

## § 99.15

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.

[Doc. No. 24903, 55 FR 8395, Mar. 7, 1990. Re-designated at 69 FR 16756, Mar. 30, 2004]

### § 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 there is 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 pilot 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 re-

## 14 CFR Ch. I (1–12 Edition)

ports required in this section or reports the position of the aircraft when it is not less than one hour and not more than 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°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°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°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°58'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;

32°35'N; 118°30'W; 33°05'N; 119°45'W;  
 33°55'N; 120°40'W; 34°50'N; 121°10'W;  
 38°50'N; 124°00'W; 40°00'N; 124°35'W;  
 40°25'N; 124°40'W; 42°50'N; 124°50'W;  
 46°15'N; 124°30'W; 48°30'N; 125°00'W;  
 48°20'N; 128°00'W; 48°20'N; 132°00'W;  
 37°42'N; 130°40'W; 29°00'N; 124°00'W;  
 30°45'N; 120°50'W; 32°00'N; 118°24'W;  
 32°30'N; 117°20'W; 32°32'03"N; 117°07'25"W;  
 eastward along the U.S./Mexico border  
 to 25°58'N, 97°07'W; 26°00'N; 97°00'W;  
 26°00'N; 95°00'W; 26°30'N; 95°00'W; then  
 via 26°30'N; parallel to 26°30'N; 84°00'W;  
 24°00'N; 83°00'W; then Via 24°00'N; par-  
 allel to 24°00'N; 79°25'W; 25°40'N; 79°25'W;  
 27°30'N; 78°50'W; 30°45'N; 74°00'W; 39°30'N;  
 63°45'W; 43°00'N; 65°48'W; to point of be-  
 ginning.

[Doc. No. FAA-2001-10693, 66 FR 49822, Sept.  
 28, 2001. Redesignated at 69 FR 16756, Mar. 30,  
 2004]

#### § 99.45 Alaska ADIZ.

The area is bounded by a line from  
 54°00'N; 136°00'W; 56°57'N; 144°00'W;  
 57°00'N; 145°00'W; 53°00'N; 158°00'W;  
 50°00'N; 169°00'W; 50°00'N; 180°00'; 50°00'N;  
 170°00'E; 53°00'N; 170°00'E; 60°00'00"N;  
 180°00'; 65°00'N; 169°00'W; then along  
 169°00'W; to 75°00'N; 169°00'W; then along  
 the 75°00'N; parallel to 75°00'N, 141°00'W;  
 69°50'N; 141°00'W 71°18'N; 156°44'W;  
 68°40'N; 167°10'W; 67°00'N; 165°00'W;  
 65°40'N; 168°15'W; 63°45'N; 165°30'W;  
 61°20'N; 166°40'W; 59°00'N; 163°00'W; then  
 south along 163°00'W to 54°00'N,  
 163°00'W; 56°30'N; 154°00'W; 59°20'N;  
 146°00'W; 59°30'N; 140°00'W; 57°00'N;  
 136°00'W; 54°35'N, 133°00'W; to point of  
 beginning.

[Doc. No. FAA-2001-10693, 66 FR 49822, Sept.  
 28, 2001. Redesignated at 69 FR 16756, Mar. 30,  
 2004]

#### § 99.47 Guam ADIZ.

(a) *Inner boundary.* From a point  
 13°52'07" N, 143°59'16" E, counter-  
 clockwise along the 50-nautical-mile  
 radius arc of the NIMITZ VORTAC (lo-  
 cated at 13°27'11" N, 144°43'51" E); to a  
 point 13°02'08" N, 145°28'17" E; then to a  
 point 14°49'07" N, 146°13'58" E; counter-  
 clockwise along the 35-nautical-mile  
 radius arc of the SAIPAN NDB (located  
 at 15°06'46" N, 145°42'42" E); to a point  
 15°24'21" N, 145°11'21" E; then to the  
 point of origin.

(b) *Outer boundary.* The area bounded  
 by a circle with a radius of 250 NM cen-

tered at latitude 13°32'41" N, longitude  
 144°50'30" E.

[Doc. No. 25113, 53 FR 18217, May 20, 1988. Re-  
 designated at 69 FR 16756, Mar. 30, 2004]

#### § 99.49 Hawaii ADIZ.

(a) *Outer boundary.* The area included  
 in the irregular octagonal figure  
 formed by a line connecting 26°30' N,  
 156°00' W; 26°30' N, 161°00' W; 24°00' N,  
 164°00' W; 20°00' N, 164°00' W; 17°00' N,  
 160°00' W; 17°00' N, 156°00' W; 20°00' N,  
 153°00' W; 22°00' N, 153°00' W; to point of  
 beginning.

(b) *Inner boundary.* The inner bound-  
 ary to follow a line connecting 22°30' N,  
 157°00' W; 22°30' N, 160°00' W; 22°00' N,  
 161°00' W; 21°00' N, 161°00' W; 20°00' N,  
 160°00' W; 20°00' N, 156°30' W; 21°00' N,  
 155°30' W; to point of beginning.

[Doc. No. 25113, 53 FR 18217, May 20, 1988. Re-  
 designated at 69 FR 16756, Mar. 30, 2004]

## PART 101—MOORED BALLOONS, KITES, AMATEUR ROCKETS AND UNMANNED FREE BALLOONS

### Subpart A—General

Sec.

- 101.1 Applicability.
- 101.3 Waivers.
- 101.5 Operations in prohibited or restricted  
 areas.
- 101.7 Hazardous operations.

### Subpart B—Moored Balloons and Kites

- 101.11 Applicability.
- 101.13 Operating limitations.
- 101.15 Notice requirements.
- 101.17 Lighting and marking requirements.
- 101.19 Rapid deflation device.

### Subpart C—Amateur Rockets

- 101.21 Applicability.
- 101.22 Definitions.
- 101.23 General operating limitations.
- 101.25 Operating limitations for Class 2-  
 High Power Rockets and Class 3-Ad-  
 vanced High Power Rockets.
- 101.27 ATC notification for all launches.
- 101.29 Information requirements.

### Subpart D—Unmanned Free Balloons

- 101.31 Applicability.
- 101.33 Operating limitations.
- 101.35 Equipment and marking require-  
 ments.
- 101.37 Notice requirements.
- 101.39 Balloon position reports.