§ 99.7 Special security instructions.

Each person operating an aircraft in an ADIZ or Defense Area must, in addition to the applicable rules of this part, comply with special security instructions issued by the Administrator in the interest of national security, pursuant to agreement between the FAA and the Department of Defense, or between the FAA and a U.S. Federal security or intelligence agency.

[69 FR 16756, Mar. 30, 2004]

§ 99.9 Radio requirements.

(a) A person who operates a civil aircraft into an ADIZ must have a functioning two-way radio, and the pilot must maintain a continuous listening watch on the appropriate aeronautical facility’s frequency.

(b) No person may operate an aircraft into, within, or whose departure point is within an ADIZ unless—

(1) The person files a DVFR flight plan containing the time and point of ADIZ penetration, and

(2) The aircraft departs within five minutes of the estimated departure time contained in the flight plan.

(c) If the pilot operating an aircraft under DVFR in an ADIZ cannot maintain two-way radio communications, the pilot may proceed, in accordance with original DVFR flight plan, or land as soon as practicable. The pilot must report the radio failure to an appropriate aeronautical facility as soon as possible.

(1) The person files a DVFR flight plan containing the time and point of ADIZ penetration, and

(2) The aircraft departs within five minutes of the estimated departure time contained in the flight plan.

(d) If a pilot operating an aircraft under IFR in an ADIZ cannot maintain two-way radio communications, the pilot must proceed in accordance with §91.185 of this chapter.


§ 99.13 Transponder-on requirements.

(a) Aircraft transponder-on operation. Each person operating an aircraft into or out of the United States into, within, or across an ADIZ designated in subpart B of this part, if that aircraft is equipped with an operable radar beacon transponder, shall operate the transponder, including altitude encoding equipment if installed, and shall reply on the appropriate code or as assigned by ATC.

(b) ATC transponder equipment and use. Effective September 7, 1990, unless otherwise authorized by ATC, no person may operate a civil aircraft into or out of the United States into, within, or across the contiguous U.S. ADIZ designated in subpart B of this part unless that aircraft is equipped with a coded radar beacon transponder.

(c) ATC transponder and altitude reporting equipment and use. Effective December 30, 1990, unless otherwise authorized by ATC, no person may operate a civil aircraft into or out of the United States into, within, or across the contiguous U.S. ADIZ designated in subpart B of this part unless that aircraft is equipped with a coded radar beacon transponder.

§ 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 penetration: the time, position, and altitude at which the aircraft passed the last reporting point before penetration and the estimated time of arrival over the next appropriate reporting point along the flight route;
(2) If no appropriate reporting point along the flight route, the pilot reports at least 15 minutes before penetration: The estimated time, position, and altitude at which the aircraft will penetrate; or
(3) If the departure airport is within an ADIZ or so close to the ADIZ boundary that it prevents the pilot from complying with paragraphs (b)(1) or (2) of this section, the pilot must report immediately after departure: the time of departure, the altitude, and the estimated time of arrival over the first reporting point along the flight route.
(c) In addition to any other reports as ATC may require, no pilot in command of a foreign civil aircraft may enter the United States through an ADIZ unless that pilot makes the reports required in this section or reports the position of the aircraft when it is not less that one hour and not more that 2 hours average direct cruising distance from the United States.
[69 FR 16756, Mar. 30, 2004]

§ 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°05′ 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°08′ 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°15′ 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°49′ N; 88°55′ W; 28°45′ N; 90°00′ W; 26°25′ N; 94°00′ W; 28°20′ N; 96°00′ W; 27°30′ N;