Federal Aviation Agency
Washington, D.C.

Civil Air Regulations, Part 60

AIR TRAFFIC RULES

Supplement No. 9, CAR 60 dated May 15, 1961 **November 26, 1962**

SUBJECT: Special Civil Air Regulation No. SR–454A.

Special Civil Air Regulation No. SR–454A was adopted by the Administrator on November 23, 1962, and became effective immediately. This special regulation, published in 27 F.R. 11692, on November 28, 1962, rescinds Special Civil Air Regulation No. SR–454 and was issued to provide relief from the requirements of SR–454 regarding aircraft operations over the land mass of Florida.

The loose copy of SR–454 previously distributed to all holders of CAR 60 should be removed and replaced by Special regulation SR–454A.

Remove the following pages:	*Insert the following new pages:*
III and IV	III and IV
SR–454	46–1 and 46–2

D. D. Thomas

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

Attachments.

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Civil Air Regulations Part 60

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NOTE.—The statements contained in the notes in this Part are intended as explanation only and shall not be construed as official interpretations of the regulations.

(Rev. 11/26/62)

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SPECIAL CIVIL AIR REGULATION NO. SR-454A

Effective: November 23, 1962
Issued: November 23, 1962

Amendment of Special Operating Rule Within Certain Areas of the State of Florida and Over Waters Adjacent Thereto

On October 23, 1962, this Agency adopted Special Civil Air Regulation No. SR-454 (27 F.R. 10444) in the interests of National defense and for the safety of air commerce. SR-454 prohibited the operation of civil aircraft, in specified areas of the State of Florida and over the waters adjacent thereto, unless certain aircraft equipment and operational limitations were satisfied.

After consultation with the Department of Defense, I have determined that the circumstances which generated the need for this regulation now permit its relaxation for the area over the land mass of the Florida peninsula north of latitude 25°10′ North subject to the inclusion, however, of a provision for reinstatement of its effect for that area, if required by changes in the situation. Accordingly, I find that Special Civil Air Regulation No. SR-454 should be rescinded and Special Civil Air Regulation No. SR-454A adopted.

Since this action relaxes an existing restriction, compliance with the notice, public procedure and effective date requirements of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, SR-454 is hereby rescinded and the following Special Civil Air Regulation is adopted:

Section 1. **No person may operate any civil aircraft within the area described in Section 2 of this Regulation:**

(1) Over water and outside the land mass of the State of Florida or over land South of 25°10′ North latitude, unless:

(a) It is operated under a flight plan that has been approved by appropriate military authority acting through an FAA air traffic control facility; and

(b) The aircraft possesses functioning navigation equipment and functioning communications equipment necessary to maintain two-way radio contact with air traffic control facilities at all times during the operation, and the pilot in command monitors the radio frequencies specified by air traffic control.

(2) Over the land mass of the State of Florida North of 25°10′ North latitude whenever a NOTAM has been issued by the Administrator which specifies this Regulation applies thereto, unless:

(a) It is operated under a flight plan that has been approved by appropriate military authority acting through an FAA air traffic control facility; and

(b) The aircraft possesses functioning navigation equipment, and functioning communications equipment necessary to maintain two-way radio contact with air traffic control facilities at all times during the operation, and the pilot in command monitors the radio frequencies specified by air traffic control.

Section 2. **This Regulation applies within the following area within the State of Florida and over waters adjacent thereto, from the surface upward:**

Beginning at 29 degrees North latitude, 85 degrees West longitude; thence clockwise to 29 degrees North latitude, 79 degrees 30 minutes West longitude, to 24 degrees North latitude, 79 degrees 30 minutes West longitude, to 24 degrees North latitude, 85 degrees West longitude, to the point of beginning.

This regulation becomes effective immediately.

(Sections 306, 307(a), 307(c), and 1202 of the Federal Aviation Act of 1958; 48 U.S.C. 1347, 1348 (a) and (c) and 1522).