

(e) State aircraft (U.S. or foreign) planning to operate through an ADIZ should enter ICAO Code M in Item 8 of the flight plan to assist in identification of the aircraft as a state aircraft.

c. Position Reporting Before Penetration of ADIZ.

In accordance with 14 CFR 99.15, *Position Reports*, before entering the ADIZ, the pilot must report to an appropriate aeronautical facility as follows:

1. IFR flights in controlled airspace. The pilot must maintain a continuous watch on the appropriate frequency and report the time and altitude of passing each designated reporting point or those reporting points specified or requested by ATC, except that while the aircraft is under radar control, only the passing of those reporting points specifically requested by ATC need be reported. (See 14 CFR 91.183(a), *IFR Communications*.)

2. DVFR flights and IFR flights in uncontrolled airspace:

(a) 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;

(b) 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

(c) If the departure airport is within an ADIZ or so close to the ADIZ boundary that it prevents the pilot from complying with (a) or (b) above, 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.

3. Foreign civil aircraft. If the pilot of a foreign civil aircraft that intends to enter the U.S. through an ADIZ cannot comply with the reporting requirements in subparagraphs c1 or c2 above, as applicable, the pilot must report the position of the aircraft to the appropriate aeronautical facility not less than 1 hour and not more than 2 hours average direct cruising distance from the U.S.

d. Land-Based ADIZ. Land-Based ADIZ are activated and deactivated over U.S. metropolitan areas as needed, with dimensions, activation dates and other relevant information disseminated via NOTAM. Pilots unable to comply with all NOTAM requirements must remain clear of Land-Based ADIZ. Pilots entering a Land-Based ADIZ without authorization or who fail to follow all requirements risk interception by military fighter aircraft.

e. Exceptions to ADIZ requirements.

1. Except for the national security requirements in paragraph 5-6-2, transponder requirements in subparagraph 5-6-4b1, and position reporting in subparagraph 5-6-4c, the ADIZ requirements in 14 CFR Part 99 described in this section do not apply to the following aircraft operations pursuant to Section 99.1(b), Applicability:

(a) Within the 48 contiguous States or within the State of Alaska, on a flight which remains within 10 NM of the point of departure;

(b) Operating at true airspeed of less than 180 knots in the Hawaii ADIZ or over any island, or within 12 NM of the coastline of any island, in the Hawaii ADIZ;

(c) Operating at true airspeed of less than 180 knots in the Alaska ADIZ while the pilot maintains a continuous listening watch on the appropriate frequency; or

(d) Operating at true airspeed of less than 180 knots in the Guam ADIZ.

2. An FAA air route traffic control center (ARTCC) may exempt certain aircraft operations on a local basis in concurrence with the DoD or pursuant to an agreement with a U.S. Federal security or intelligence agency. (See 14 CFR 99.1 for additional information.)

f. A VFR flight plan filed inflight makes an aircraft subject to interception for positive identification when entering an ADIZ. Pilots are therefore urged to file the required DVFR flight plan either in person or by telephone prior to departure when able.