on Civil Airway (effective July 1, 1941).

1. Section 60.471 is amended to read as follows:

60.471 CONTACT FLIGHT ABOVE 3500 FEET ON CIVIL AIRWAY. In addition to all contact flight rules, aircraft flying under contact conditions at an altitude of more than 3500 feet above the ground or water and within the limits of a civil airway shall conform to the rules prescribed for flight under instrument conditions in the following respects:

(1) Compliance with § 60.53, Flight plans, when flights touch airwaystraffic control areas;

(2) Maintenance of flight altitudes (§ 60.58); and

(3) Maintenance of communication contacts (§ 60.571).

60.4710 EQUIPMENT. In addition to the equipment required by § 60.41 all such aircraft shall be equipped with a radio receiver as specified in § 04.512(e), a radio transmitter capable of maintaining communication with an airway communications station of the Administrator under normal conditions, and a sensitive altimeter as specified in § 04.513(d).

60.4711 COMMUNICATION FAILURE. In the event of the failure of two-way communication equipment on such aircraft the pilot shall immediately either leave the airway or descend to an altitude below 3500 feet above the ground or water.

2. Section 60.43 is amended to read as follows:

60.43 FLIGHT PLAN. A flight plan is not required unless the flight is made above 3500 feet above the ground or water within the limits of a civil airway as specified in § 60.471.

3. Strike section 60.472.

4. Strike section 60.48 and strike from the Table of contents "60.48 Flight altitudes".
