CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-51
Effective: Feb. 15, 1942
Adopted: Jan. 8, 1942

"60.95 Emergency regulations.

60.950 Definitions. (a) As used in this section (60.95), the term 'aircraft' means all aircraft other than those operated by scheduled air carriers while on their certificated routes, the United States Army or Navy, the Civil Aeronautics Administration, or the Civil Aeronautics Board.

(b) As used in this section (60.95) a 'designated landing area' is a landing area designated by the Administrator for the landing and take-off of aircraft during the period of national emergency.

(c) As used in this section (60.95) a 'local flying area' is an area adjacent to a designated landing area, including any channel leading thereto, which has been set aside by the Administrator, or his authorized representative, for local flying and a 'local flight' is a flight wholly within such area.

(d) As used in this section (60.95) a 'vital defense area' is an area set aside by the Secretary of War, or the Administrator upon the request or approval of the Secretary of War, within which the operation of aircraft is prohibited or is authorized only subject to prescribed conditions.

(e) As used in this section (60.95) a 'zone of military operations' is an area designated as such by the Secretary of War, or the Administrator upon the request or with the approval of the Secretary of War.

60.951 Flight rules. (a) Except upon the prior approval of the Administrator, or his authorized representative, no person shall (1) take-off any aircraft from a place other than a designated landing area, or (2) land any aircraft at any place other than a designated landing area except where such landing is caused by unforseeable circumstances beyond the control of such person in which event the pilot of the aircraft shall make a report to the Administrator or his designee at the landing area to which he was cleared as soon as possible, and in no case more than 24 hours after such landing, setting forth fully the reasons therefor.

(b) No person shall take off any aircraft from a designated landing area unless, immediately prior to such take-off, he shall have submitted to the Administrator or a person designated by him at such landing area, sufficient information to identify adequately the pilot, occupants, and the aircraft, and to describe the route, duration, nature, and purpose of the proposed flight: Provided, That if a continuous series of local flights with the same occupants in the airplane is contemplated, such information need be submitted only once for such series.

(c) No person shall take off any aircraft from a designated landing area unless, immediately prior to such take-off, he shall have secured a clearance for take-off, issued in accordance with this section, from the Administrator or a person designated by him: Provided, That one clearance only need be secured for a continuous series of local flights with the same occupants in the airplane. No clearance shall be granted (1) unless the applicant for clearance demonstrates to the Administrator, or person designated by him, that the applicant is the holder of a currently effective pilot certificate and, after January 8, 1942, presents the identification card required by § 60.322, (2) unless the route proposed to be flown by the applicant permits compliance with § 60.951(h) with respect to vital defense areas and zones of military operation, (3) unless the aircraft proposed to be flown is equipped with functioning two-way radio if the flight is other than a local flight, and (4) unless the issuance of such clearance is consistent with instructions issued by the Civil Aeronautics Administration: Provided, That with the special permission of the Administrator, or a person designated by him for this purpose, a flight may be cleared to operate in daylight in accordance with daylight contact flight rules beyond the local flying area of the landing area from which take-off is made notwithstanding that the aircraft flown is not equipped with functioning two-way radio. No clearance under this section shall be deemed to authorize the violation of any regulation.

(d) No person shall take off any aircraft from a designated landing area unless, immediately prior to such take-off, if the flight be to another landing area and requires operation into or within a vital defense area or a zone of military operations, he shall have transmitted to such landing area, through the person granting clearance, a message by telephone or telegraph identifying the aircraft to be flown and stating the estimated time of arrival: Provided, That this requirement need not be met if a flight plan has been filed with Airway Traffic Control for the flight.

(e) No person shall take off any aircraft from a designated landing area unless, immediately prior to such take-off, he shall have familiarized himself with all available current flight information relating to the area proposed to be traversed on his flight.

(f) Immediately after landing an aircraft upon a designated landing area, the pilot of such aircraft shall submit to the Administrator, or person designated by him at such landing area, a copy of his clearance and such other information as may be required: Provided, That if a series of local flights is being made with the same occupants in the aircraft, such information need be submitted only after the final landing in such series.

(g) Immediately after landing upon a designated landing area after a flight from another designated landing area which involved operation into or with a vital defense area or zone of military operation, the pilot shall transmit to the landing area from which he was cleared for the flight, through the Administrator's designee at the landing area on which

the landing was made, a message by telephone or telegraph identifying the aircraft flown and stating the time of arrival: Provided, That this requirement need not be met if a flight plan has been filed for the flight with Airway Traffic Control.

(h) No person shall operate an aircraft otherwise than in accordance with the description of the flight submitted to the Administrator or his designee at the landing area from which take-off was made, except in case of emergency in which event the pilot of the aircraft shall make a report to the Administrator, or his designee at the landing area of departure or arrival, as soon as possible after such deviation, describing the deviation and setting forth fully the reasons therefor.

(i) No person shall operate aircraft into or within a vital defense area or zone of military operations otherwise than in accordance with the conditions specified for such operation.

(j) No person shall leave an aircraft unattended under circumstances which would permit its operation by an unauthorized person without rendering the aircraft incapable of operation in a manner consistent with any instructions issued by the Administrator for this purpose.

60.952 Aircraft basing. (a) No person shall base an aircraft at any place within the United States other than a designated landing area without first obtaining specific permission from the Administrator issued upon such conditions as he deems necessary.

(b) Immediately upon basing at a designated landing area, the owner of an aircraft shall submit to the Administrator or person designated by him at such landing area sufficient information to identify the aircraft, its owner, and the last previous base. In the event that the aircraft is to be absent from its base at any time for more than 72 hours, the owner shall submit to the Administrator's designee at such base such information as may be necessary to permit him to locate the aircraft promptly in case of necessity. Prior to changing the base, the owner of an aircraft shall notify the Administrator or his designee at his present base of his intention, stating the name and location of the landing area to which the aircraft is to be transferred.

60.953 Landing area rules. (a) Every designated landing area shall provide means by which all available current flight information bearing upon flights from the landing area may be secured by persons operating aircraft on the landing area.

(b) Every designated landing area shall maintain adequate records of landings and take-offs in accordance with §§ 60.951(b) and (f) and shall furnish such reports, summaries of operations, and records as may be required by the Administrator. Any authorized representative of the Army, Navy, Civil Aeronautics Administration or Civil Aeronautics Board shall be permitted to inspect the landing area and have access to all records, buildings, and equipment.

(c) The Administrator may, at any time, cancel the designation of a landing area if he deems such action necessary to the public safety or in the interest of national defense.

60.954 False statements and alteration of documents. No person shall forge, counterfeit, alter, or mutilate any record or document required by or pursuant to this section (60.95) or make any false or misleading statements of information required by or pursuant to this section (60.95).

By the Civil Aeronautics Board:

/s/ *Darwin Charles Brown*

Darwin Charles Brown
Secretary

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