Federal Aviation Agency

Washington, D.C.

Civil Air Regulations, Part 60

AIR TRAFFIC RULES

Supplement No. 2, CAR 60 dated May 15, 1951 **October 6, 1961**

SUBJECT: CAR 60 Special Regulation SR–449

Special Regulation SR–449 was adopted by the Administrator on October 6, 1961, to prohibit the flight of non-participating aircraft during defense exercise "Sky Shield II," and is effective from 1700Z October 14, 1961, through 0500Z October 15, 1961.

This Special Regulation is forwarded in advance of its effective date to afford public notice of its provisions. It should be retained in the publication until terminated on October 15, 1961, and removed immediately thereafter.

Insert the attached new pages 46–1 and 46–2.

D. D. Thomas

D. D. Thomas, *Director,*
Air Traffic Service.

ATTACHMENT.

SPECIAL CIVIL AIR REGULATION NO. SR-449

Effective: October 14, 1961
Issued: October 6, 1961

Prohibition of Flight During Operation Sky Shield II

A large scale military aerial exercise known as "Sky Shield II" will be conducted between 1700Z, October 14, 1961, and 0500Z, October 15, 1961, regardless of weather conditions. This exercise will be executed over the entire North American continent north of the Mexican border. It has been determined that the conduct of this exercise is in the interest of the national defense.

The number of participating military aircraft, the types of maneuvers conducted, the widespread use of electronic counter measures and chaff and the consequent jamming of Agency air traffic control radars and VHF/UHF air-ground communications, all combine to render unsafe the simultaneous use of the navigable airspace by civil aircraft. Consequently, nonparticipating aircraft should not be permitted to operate in the continental United States and in the State of Alaska during the exercise unless specifically exempted in this regulation. Pilots must plan their flights so as to be either on the ground or outside the exercise area by 1700Z, October 14, 1961, giving consideration to such delay factors as weather and air traffic delays.

Information is available in all Agency air route traffic control centers which will enable pilots to determine the latest times that aircraft intending to depart from the continental United States and Alaska will be authorized to take off so as to be clear of the exercise area when the exercise begins. Similar information is available to pilots who intend to depart overseas points at a time which will insure arrival in the continental United States or Alaska after the exercise has terminated.

Provision is made in this regulation to permit certain operations which may be required in the interest of health or safety, such as those which may be necessary to prevent, or to provide relief from, fire, flood or accidents, or for emergency medical treatment or assistance. It is emphasized, however, that during the period of Sky Shield II air traffic separation service by the FAA will not be provided to any aircraft, however, advisory information will be provided to the extent possible.

I have determined that a situation exists which requires the immediate adoption of this regulation for the safety of air commerce. Accordingly, I find that notice and public procedure hereon are impracticable, and that good cause exists for making this regulation effective immediately.

In consideration of the foregoing, the following Special Civil Air Regulation is adopted:

A person shall not operate an aircraft within the continental United States and the State of Alaska during the period 1700Z, October 14, 1961, through 0500Z, October 15, 1961, except:

(a) Aircraft operated under the auspices of the Department of Defense in the military exercise known as "Sky Shield II" or any other operation accorded a higher priority by DOD, and

(b) Aircraft operated in the interest of health or safety, such as those which may be necessary to prevent, or to provide relief from fire, flood, accident, or for emergency medical treatment or assistance: *Provided,* That air traffic control is advised by the operator prior to take-off, of the point of departure, route, altitude, destination and purpose of flight.

This regulation is effective upon issuance and is terminated at 0500Z, October 15, 1961.