CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-60
Effective: July 1, 1942
Adopted: Feb. 21, 1942

Strike the words "60.60 Angular limits" as they appear in the table of contents of Part 60 and insert in lieu thereof the following:

"60.60 (Unassigned)."

By the Civil Aeronautics Board:

/s/ *Darwin Charles Brown*

Darwin Charles Brown
Secretary

(S E A L)

5-21109

Part 60 last printed October 4, 1940

CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-48
Effective: Dec. 10, 1941
Adopted: Dec. 10, 1941

"60.322 Pilot identification card. No pilot shall pilot civil aircraft in flight after January 8, 1942, except scheduled air carrier aircraft, unless he has in his possession, in addition to a currently effective pilot certificate, an identification card, satisfactory to the Administrator, containing his fingerprints, his picture, and his signature."

Civil Air Regulations Amendment 60-49
Effective: Dec. 10, 1941
Adopted: Dec. 10, 1941

"60.3305 Pilot clearance. No pilot of a civil aircraft, except scheduled air carrier aircraft, shall take off from any landing area unless, immediately prior to take-off, he shall have (1) received clearance from a police officer or other public representative designated at such landing area for that purpose and present at such landing area at the time clearance is granted, and (2) filed with such police officer or other public representative a written statement showing the type, color, and identification mark of the aircraft, the estimated time of departure, the point of next intended landing, the route to be followed, and the estimated time of arrival, Provided, that if a pilot contemplates a series of take-offs and landings for instruction, practice, or flight-testing, one clearance only need be secured for such series and, in lieu of the statement described in (2) above, he may file a statement including the type, color, and identification mark of the aircraft and setting forth his intention to engage in landing and take-off instruction or practice or flight-testing and the approximate duration of such operation. A clearance shall be granted to any person who demonstrates to the satisfaction of the police officer or other public representative to whom application is made that he is the holder of a currently effective pilot certificate and, after January 8, 1942, presents the identification card required by section 60.322. No clearance issued under this section shall be deemed to authorize a violation of any regulation."

By the Civil Aeronautics Board:

/s/ *Darwin Charles Brown*

Darwin Charles Brown
Secretary

Q.P.

(S E A L)

Part 60 last printed October 4, 1940

CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 60-22
Effective: Nov. 15, 1941
Adopted: Oct. 28, 1941

APPENDIX F

Control Zones of Intersection

"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.; Syracuse, N.Y.; Tallahassee, Fla.; Tampa, Fla.; Whitehall, Mont.; Wichita, Kans."

By the Civil Aeronautics Board:

/s/ Darwin Charles Brown

Darwin Charles Brown
Secretary

(S E A L)