

e. *From U.S. territorial airspace* means any flight that exits U.S. territorial airspace after departure from a location in the U.S., its territories or possessions, and lands at a destination outside the U.S., its territories or possessions.

f. *Within U.S. territorial airspace* means any flight departing from a location inside of the U.S., its territories or possessions, which operates en route to a location inside the U.S., its territories or possessions.

g. *Transit or transiting U.S. territorial airspace* means any flight departing from a location outside of the U.S., its territories or possessions, which operates in U.S. territorial airspace en route to a location outside the U.S., its territories or possessions without landing at a destination in the U.S., its territories or possessions.

h. *Aeronautical facility*, for the purposes of this section, means a communications facility where flight plans or position reports are normally filed during flight operations.

5–6–4. ADIZ Requirements

a. To facilitate early identification of all aircraft in the vicinity of U.S. airspace boundaries, Air Defense Identification Zones (ADIZ) have been established. All aircraft must meet certain requirements to facilitate early identification when operating into, within, and across an ADIZ, as described in 14 CFR 99.

b. Requirements for aircraft operations are as follows:

1. Transponder Requirements. Unless otherwise authorized by ATC, each aircraft conducting operations into, within, or across the contiguous U.S. ADIZ must be equipped with an operable radar beacon transponder. The transponder must be turned on and squawking a discrete beacon code assigned by ATC or issued by FSS and displaying the aircraft altitude. Use of beacon code 1200 is not authorized. Use of the Universal Access Transceiver (UAT) anonymity mode is not authorized.

(a) For air defense purposes, aircraft equipped with an operable 1090es (DO-260b) ADS-B system operating outbound across the contiguous U.S. ADIZ may also be identified by the ICAO aircraft address (otherwise known as the aircraft Mode S code). Therefore, use of a privacy ICAO aircraft address by outbound aircraft is not authorized.

(b) Pilots of outbound VFR aircraft must squawk a discrete beacon code assigned by ATC or issued by FSS.

(c) Nothing in this section changes the ADS-B OUT requirements of 14 CFR 91.225.

REFERENCE—

14 CFR 99.13, *Transponder—On Requirements*.

14 CFR 91.225, *Automatic Dependent Surveillance—Broadcast (ADS-B) Out equipment and use*.

2. Two-way Radio. In accordance with 14 CFR 99.9, *Radio Requirements*, any person operating in an ADIZ must maintain two-way radio communication with an appropriate aeronautical facility. For two-way radio communications failure, follow instructions contained in 14 CFR 99.9.

3. Flight Plan. In accordance with 14 CFR 99.11, *Flight Plan Requirements*, and 14 CFR 99.9, except as specified in subparagraph 5–6–4e, no person may operate an aircraft into, within, or from a departure point within an ADIZ, unless the person files, activates, and closes a flight plan with an appropriate aeronautical facility, or is otherwise authorized by air traffic control as follows:

(a) Pilots must file an Instrument Flight Rules (IFR) flight plan or file a Defense Visual Flight Rules (DVFR) flight plan containing the time and point of ADIZ penetration;

(b) The pilot must activate the DVFR flight plan with U.S. Flight Service and set the aircraft transponder to the assigned discrete beacon code prior to entering the ADIZ;

(c) The IFR or DVFR aircraft must depart within 5 minutes of the estimated departure time contained in the flight plan, except for (d) below;

(d) If the airport of departure within the Alaskan ADIZ has no facility for filing a flight plan, the flight plan must be filed immediately after takeoff or when within range of an appropriate aeronautical facility;