Federal Aviation Administration, DOT § 99.43

the contiguous U.S. ADIZ unless that aircraft is equipped with a coded radar beacon transponder and automatic pressure altitude reporting equipment having altitude reporting capability that automatically replies to interrogations by transmitting pressure altitude information in 100-foot increments.

(d) Paragraphs (b) and (c) of this section do not apply to the operation of an aircraft which was not originally certificated with an engine-driven electrical system and which has not subsequently been certified with such a system installed, a balloon, or a glider.


§ 99.15 Position reports.

(a) The pilot of an aircraft operating in or penetrating an ADIZ under IFR—

(1) In controlled airspace, must make the position reports required in §91.183; and

(2) In uncontrolled airspace, must make the position reports required in this section.

(b) No pilot may operate an aircraft penetrating an ADIZ under DVFR unless—

(1) The pilot reports to an appropriate aeronautical facility before deviating.

(2) If the departure airport is within a line from 43°15′N, 65°55′W; 44°21′N, 67°16′W; 43°10′N, 69°40′W; 41°06′N, 69°40′W; 40°32′N, 72°15′W; 39°55′N, 73°00′W; 39°38′N, 73°00′W; 39°36′N, 73°40′W; 37°00′N, 75°30′W; 36°10′N, 75°10′W; 35°10′N, 75°10′W; 32°00′N, 80°30′W; 30°30′N, 81°00′W; 26°40′N, 79°40′W; 25°00′N, 80°05′W; 24°25′N, 81°15′W; 24°20′N, 81°45′W; 24°30′N, 82°06′W; 24°41′N, 82°06′W; 24°43′N, 82°00′W; 25°00′N, 81°30′W; 25°10′N, 81°23′W; 25°35′N, 81°30′W; 26°12′N, 82°20′W; 27°50′N, 83°05′W; 28°55′N, 83°30′W; 29°42′N, 84°00′W; 29°20′N, 85°00′W; 30°00′N, 87°10′W; 30°00′N, 88°30′W; 28°45′N, 88°55′W; 28°45′N, 90°00′W; 29°25′N, 94°00′W; 28°20′N, 96°00′W; 27°30′N, 97°00′W; 26°00′N, 97°00′W; 25°52′N, 97°07′W; westward along the U.S./Mexico border to 32°32′03″N, 117°07′25″W; 32°30′N; 117°25′W;

§ 99.17 Deviation from flight plans and ATC clearances and instructions.

(a) No pilot may deviate from the provisions of an ATC clearance or ATC instruction except in accordance with §91.123 of this chapter.

(b) No pilot may deviate from the filed IFR flight plan when operating an aircraft in uncontrolled airspace unless that pilot notifies an appropriate aeronautical facility before deviating.

(c) No pilot may deviate from the filed DVFR flight plan unless that pilot notifies an appropriate aeronautical facility before deviating.

[69 FR 16756, Mar. 30, 2004]

§§ 99.19–99.31 [Reserved]

Subpart B—Designated Air Defense Identification Zones

§ 99.41 General.

The airspace above the areas described in this subpart is established as an ADIZ. The lines between points described in this subpart are great circles except that the lines joining adjacent points on the same parallel of latitude are rhumb lines.

[69 FR 16756, Mar. 30, 2004]

§ 99.43 Contiguous U.S. ADIZ.

The area bounded by a line from 43°15′N, 65°55′W; 44°21′N, 67°16′W; 43°10′N, 69°40′W; 41°06′N, 69°40′W; 40°32′N, 72°15′W; 39°55′N, 73°00′W; 39°38′N, 73°00′W; 39°36′N, 73°40′W; 37°00′N, 75°30′W; 36°10′N, 75°10′W; 35°10′N, 75°10′W; 32°00′N, 80°30′W; 30°30′N, 81°00′W; 26°40′N, 79°40′W; 25°00′N, 80°05′W; 24°25′N, 81°15′W; 24°20′N, 81°45′W; 24°30′N, 82°06′W; 24°41′N, 82°06′W; 24°43′N, 82°00′W; 25°00′N, 81°30′W; 25°10′N, 81°23′W; 25°35′N, 81°30′W; 26°12′N, 82°20′W; 27°50′N, 83°05′W; 28°55′N, 83°30′W; 29°42′N, 84°00′W; 29°20′N, 85°00′W; 30°00′N, 87°10′W; 30°00′N, 88°30′W; 28°45′N, 88°55′W; 28°45′N, 90°00′W; 29°25′N, 94°00′W; 28°20′N, 96°00′W; 27°30′N, 97°00′W; 26°00′N, 97°00′W; 25°52′N, 97°07′W; westward along the U.S./Mexico border to 32°32′03″N, 117°07′25″W; 32°30′N; 117°25′W;