CAR PART 60.--AIR TRAFFIC RULES

The following amendments, together with Amendment Sheets Nos. 1, 2, and 3, correct Civil Air Regulations Part 60.--Air Traffic Rules (as amended to October 4, 1940) to March 15, 1941.

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AMENDMENT NO. 93: Amending Regulation Governing Dropping Objects Or Things From Aircraft (effective January 21, 1941).

Section 60.347 is amended by inserting a period after the word "interest" and striking therefrom the following:

": And provided further, That such exemption shall not include bombing and aerial gunnery within the limits of a civil airway."

AMENDMENT NO. 95: Redesignation of Certain Airway Traffic Control Areas and the Deletion of Nashville, Tennessee, as a Control Zone of Intersection (effective 12:01 A.M., C.S.T., March 1, 1941)

1. Strike the words "Nashville, Tenn." in section 60.22.

2. Section 60.2403 is amended to read as follows:

60.2403 GREEN CIVIL AIRWAY NO. 4 AIRWAY TRAFFIC CONTROL AREAS (LOS ANGELES, CALIF., TO WASHINGTON, D. C.). Those portions of green civil airway No. 4: 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 Airport, Arlington, Va.

3. Section 60.2415 is amended to read as follows:

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.

AMENDMENT NO. 96: Redesignation of Certain Airway Traffic Control Areas and the Addition of Syracuse, New York, as a Control Zone of Intersection (effective 12:01 A.M., E.S.T., March 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 Administrator of Civil Aeronautics located at each of the following cities is designated as the center of a control zone of intersection: Albany, N. Y.; Albuquerque, N. Mex.; Amarillo, Tex.; Belgrade, Mont.; Boston, Mass.; Billings, Mont.; Bismarck, N. Dak.; Burlington, Vt.; Charleston, S. C.; Cheyenne, Wyo.; Concord, N. H.; Corpus Christi, Tex.; Daytona Beach, Fla.; Denver, Colo.; El Paso, Tex.; Fargo, N. Dak.; Helena, Mont.; Houston, Tex.; Huron, S. Dak.; Jackson, Miss.; Jacksonville, Fla.; Laramie, Wyo.; Memphis, Tenn.; Miami, Fla.; Millinocket, Maine; Minneapolis, Minn.; Nashville, Tenn.; Mobile, Ala.; New Orleans, La.; Oklahoma City, Okla.; Omaha, Nebr.; San Antonio, Tex.; Spokane, Wash.; Syracuse, N. Y.; Tallahassee, Fla.; Tampa, Fla.; Tulsa, Okla.; White Hall, Mont.; Wichita, Kans.

2. Section 60.2400 is amended to read as follows:

60.2400 GREEN CIVIL AIRWAY NO. 1 AIRWAY TRAFFIC CONTROL AREAS (SEATTLE, WASH., TO BOSTON, MASS.). Those portions of green civil airway No. 1: 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.

3. Section 60.24317 is amended to read as follows:

60.24317 BLUE CIVIL AIRWAY NO. 18 AIRWAY TRAFFIC CONTROL AREAS (NEWARK, NEW JERSEY TO SYRACUSE, N. Y.). No designation.

AMENDMENT NO. 102: Revising the Regulations Governing Instrument Flight (effective February 25, 1941).

1. Section 60.342 is amended to read as follows:

60.342 RIGHT SIDE TRAFFIC. Aircraft operating along a civil airway shall keep to the right of the radio range course projected along the civil airway, or if no radio range course is projected along the airway, shall keep to the right of the center line of the airway except:

(a) When impracticable for reasons of safety;

(b) When otherwise instructed or authorized by an airway traffic control center of the Administrator;

(c) In the case of inbound aircraft operating on instruments and using the on course signal of the radio range;
(d) When landing or taking off.

2. Section 60.572 (not including §§ 60.5720(a), 60.5721(b), and 60.5722(c)) is amended to read as follows:

60.572 COMMUNICATIONS FAILURE. In the event of the electrical or the mechanical failure of aircraft two-way communication equipment or in the event that the pilot does not receive radio signals sufficient to permit him to maintain instrument navigation, one of the following procedures shall be observed.

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