FEDERAL AVIATION AGENCY
BUREAU OF AIR TRAFFIC MANAGEMENT
WASHINGTON 25, D.C.

June 9, 1961

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-14

SUBJECT: Revision of Part 620 of the Regulations of the Administrator, Security Control of Air Traffic

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The Bureau of Air Traffic Management of the Federal Aviation Agency has under consideration a proposal to amend Part 620 of the Civil Air Regulations to provide rules commensurate with the current defense requirements. This proposal would provide for a Distant Early Warning Identification Zone (DEWIZ) adjacent to the State of Alaska and establishes operating rules pertinent thereto. It would modify the Air Defense Identification Zone (ADIZ) boundaries and designations, provide for changes in operating rules in all areas and also provide for editorial and clarifying revisions. The reasons therefor are set forth in the explanatory statement in the attached proposal which is being published in the Federal Register as a notice of proposed rule making.

The Federal Aviation Agency desires that all persons who will be affected by the requirements of the proposed regulation be fully informed as to its effect upon them and copies of the proposed regulation are being circulated in order to afford interested persons ample opportunity to submit comments as they may desire.

Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each reply. However, all comments will be given careful consideration.

All comments must be submitted in duplicate to the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue, N. W., Washington 25, D. C. In order to insure consideration, comments must be received by the Agency prior to August 17, 1961.

D. D. Thomas

Director, Bureau of Air Traffic Management

FEDERAL AVIATION AGENCY

BUREAU OF AIR TRAFFIC MANAGEMENT

[14 CFR 620]

[Reg. Docket No. 774; Draft Release 61-14]

SECURITY CONTROL OF AIR TRAFFIC

NOTICE OF PROPOSED RULE MAKING

Establishment of Distant Early Warning Identification Zone; Revision of Part

Pursuant to the authority delegated to me by the Administrator (14 CFR Part 405), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 620 of the Regulations of the Administrator as hereinafter set forth.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue, N.W., Washington 25, D.C. All communications received prior to August 17, 1961, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in the notice may be changed in the light of comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed date for the return of comments has expired. Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each reply.

The Department of Defense has advised that in order to comply with its mandate to provide for the National Security, it is necessary to promulgate certain amendments to the Alaskan Coastal Air Defense Identification Zone (ADIZ), to the Alaskan Domestic ADIZ, to the Atlantic Coastal ADIZ, and to the Hawaiian ADIZ. It is also necessary to effect a minor technical modification of the Pacific Coastal ADIZ and the Southern Border ADIZ. Further, the Northern Domestic ADIZ is being revoked.

The Department of Defense also advises that defense agreements with the Government of Canada provide for standardizing of certain procedures and regulations concerning the Canadian Distant Early Warning Identification Zone (DEWIZ). For this reason, under the proposal, the Alaskan Coastal ADIZ would become the Alaskan DEWIZ except for an area along the Aleutian chain from Umnak Island to the Coast which would become part of the Alaskan Domestic ADIZ. Implementation of the DEWIZ will necessitate the addition of certain requirements for operation within this airspace. These procedures would prescribe, among other things, the filing of an instrument flight rules (IFR) or a defense visual flight rules (DVFR) flight plan, as appropriate, prior to take-off. The flight plans would require the inclusion of the estimated time and point of DEWIZ penetration and any necessary revisions in flight to reflect the current estimated time and point of penetration. In addition, it would require that a report be made when within radio range to an appropriate aeronautical facility prior to DEWIZ penetration. Such report would indicate the time, altitude and position of the last reporting point, as well as an estimate of the time, altitude and point of DEWIZ penetration. Security would require that flight within the DEWIZ be conducted at an altitude of at least 6,000 feet above the surface when off airways, unless the pilot determines that safety of the flight requires operation at a lower altitude.

As indicated, the Alaskan Domestic ADIZ would be extended to include a major portion of the Aleutian Islands, extending approximately to Umnak Island, to reduce the burden imposed upon pilots engaged primarily in local operations.

A minor adjustment of the boundary of the southern portion of the Atlantic Coastal ADIZ would be necessary to make the ADIZ conform with present Air Defense requirements. This would place little or no additional burden upon the flying public since the change is a very minor expansion of the existing ADIZ and would simplify the boundary. Additionally, a portion of the Atlantic Coastal ADIZ in the vicinity of the Gulf of Maine is being redesignated as Defense Area.

The Hawaiian ADIZ would be revised to exclude a large portion of the land area of the State of Hawaii and much of the water area adjacent thereto. The outer boundary, however, would be extended to more fully conform with the current defense requirements.

The charting of the existing point of common boundary of the Pacific Coastal ADIZ and the Southern Border ADIZ has revealed an apparent discrepancy in that the existing coordinates do not lie the intended 12 miles offshore. The 12 mile offshore point has been inadvertently designated as 32°16'N, 117°08'W. This would be corrected to read 32°16'N, 117°15'W, as originally intended.

Section 620.18, Violations, would be rescinded. It is considered to be superfluous as it is not necessary to include the provisions of a penalty in this Part. Rescission of this section is not an indication that compliance with the provisions of Part 620 is not mandatory. Obviously, a violation of the provisions of this regulation can give rise to both civil and criminal prosecution.

The authorized exceptions as contained in Section 620.13 are being amended and will pertain to aircraft operating into or within an ADIZ at a true air speed of 180 knots or less. Communications requirements, where appropriate, are specified therein. The exceptions previously permitted for reason of altitude are being removed from the regulations.

Provisions for the application of security instructions in Defense Areas as well as ADIZ areas during emergency air defense conditions are being included. This provision makes all civil aircraft anywhere in the United States subject to compliance with such additional special security instructions as may be issued by the Administrator during a defense emergency.

Appendix A to this part is a chart in abbreviated form showing the operational requirements based on the regulations for each of the types of ADIZ areas. Reference to Part 620 is necessary in order to determine the complete regulations.

Appendix B is a set of maps depicting the location of all of the ADIZ boundaries.

Part 620 of the Regulations of the Administrator was last reprinted for destribution on December 1, 1955. Since that time, eight amendments to the Part have been issued. The Part incorporating these amendments, but with no substantive changes, was published in the Federal Register (25 F.R. 339) as Amendment 620-8. However, this was not printed for distribution pending the adoption of the changes then contemplated and being here proposed.

The proposal includes certain editorial and other minor changes in order to clarify the Part and eliminate duplication.

In consideration of the foregoing, it is proposed to revise Part 620 of the Regulations of the Administrator (14 CFR Part 620) to read as follows:

Subpart A—INTRODUCTION

620.1 Purpose.
620.2 Scope.
620.3 Definitions.

Subpart B—OPERATING RULES

620.10 Application.
620.11 Flight Plans.
620.12 Radio Communication Requirements and Reporting Points.
620.13 Authorized Exceptions.
620.14 Adherence to Flight Plans or Air Traffic Clearances.
620.15 Emergency Situations.
620.16 Radio Failure.
620.17 Air Defense Security Instructions.

Subpart C—DESIGNATED AIR DEFENSE IDENTIFICATION ZONES

620.20 General.
620.21 Domestic ADIZs.
620.22 Coastal ADIZs.
620.23 DEWIZs.
620.24 Defense Areas.

Subpart A—INTRODUCTION

§ *620.1 Purpose.* This Part establishes rules which have been found necessary in the interest of national defense to identify, locate and control all civil aircraft operated within areas designated as Air Defense Identification Zones (ADIZs) or Denfense Areas.

§ *620.2 Scope.* The rules in this Part shall apply to the operation of all civil aircraft anywhere within the Air Defense Identification Zones or Defense Areas prescribed in Subpart C of this Part.

§ *620.3 Definitions.* As used in this Part ,the following terms mean:

Air Defense Emergency or Defense Emergency. Any state of events which indicates to the responsible commander-in-chief of a command under the Secretary of Defense or higher authority that hostile action is in progress, is imminent or is sufficiently probable as to require, in the interest of national defense, the implementation of any portion of approved plans and agreements for the defense of the United States.

Air Defense Identification Zone. The area of airspace as designated in Subpart C of this Part over land or water within which the ready identification, location and control of all civil aircraft is required in the interest of national defense. Identification zones are further established as Coastal Air Defense Identification Zones (Coastal ADIZs), Domestic Air Defense Identification Zones (Domestic ADIZs) and Distant Early Warning Identification Zones (DEWIZs).

Appropriate Aeronautical Facility. The communications facility with which flight plans or position reports are normally filed.

Defense Area. Airspace of the United States other than airspace designated as an Air Defense Identification Zone (ADIZ) but within which the ready control of aircraft is required in the interest of the national security during an Air Defense Emergency or Defense Emergency.

Defense Visual Flight Rules (DVFR) Flight. A flight within an ADIZ conducted under the same Visual Flight Rules as contained in Part 60 of this Title.

Flight Plan. Specified information which is filed either verbally or in writing with an appropriate aeronautical facility relative to the intended flight of an aircraft.

Foreign Aircraft. A civil aircraft other than a United States aircraft as defined in this section.

United States. The several States, the District of Columbia, and the several Territories and possessions of the United States (including areas of land or water administered by the United States under international agreement), including the Territorial waters and the overlying airspace thereof.

United States Aircraft. An aircraft registered with the Administrator of the Federal Aviation Agency as a "civil aircraft of the United States," an aircraft of the national defense forces of the United States, or an aircraft of the Federal Government, or of a State, Territory or possession

thereof which has been registered with the Administrator of the Federal Aviation Agency.

Subpart B—OPERATING RULES

§ *620.10 Application.* No person shall operate a civil aircraft within the defense areas or into, within, or out of the United States through the ADIZs prescribed in Subpart C of this Part in violation of the rules provided in this Part.

§ *620.11 Flight Plans.*

(a) Unless otherwise authorized under § 620.13 or § 620.14(c) prior to operating an aircraft into or within:

(1) *Coastal or Domestic ADIZ.* A flight plan shall be filed with an appropriate aeronautical facility.

(2) *DEWIZ.* A flight plan shall be filed with an appropriate aeronautical facility before take-off.

NOTE: Pilots are urged to file flight plans for operation of aircraft within a Coastal or Domestic ADIZ prior to take-off either in person or by telephone. Within the Continental United States, except the State of Alaska, a pilot unable to file in person may file a DVFR flight plan by placing a collect telephone call to the nearest FAA facility as prescribed in the FAA Flight Information Manual. Flight plans filed by radio while in flight may result in interception of the aircraft to confirm its identity.

(b) *IFR Flights Within or Penetrating a Coastal or Domestic ADIZ.* Unless an abbreviated flight plan is authorized by air traffic control, the flight plan shall contain the same information as specified in Section 60.41 of Part 60 of this Title.

(c) *IFR Flights Within or Penetrating a DEWIZ.* In addition to the data required by Subparagraph (b) above, the flight plan shall contain the estimated time and point of DEWIZ penetration (ETDP).

(d) *DVFR Flights Within or Penetrating a Coastal or Domestic ADIZ.* Unless an abbreviated flight plan is authorized by air traffic control, the flight plan shall contain the same information specified in Section 60.41 of Part 60 of this Title, Paragraphs (a) through (j). Such flight plan shall be designated by the pilot as a DVFR flight plan.

(e) *DVFR Flights Within or Penetrating a DEWIZ.* In addition to the data required by Subparagraph (c) above, the flight plan shall contain the estimated time and point of DEWIZ penetration (ETDP). Where facilities do not exist for the filing of flight plans prior to take-off, the provisions of § 620.14(c) shall apply.

(f) *Notification of Arrival.* The pilot in command of an aircraft for which a flight plan has been filed, shall file an arrival or completion notice with an appropriate aeronautical facility, unless the pilot states in the flight plan that no arrival notice will be filed.

§ *620.12 Radio Communication Requirements and Reporting Points.* Unless otherwise authorized in § 620.13, the pilot of an aircraft shall not operate an aircraft into or within an ADIZ, unless the aircraft is equipped with a functioning two-way radio. Position reports shall be made to the appropriate aeronautical facility in accordance with the provisions of this section.

(a) *Flights Within or Penetrating a Domestic ADIZ.*

(1) *IFR Flights.*

(i) *Within Controlled Airspace.* Position reports shall be made as required by Section 60.47 of Part 60 of this Title.

(ii) *Outside Controlled Airspace.* The reporting procedures specified for DVFR flights in Subparagraph (2) below shall apply.

(2) *Flights.* Penetration shall not be effected until:

(i) A report is made of the time, position and altitude at which the aircraft passed the last reporting point prior to penetration and a report is provided of the estimated time of arrival over the next appropriate reporting point along the route of flight, or

(ii) If no reporting points are available along the route of flight, the pilot shall provide an estimate of the time, position and altitude at which he will penetrate the Domestic ADIZ. Such report shall be provided at least 15 minutes prior to the estimated time of penetration, or

(iii) If the airport of departure is in such proximity to the Domestic ADIZ boundary to preclude compliance with (i) or (ii) above, the pilot shall report, immediately after taking off, the time of departure, altitude, and an estimate of time of arrival over the first reporting point over the intended route of flight.

(b) *Aircraft Entering the United States through a Coastal ADIZ.*

(1) *Civil Aircraft of the United States.* The reports prescribed in Paragraph (a) of this section are required.

(2) *Foreign Aircraft.* The pilot in command of a foreign aircraft shall only operate an aircraft into the United States after reporting as prescribed in Paragraph (a) of this section or after reporting when the aircraft is estimated to be not less than 1 hour and not more than 2 hours average direct cruising distance from the United States. Subsequent reports shall be made as directed by air traffic control.

(c) *Flights Within or Penetrating a DEWIZ.* If so requested, the pilot shall advise the extent to which the actual time and point of penetration differed from the same data as recorded in his original *ground filed* flight plan.

NOTE: The pilot should maintain an altitude of at least 6,000 feet above the terrain while off airways, unless the safety of flight requires a lower altitude.

(1) *IFR Flights.* Position reports shall be made as required by Section 60.47 of Part 60 of this Title.

(2) *DVFR Flights.* When within radio range, the pilot shall report to the appropriate aeronautical facility prior to penetration, the time,

altitude and position at which the aircraft passed the last reporting point and shall provide an estimate of the time, altitude and point of penetration.

§ *620.13 Authorized Exceptions.* The provisions of this subpart except for § 620.17 are not applicable to the following aircraft operations:

(a) *Speeds.*

(1) *Coastal and Domestic ADIZ.* Aircraft operating into or within the Coastal and Domestic ADIZ at a true air speed of 180 knots or less.

(2) *DEWIZ.* Aircraft operating into or within the Alaskan DEWIZ at a true air speed of 180 knots or less, providing such aircraft maintain a continuous listening watch on the appropriate frequency.

(b) *Areas or Routes.* Flights conducted wholly within the boundaries of an ADIZ, which are not currently of significance to the air defense system, or flights conducted in accordance with special procedures prescribed by appropriate military authorities, may be exempted from the provisions of this subpart, excepting Section 620.17, by an FAA air route traffic control center. These exemptions may be granted on a local basis only, with the concurrence of the appropriate military commanders.

(1) *Continental United States.*

(i) A flight, originating in any part of the continental United States except the State of Alaska, which maintains an outbound track through the Southern Border ADIZ, and which does not penetrate a Coastal ADIZ.

(ii) A flight which remains within 10 miles of the point of departure.

(iii) A flight, conducted in accordance with a filed DVFR flight plan which contains the time and point of Domestic or Coastal ADIZ penetration, but which does not have two-way radio communications capability, may be exempted from the requirements for two-way radio communications provided that the departure is effected within 5 minutes of the estimated departure time indicated in the flight plan.

(2) *Hawaiian ADIZ.* Flight conducted over any island or within 3 nautical miles of the coastline of any island located within the Hawaiian ADIZ.

§ *620.14 Adherence to Flight Plans or Air Traffic Clearances.*

(a) *IFR Flights Within Controlled Airspace.* No deviation shall be made from an air traffic clearance or instruction except in accordance with Sections 60.19 and 60.21 of Part 60 of this Title.

(b) *IFR Flights in Uncontrolled Airspace.* When a flight is conducted in accordance with IFR within areas where an air traffic clearance is not required by the Civil Air Regulations, no deviation from the flight plan, as filed, shall be made unless prior notification is given to an appropriate aeronautical facility.

(c) *DVFR Flights.* No deviation shall be made from a DVFR flight plan unless prior notification is given to an appropriate aeronautical facility. When facilities do not exist for the filing of flight plans, for flight within or penetrating a DEWIZ, the pilot shall conform with the communications requirements specified in § 620.12(c)(2) and proceed in accordance with the instructions issued by the appropriate aeronautical facility. These instructions will normally require the flight to proceed to a specific area for visual identification or to land at a stated location.

NOTE: The air defense of the United States requires maximum adherence to flight plans. Failure to adhere to flight plans may jeopardize the effective identification of aircraft and the national defense effort. Flights which are operated in excess of the following time, distance and altitude tolerances may be subject to interception:

(i) Five minutes from an estimated time over a reporting point or point of penetration of an ADIZ; or, in the case of a flight originating within an ADIZ, five minutes from the proposed time of departure specified in the flight plan, unless the actual time of departure is reported to the appropriate aeronautical facility.

(ii) Ten miles from the centerline of the route of flight if the flight is entering or operating within a Domestic ADIZ or 20 miles from the centerline of the route of flight if the flight is entering or operating within a Coastal ADIZ or DEWIZ.

(iii) When on a DVFR flight plan or when IFR in uncontrolled airspace, descent may be initiated from the altitude specified in the flight plan within a reasonable distance of destination without reporting a change of altitude.

§ *620.15 Emergency Situations.* In emergency situations which require immediate decision and action for the safety of the flight, the pilot in command of the aircraft may deviate from the provisions of this Part to the extent required for such emergency. When a deviation is exercised, the pilot in command shall report such deviation and the reasons therefor to an appropriate aeronautical facility as soon as practicable.

§ *620.16 Radio Failure.*

(a) *IFR Flights.* If unable to maintain two-way radio communications, the pilot of the aircraft shall proceed in accordance with Section 60.49 of Part 60 of this Title.

(b) *DVFR Flights.* If unable to maintain two-way radio communications, the pilot of the aircraft may proceed in accordance with the original DVFR flight plan or land as soon as practicable and shall make a report of such failure to an appropriate areonautical facility as soon as possible.

§ *620.17 Air Defense Security Instructions.* During emergency air defense conditions involving the national defense, aircraft shall be operated into or within an ADIZ or defense area in accordance with such additional special security instructions as may be issued by the Administrator. Such instructions will be consistent with the provisions of the "Plan for the Security Control of Air Traffic and Electromagnetic Radiations During an Air Defense Emergency" (SCATER).

Subpart C—DESIGNATED AIR DEFENSE IDENTIFICATION ZONES

§ *620.20 General.* Airspace above the following described areas is established as a Domestic ADIZ, Coastal ADIZ, DEWIZ or Defense Area.

NOTE: These zones are depicted in the FAA Flight Information Manual, on Radio Facility Charts published by the U.S. Coast and Geodetic Survey and as Appendix B to this Part.

§ *620.21 Domestic ADIZs.*

(a) *Alaskan Domestic ADIZ.* The area bounded by a line 69°50′N, 141°00′W; 71°18′N, 156°44′W; 68°53′N, 166°16′W; 63°17′N, 168°42′W; 58°39′N, 162°03′W; 54°00′N, 169°00′W; 52°00′N, 169°00′W; 56°34′N, 154°10′W; 59°28′N, 146°18′W; 59°30′N, 139°30′W; 60°20′N, 139°30′W; westerly along the International Boundary line to 60°18′N, 141°00′W; 69°50′N, 141°00′W (point of beginning).

(b) *Southern Border Domestic ADIZ.* A line extending from 32°16′N, 117°15′W; 32°30′N, 117°20′W; 32°32′03″N, 117°07′25″W; eastward along the United States-Mexican Border to 25°58′N, 97°07′W; 26°00′N, 97°00′W; then along the 26 degree parallel to 26°00′N, 96°35′W.

§ *620.22 Coastal ADIZs.*

(a) *Atlantic Coastal ADIZ.* The area bounded by a line 43°00′N, 65°48′W; 39°30′N, 63°45′W; 30°45′N, 74°00′W; 27°30′N, 78°50′W; 25°40′N, 79°25′W; 24°00′N, 79°25′W; 24°00′N, 80°00′W; 24°49′N, 80°00′W; 26°30′N, 79°41′W; 30°05′N, 81°07′W; 30°50′N, 80°54′W; 32°01′N, 80°32′W; 35°10′N, 75°10′W; 36°10′N, 75°10′W; 37°00′N, 75°30′W; 39°30′N, 73°45′W; 39°50′25″N, 73°31′05″W; 39°58′05″N, 73°19′20″W; 40°21′40″N, 72°52′00″W; 41°15′N, 69°30′W; 43°00′N, 65°48′W (point of beginning).

(b) *Guam Coastal ADIZ.* The area bounded by a circle with a radius of 200 nautical miles centered at latitude 13°32′41″N, longitude 144°50′30″E.

(c) *Gulf of Mexico Coastal ADIZ.* The area bounded by a line 24°00′N, 97°00′W; 26°00′N, 96°35′W; 26°25′N, 96°30′W; 28°05′N, 96°30′W; 28°42′N, 95°17′W; 29°26′N, 94°00′W; 28°48′N, 90°00′W; 30°00′N, 88°55′W; 30°00′N, 86°00′W; 29°20′N, 85°00′W; 28°55′N, 83°30′W; 25°45′N, 82°07′W; 25°45′N, 81°27′W; thence southeast along a line three nautical miles from the shore line to 25°10′N, 81°12′W; 24°49′N, 80°55′W; 24°49′N, 80°00′W; 24°00′N, 80°00′W; then along the 24 degree parallel to 24°00′N, 97°00′W (point of beginning).

(d) *Hawaiian Coastal ADIZ.*

(1) *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; 26°30′N, 156°00′W (point of beginning).

(2) *Inner Boundary.* The inner boundary to follow a line connecting 22°30′N, 157°00′W; 22°30′N, 160°00′W; 20°00′N, 160°00′W; 20°00′N, 156°30′W; 21°00′N, 155°30′W; 22°30′N, 157°00′W (point of beginning).

(e) *Pacific Coastal ADIZ.* The area bounded by a line 48°29′38″N, 124°43′35″W; 48°00′N, 125°15′W; 46°15′N, 124°30′W; 43°00′N, 124°40′W; 40°00′N, 124°35′W; 38°50′N, 124°00′W; 34°50′N, 121°10′W; 34°00′N, 120°30′W; 32°16′N, 118°25′W; 32°16′N, 117°15′W; along a line parallel to and approximately 12 miles from the Mexican Coast to 29°00′N, 114°51′W; 28°00′N, 123°10′W; 37°42′N, 130°40′W; 48°20′N, 132°00′W; 48°20′N, 128°00′W; 48°30′N, 125°00′W; 48°29′38″N, 124°43′35″W (point of beginning).

§ *620.23 Alaskan DEWIZ.* The area bounded by a line 73°00′N, 141°00′W; 69°50′N, 141°00′W; 71°18′N, 156°44′W; 68°53′N, 166°16′W; 63°17′N, 168°42′W; 58°39′N, 162°03′W; 54°00′N, 169°00′W; 52°00′N, 169°00′W; 56°34′N, 154°10′W; 59°28′N, 146°18′W; 59°30′N, 139°30′W; 57°00′N, 139°30′W; 52°00′N, 153°00′W; 50°00′N, 174°00′W; 60°00′N, 174°10′W; 61°45′N, 177°00′W; 65°00′N, 169°00′W; 73°00′N, 169°00′W; 73°00′N, 141°00′W (point of beginning).

§ *620.24 Defense Area.* Airspace of the United States other than airspace designated in the preceding sections of Subpart C of this Part as Air Defense Identification Zones (ADIZ) is designated as Defense Area.

NOTE: The lines between points herein described are great circles, except those lines joining adjacent points on the same parallel of latitude. In this latter case, the lines are rhumb lines.

This amendment is proposed under the authority of (Sections 313(a), 307, 1110, 1202 of the Federal Aviation Act of 1958, 72 Stat. 752, 749, 800, 49 U.S.C. 1354(a), 1348, 1510, 1522, Executive Order 10854).

Director, Bureau of Air Traffic Management.

Issued in Washington, D.C., on June 9, 1961

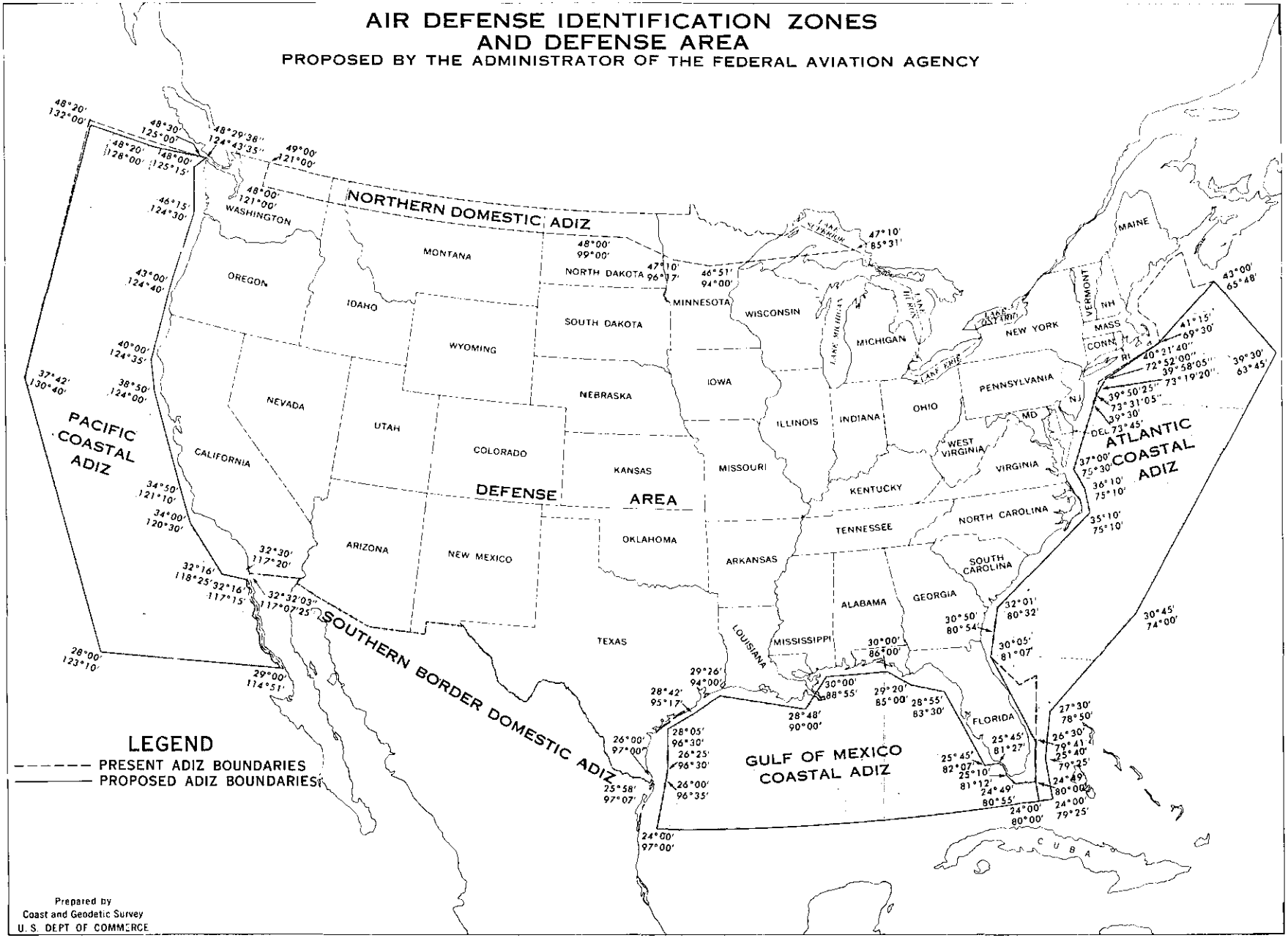
APPENDIX A

CIVIL AIR REGULATIONS—PART 620

Chart Showing: Operational Requirements, Abbreviated Form

	Southern Border Domestic ADIZ	Alaskan Domestic ADIZ	Coastal ADIZs	DEWIZ
Flight Plan.	Required for northbound aircraft.	Required.	Required.	Required before take-off; ETDP required. Exception permitted in § 620.14(c).
Functioning Two-way Radio.	Required except as stated in § 620.13 (b) (1) (iii).	Required except as stated in § 620.13 (b) (1) (iii).	Required except as stated in § 620.13 (b) (1) (iii).	Required.
ADIZ Tolerances in Note following § 620.14(b) and (c).	Within 5 minutes of estimate and 10 miles of course centerline.	Within 5 minutes of estimate and 10 miles of course centerline.	Within 5 minutes of estimate and 20 miles of course centerline.	Within 5 minutes of estimate and 20 miles of course centerline.
Position Reports.	Normal IFR reports or—VFR give ETI' at least 15 minutes before penetration.	Normal IFR reports or—VFR give ETI' at least 15 minutes before pentration.	Same as Domestic ADIZ or—Inbound foreign aircraft initial report at least one hour from U.S.	Normal IFR reports or—VFR report prior to penetration. Correlation of ground filed data may be requested.
Air Defense Emergencies § 620.17.	ALL AUTHORIZED EXCEPTIONS WILL BE SUSPENDED AND ADDITIONAL SPECIAL SECURITY INSTRUCTION MAY BE ISSUED DURING EMERGENCY AIR DEFENSE CONDITIONS.			
Aircraft excepted from compliance to the provisions of Part 620 other than § 620.17.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.	Local exemptions granted by FAA ARTCC.
	Aircraft remaining within 10 miles of departure point within the Continental U.S.	Aircraft remaining within 10 miles of departure point within the Continental U.S.	Aircraft remaining within 10 miles of departure point within the Continental U.S.	Aircraft remaining within 10 miles of departure point within the Continental U.S.
	Aircraft with T.A.S. 180 knots or less.	Aircraft with T.A.S. 180 knots or less.	Aircraft with T.A.S. 180 knots or less.	Aircraft with T.A.S. 180 knots or less—listening watch required.
	Aircraft from U.S. southbound through Southern Border ADIZ not entering Coastal ADIZ.		Flight over or within 3 miles of any island in Hawaiian Coastal ADIZ.	

APPENDIX B


AIR DEFENSE IDENTIFICATION ZONES
AND DEFENSE AREA
PROPOSED BY THE ADMINISTRATOR OF THE FEDERAL AVIATION AGENCY
NORTHERN DOMESTIC ADIZ
PACIFIC COASTAL ADIZ
SOUTHERN BORDER DOMESTIC ADIZ
GULF OF MEXICO COASTAL ADIZ
ATLANTIC COASTAL ADIZ
DEFENSE AREA
WASHINGTON
OREGON
CALIFORNIA
IDAHO
NEVADA
MONTANA
WYOMING
UTAH
ARIZONA
COLORADO
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
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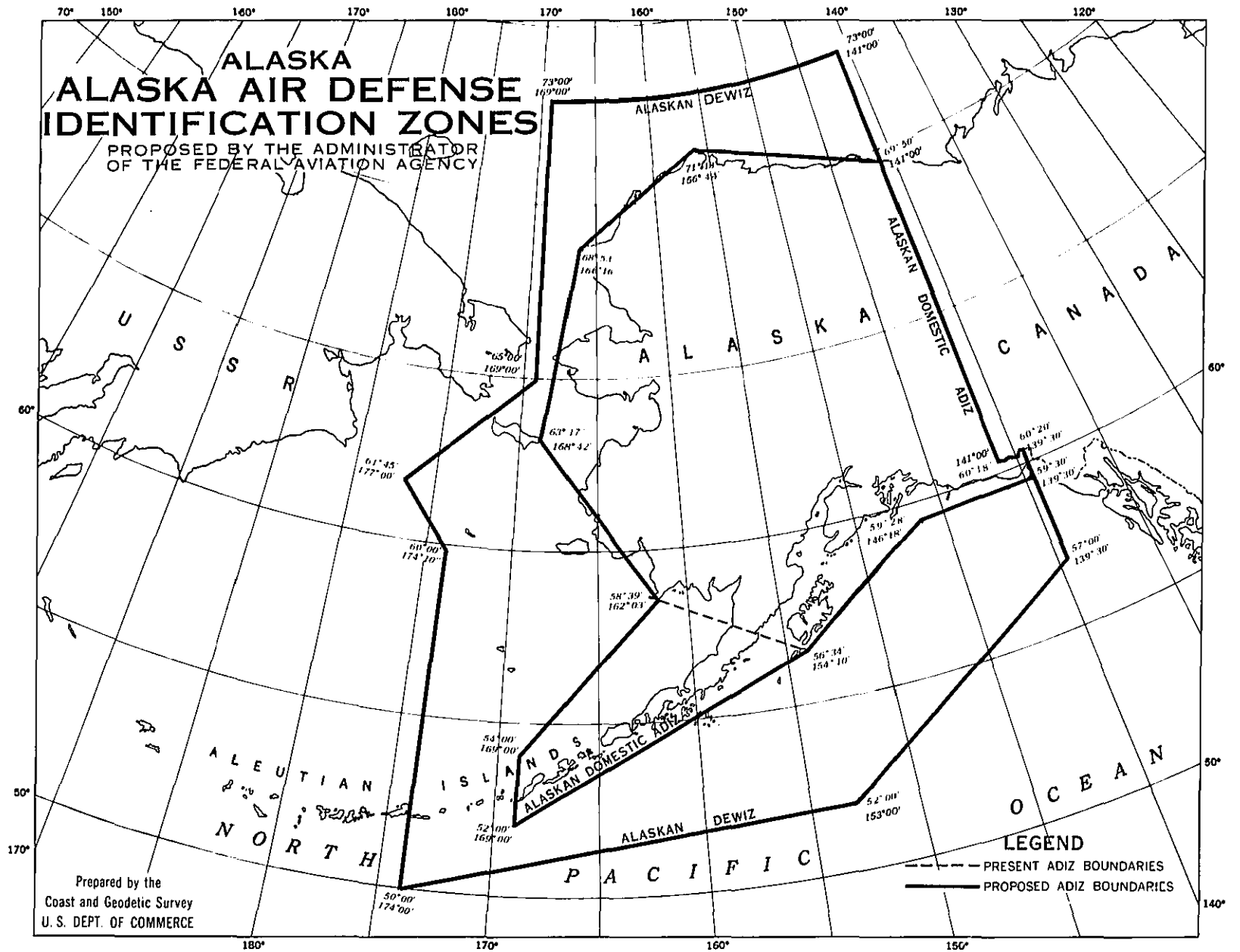
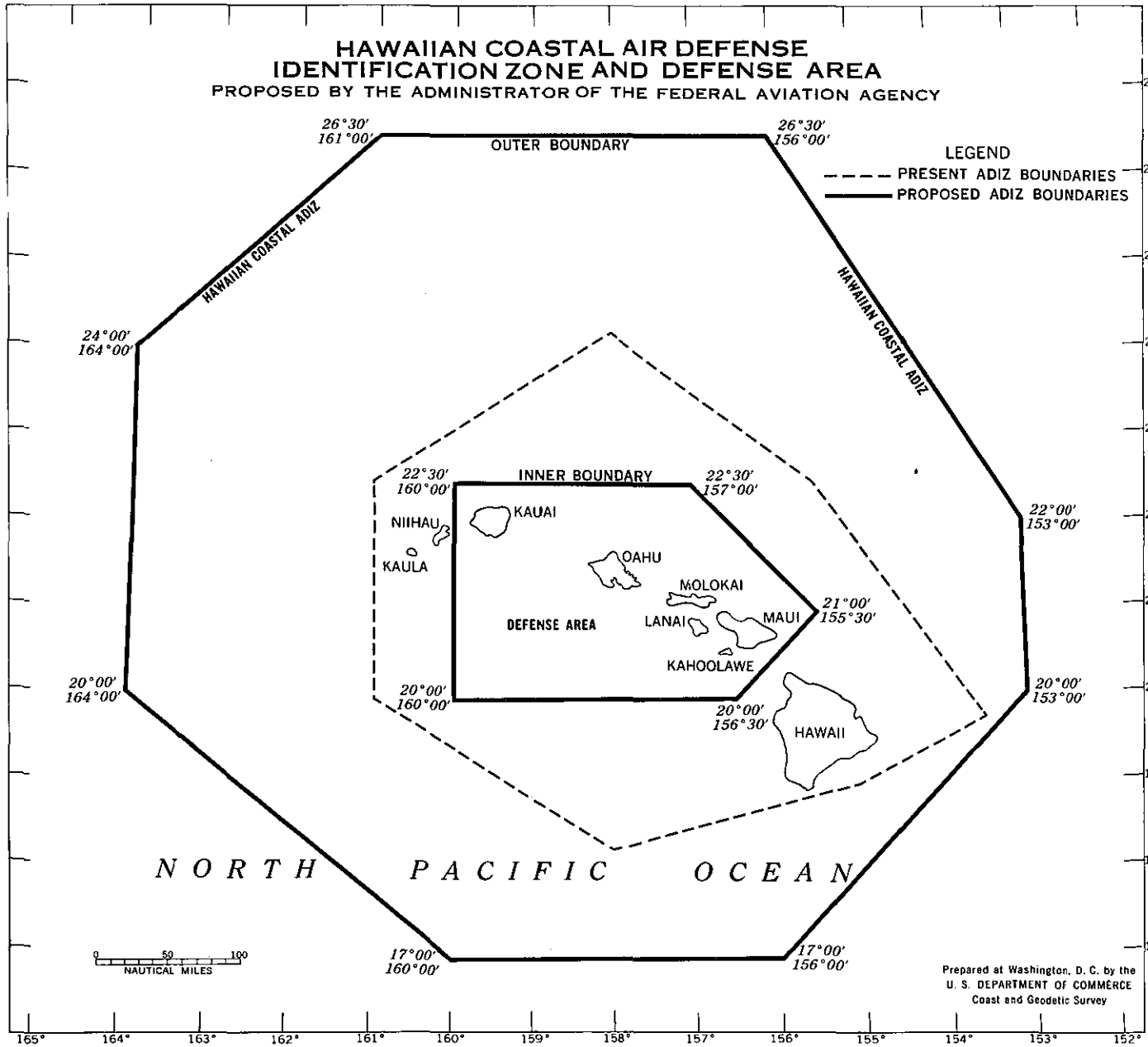
PRESENT ADIZ BOUNDARIES
PROPOSED ADIZ BOUNDARIES
Prepared by
Coast and Geodetic Survey
U.S. DEPT OF COMMERCE

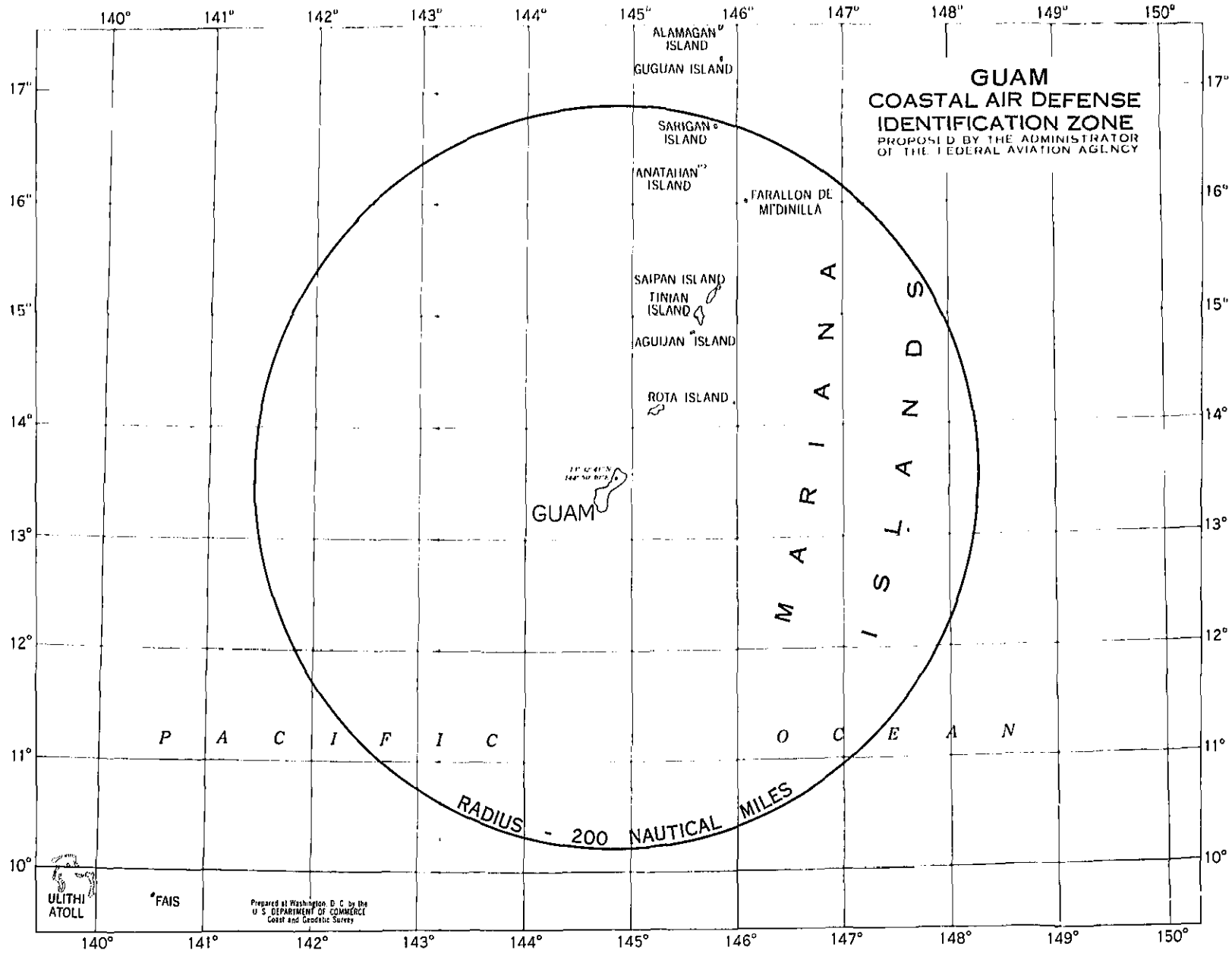
APPENDIX B


ALASKA
ALASKA AIR DEFENSE IDENTIFICATION ZONES
PROPOSED BY THE ADMINISTRATOR OF THE FEDERAL AVIATION AGENCY
ALASKAN DEWIZ
ALASKAN DOMESTIC ADIZ
ALASKAN DOMESTIC ADIZ
ALASKAN DEWIZ
U S S R
A L A S K A
C A N A D A
A L E U T I A N I S L A N D S
N O R T H P A C I F I C O C E A N
LEGEND
PRESENT ADIZ BOUNDARIES
PROPOSED ADIZ BOUNDARIES
Prepared by the Coast and Geodetic Survey U. S. DEPT. OF COMMERCE

APPENDIX B


HAWAIIAN COASTAL AIR DEFENSE
IDENTIFICATION ZONE AND DEFENSE AREA
PROPOSED BY THE ADMINISTRATOR OF THE FEDERAL AVIATION AGENCY
26°30' 161°00'
OUTER BOUNDARY
26°30' 156°00'
LEGEND
PRESENT ADIZ BOUNDARIES
PROPOSED ADIZ BOUNDARIES
HAWAIIAN COASTAL ADIZ
HAWAIIAN COASTAL ADIZ
24°00' 164°00'
22°00' 153°00'
INNER BOUNDARY
22°30' 160°00'
22°30' 157°00'
KAUAI
NIIHAU
KAULA
OAHU
MOLOKAI
21°00' 155°30'
DEFENSE AREA
LANAI
MAUI
KAHOOLAWE
20°00' 164°00'
20°00' 160°00'
20°00' 156°30'
20°00' 153°00'
HAWAII
NORTH PACIFIC OCEAN
17°00' 160°00'
17°00' 156°00'
0 50 100
NAUTICAL MILES
Prepared at Washington, D. C. by the
U. S. DEPARTMENT OF COMMERCE
Coast and Geodetic Survey
27° 26° 25° 24° 23° 22° 21° 20° 19° 18° 17°
165° 164° 163° 162° 161° 160° 159° 158° 157° 156° 155° 154° 153° 152°

APPENDIX B


GUAM
COASTAL AIR DEFENSE
IDENTIFICATION ZONE
PROPOSED BY THE ADMINISTRATOR
OF THE FEDERAL AVIATION AGENCY
ALAMAGAN ISLAND
GUGUAN ISLAND
SARIGAN ISLAND
ANATAHAN ISLAND
FARALLON DE MEDINILLA
SAIPAN ISLAND
TINIAN ISLAND
AGUIJAN ISLAND
ROTA ISLAND
GUAM
MARIANA ISLANDS
PACIFIC OCEAN
RADIUS - 200 NAUTICAL MILES
ULITHI ATOLL
FAIS
Prepared at Washington D C by the
U S DEPARTMENT OF COMMERCE
Coast and Geodetic Survey
140°
141°
142°
143°
144°
145°
146°
147°
148°
149°
150°
17°
16°
15°
14°
13°
12°
11°
10°