

International Law Studies—Volume 51

Situation, Documents, and Commentary on Recent Developments in the International Law of the
Sea

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The thoughts and opinions expressed are those of the authors and not necessarily of the U.S. Government,
the U.S. Department of the Navy or the Naval War College.

SECTION I

**AIR DEFENSE IDENTIFICATION
ZONES**

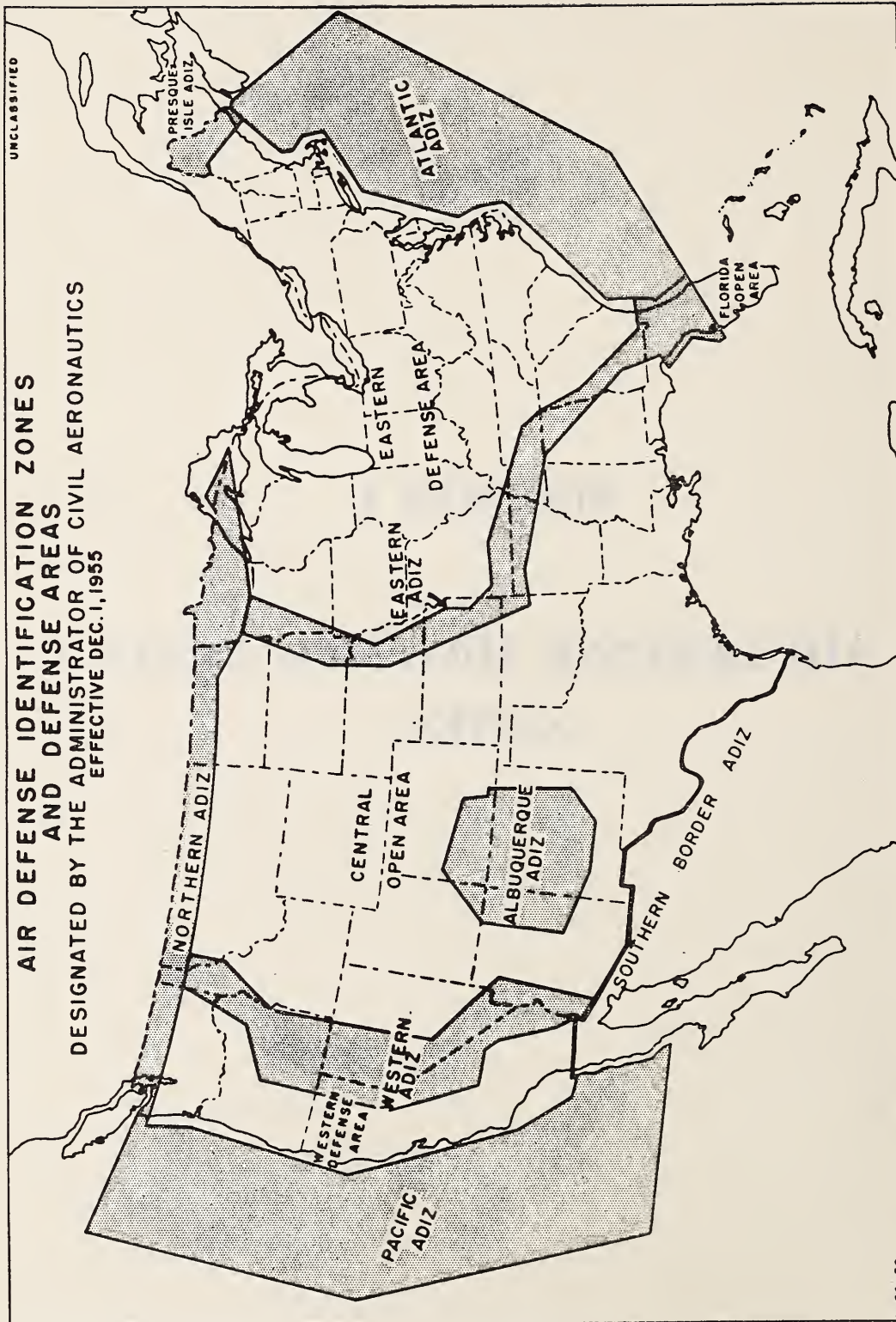


Figure 4.

SECTION I

AIR DEFENSE IDENTIFICATION ZONES

A. United States Air Defense Identification Zone

1. NOTE. By Public Law 778 of September 9, 1950, the Civil Aeronautics Act was amended by adding Subchapter XII, Security Provisions, Sections 1201-1205, which furnish the statutory authority for the domestic and coastal air defense identification zones which have been promulgated. The text of Subchapter XII may be found at 64 Stat. 825 and 49 U.S.C., Sections 701-705 (*U.S. Code, 1952 Edition*, page 7247). The President, in Executive Order No. 10197 (*Ibid.*, page 7247; 15 *Federal Register* 9180) of 21 December 1950, determined that action under this Subchapter was required in the interests of national security, and delegated authority to the Secretary of Commerce, who, in turn, delegated the authority to the Administrator of Civil Aeronautics. (16 *Federal Register* 99, published 4 January 1951.) Part 620 of the Regulations of the Administrator, establishing the Air Defense Identification Zones, was first promulgated on 27 December 1950 (15 *Federal Register* 9319). Since that time, there have been various amendments. The latest revision, effective 1 December 1955, is reprinted below (20 F.R. 8184). Amendments made to these Regulations up to August 1957 may be found in 21 *Federal Register* 9284 and 10310. The amendments eliminate the Albuquerque and Northern ADIZ's.

An important interpretation of these Regulations, which results in a significant difference between the United States and Canadian Regulations, reprinted, *infra*, is reprinted below with the permission of the Acting Director, Office of Air Traffic Control, Civil Aeronautics Administration. (Letter of 16 July 1956 to the Editor.) The letter states that the interpretation is still in effect. The interpretation was given in a letter of 31 December 1954 in response to an inquiry.

For a discussion upholding the validity under international law of the United States and Canadian Air Defense Identification Zones, see Martial, "State Control of the Air Space over the Territorial Sea and the Contiguous Zone," 30 *Canadian Bar Review* 245 (March 1952). See also, Murchison, "The Contiguous Air Space Zone in International Law" (Department of National Defence, Ottawa, Canada, Revised to 1 December 1956).

2. Security Control Regulations for Air Traffic

Civil Aeronautics Administration U.S. Department of Commerce

REGULATIONS OF THE ADMINISTRATOR

Part 620

Security Control of Air Traffic

(Revised effective December 1, 1955)

Pursuant to section 1201 of the Civil Aeronautics Act of 1938,

as amended (64 Stat. 825; 49 U. S. C. Supp 701), the President determined in Executive Order 10197 (published on December 22, 1950, in 15 F. R. 9180) that it is necessary in the interest of national security to establish security provisions for the use of aircraft in designated areas in the airspace above the United States, its Territories, and its Possessions (including areas of land or water administered by the United States under international agreement) : In accordance with such determination and the authority delegated to me by the Secretary of Commerce (published on January 4, 1951, in 16 F. R. 99), Part 620 was adopted. This part, as amended, is revised herewith as recommended by the Board of Security Control of Air Traffic in Air Defense after coordination with the Department of Defense, the Civil Aeronautics Board, and representatives of the industry. The Air Defense Identification Zones in the Continental United States are generally reduced in area along the boundaries of the country. Two new ADIZ's are designated which enclose the northeastern area of the United States and the area west of the Continental Divide. These two areas are designated as the Eastern Defense Area and the Western Defense Area. Flights entering these areas or any ADIZ are required to comply with Part 620, but exceptions are made for flights departing these areas. Although the 4,000-foot exception has been removed, aircraft which maintain a true air speed of 110 knots or less and an altitude of 1,500 feet or less above the terrain are now exempt from the requirements of this Part. A military function of the United States is involved. Therefore, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act is not required. Part 620 is revised to read:

Subpart A—Introduction

Sec.

- 620.1 Basis and purpose.
- 620.2 Definitions.

Subpart B—Operating Rules

- 620.10 Scope.
- 620.11 Flight plans.
- 620.12 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.
- 620.18 Violations.

Subpart C—Designated Air Defense Identification Zones and Defense Areas

- 620.20 General.
- 620.21 Domestic ADIZ's.
- 620.22 Coastal ADIZ's.
- 620.23 Defense areas.

AUTHORITY: §§ 620.1 to 620.23 issued under sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 1201–1204, 64 Stat. 825; 49 U. S. C. 701–704.

SUBPART A—INTRODUCTION

§ 620.1 *Basis and purpose*—(a) *Basis*. This part is issued pursuant to sections 205 and 1201–1204 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 984, 64 Stat. 825; 49 U. S. C. and Sup. 425, 701–704); Executive Order 10197 (15 F. R. 9180); and Department of Commerce Order 86, Amendment 5 (16 F. R. 99).

(b) *Purpose*. This part establishes rules which have been found necessary in the interest of national security to identify, locate, and control United States and foreign aircraft operated within areas designated by the Administrator of Civil Aeronautics as Air Defense identification Zones (ADIZ).

§ 620.2 *Definitions*. As used in this part the following words shall mean:

(a) *Aircraft*. Any contrivance now known or hereafter invented, used or designed for navigation of or flight in the air.

(b) *Air Defense Identification Zone (ADIZ)*. Airspace of defined dimensions designated by the Administrator of Civil Aeronautics within which the ready identification, location, and control of aircraft is required in the interest of the national security.

(1) *Domestic Air Defense Identification Zone*. An air Defense Identification Zone within the United States or along an international boundary of the United States.

(2) *Coastal Air Defense Identification Zone*. An air Defense Identification Zone over the coastal waters of the United States.

(c) *Open area*. An area within the Continental United States not designated as an ADIZ or Defense Area within which the flight of aircraft is restricted by the provisions of this part, only during an Air Defense Emergency.

(d) *Defense area*. Airspace of defined dimensions designated by the Administrator of Civil Aeronautics within which the ready control of aircraft is required in the interest of the national security during an Air Defense Emergency.

(e) *Air Defense emergency*. Any state of events which indicates

to Commander in Chief, Continental Air Defense Command, or higher authority that hostile action is in progress or is imminent or is sufficiently probable as to require, in the interest of national security, the implementation of any portion of approved plans and agreements for the defense of the United States.

(f) *Appropriate aeronautical facility.* The normal communications facility with which flight plans or position reports are filed.

(g) *CAA-Airways operations facility.* A Civil Aeronautics Administration control tower, air route traffic control center, or communications station.

(h) *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.

(i) *Foreign aircraft.* An aircraft other than a United States aircraft defined in paragraph (o) of this section.

(j) *IFR flight.* A flight conducted under the instrument flight rules of the air traffic rules of Part 60 of this title.

(k) *Operate aircraft.* The use of aircraft, for the purpose of air navigation and includes the navigation of aircraft. Any person who causes or authorizes the operation of aircraft, whether with or without the right of legal control (in the capacity of owner, lessee, or otherwise) of the aircraft, shall be deemed to be engaged in the operation of aircraft.

(l) *Person.* Any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

(m) *Reporting point.* A geographical location in relation to which the position of an aircraft is reported.

(n) *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.

(o) *United States aircraft.* (1) An aircraft registered with the Administrator of Civil Aeronautics as a "civil aircraft of the United States",

(2) An aircraft of the national defense forces of the United States, or

(3) An aircraft of the Federal Government, or of a State, Territory or Possession of the United States, or the District of Columbia, or of any political subdivision thereof which has been registered with the Administrator of Civil Aeronautics.

(p) *VFR flight.* A flight conducted under the Visual Flight Rules of the air traffic rules of Part 60 of this title.

SUBPART B—OPERATING RULES

§ 620.10 *Scope.* Aircraft shall not be operated into or within and Air Defense Identification Zone (ADIZ) prescribed by the Administrator in Subpart C of this part in violation of the rules stated in this subpart.

NOTE: These Air Defense Identification Zones are depicted in CAA Flight Information Manual, Radio Facility Charts published by the Coast and Geodetic Survey, and USAF and Navy Radio Facility Charts.

§ 620.11 *Flight plans.* Unless otherwise authorized under § 620.13, prior to penetrating an ADIZ or prior to takeoff from a point within an ADIZ, a flight plan shall be filed with an appropriate aeronautical facility.

NOTE: Pilots are urged to file flight plans in person or by telephone prior to take-off. Within the Continental United States, a pilot unable to file in person may file a DVFR flight plan by placing a collect telephone call to the nearest CAA communications station or other CAA facility. (Standard procedures for making use of this service are published in the Airman's Guide and Flight Information Manual.)

(a) *IFR flights.* Unless an abbreviated flight plan is authorized by air traffic control, the flight plan shall contain the following information:

- (1) Aircraft identification, and if necessary, radio call sign;
- (2) Type of aircraft, or in the case of a formation flight, the types and number of aircraft involved;
- (3) Full name, address, and number of pilot certificate of pilot in command of the aircraft, or of the flight commander if a formation flight is involved;
- (4) Point of departure;
- (5) Cruising altitude, or altitudes, and the route to be followed;
- (6) Point of first intended landing;
- (7) Proposed true air speed at cruising altitude;
- (8) Radio transmitting and receiving frequencies to be used;
- (9) Proposed time of departure;
- (10) Estimated elapsed time until arrival over the point of first intended landing;
- (11) Alternate airport or airports;
- (12) Amount of fuel on board expressed in hours;
- (13) Any other information which the pilot in command of the aircraft, or air traffic control, deems necessary for air traffic control purposes;

(14) For international flights, the number of persons on board.

(b) *VFR flights*. Unless an abbreviated flight plan is authorized by air traffic control, the flight plan shall contain the information specified in paragraphs (a) (1) through (10) of this section. Such a flight plan shall be designated by the pilot in command as a Defense Visual Flight Rules (DVFR) flight plan.

(c) *Notification of arrival*. If a DVFR flight plan has been filed, or if an IFR flight plan has been filed for a flight for which an air traffic control clearance is not required, the pilot in command of the aircraft, upon landing or completion of the flight, shall file an arrival or completion notice with the nearest CAA communications station or control tower, unless the pilot in command states in the flight plan that no arrival notice will be filed.

NOTE: Pilots are urged to file flight plans either in person or by telephone. Flight plans filed by radio while in flight may result in interception of the aircraft to confirm its identity.

§ 620.12 *Reporting points*—(a) *Flights within or penetrating a Domestic ADIZ*. Unless otherwise authorized under § 620.13:

(1) *IFR flights*—(i) *Within control zones and areas*. Position reports shall be made as required by the Instrument Flight Rules of Part 60 of this title.

(ii) *Outside control zones and areas*. The reporting procedures specified for DVFR flights will apply.

(2) *DVFR flights*. The pilot in command of an aircraft shall not operate an aircraft into or within an ADIZ unless the aircraft is equipped with a functioning two-way radio and shall not enter an ADIZ until:

(i) He has reported to an appropriate aeronautical facility the time, position, and altitude at which the aircraft passed the last reporting point along the flight path of the aircraft prior to penetration of an ADIZ and his estimated time over the next reporting point along the intended flight path of the aircraft; or if it is not practicable to comply with this reporting procedure.

(ii) A report which contains the estimated time, position, and altitude at which he will penetrate the ADIZ has been made to an appropriate aeronautical facility at least fifteen minutes prior to penetration.

NOTE: A pilot of an aircraft departing from an airport too close to an ADIZ boundary to reach cruising altitude before entering the ADIZ or to report an estimated time and place of penetration at least 15 minutes prior to penetration will be considered to have complied with 600.12 and 620.14.

Provided, He reports immediately after takeoff the departure

time with an estimate at the first reporting point along the flight path.

(b) *Aircraft entering the United States through a Coastal ADIZ* (1) *United States aircraft.* The reports prescribed in paragraph (a) of this section are required.

(2) *Foreign aircraft.* The pilot in command of a foreign aircraft shall not operate an aircraft into the United States without:

(i) Making position reports as prescribed for United States aircraft in subparagraph (1) of this paragraph, or

(ii) Reporting to an appropriate aeronautical facility when the aircraft is not less than one hour and not more than two hours average cruising distance via the most direct route, from the United States. Thereafter, reports shall be made as instructed by the facility receiving the original report.

NOTE: Operators of foreign aircraft who exercise the optional position reporting method described in subdivision (ii) of this subparagraph are cautioned that this procedure does not eliminate the position reporting requirements prescribed for the control of air traffic.

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

(a) *Speeds excepted.* Aircraft operating into or within an ADIZ at true air speeds of 110 knots or less if the flight is conducted at an altitude of 1,500 feet or less above the terrain.

(b) *Altitudes excepted*—(1) *Hawaiian ADIZ.* Aircraft operating within the Hawaiian ADIZ on inter-Hawaiian Island flights on Red Civil Airway No. 87 southeast of the Island of Oahu, below seven thousand (7,000) feet MSL.

(2) *Alaskan Domestic ADIZ.* Aircraft operating within the Alaskan Domestic ADIZ on a VFR flight originating from within the Alaskan Domestic ADIZ if:

(i) The flight is confined to altitudes of 4,000 feet or less above the immediate terrain; and

(ii) The aircraft is flown no closer than 500 feet to any other aircraft.

(c) *Areas or routes excepted*—(1) *General.* Flights exempted by a CAA air route traffic control center. Such flights shall be operated in accordance with the instructions, if any, issued at the time the exemption is granted.

NOTE: Flights which may be exempted, after approval has been obtained from appropriate military commanders, are (a) flights wholly within the boundaries of an ADIZ, (b) flights not currently of significance to the air

defense system, or (c) military flights which are conducted in accordance with special procedures prescribed by appropriate military authorities.

(2) *Continental United States.* (i) A flight originating within the Eastern Defense Area which maintains an outbound track into or through the Eastern ADIZ, Northern ADIZ, Presque Isle ADIZ, or Southern Border ADIZ without penetrating the Albuquerque ADIZ, Western ADIZ, or a Coastal ADIZ.

(ii) A flight originating within the Western Defense Area which maintains an outbound track into or through the Western ADIZ, Northern ADIZ, or Southern Border ADIZ without penetrating the Albuquerque ADIZ, Eastern ADIZ, or a Coastal ADIZ.

(iii) A flight originating within the Central Open Area which maintains an outbound track into or through the Northern ADIZ or Southern Border ADIZ without penetrating the Albuquerque ADIZ, Eastern ADIZ, or Western ADIZ.

(iv) A flight originating in the Albuquerque ADIZ proceeding outbound into the Central Open Area without penetrating the Eastern or Western ADIZ: *Provided*, The route of flight passes no closer to Albuquerque or Los Alamos, New Mexico, than the point of departure.

(v) A local flight within ten (10) miles of the point of departure.

(vi) *Exception from requirement for two-way radio.* Aircraft without two-way radio may enter and operate within an ADIZ: *Provided*, That the pilot adheres to a filed DVFR flight plan which includes the route, altitude, point of penetration and estimated elapsed time to the point of penetration. Aircraft without two-way radio may operate entirely within an ADIZ: *Provided*, That the pilot adheres to a filed DVFR flight plan which includes the route and altitude within the ADIZ and he departs within five minutes of his estimated time of departure.

NOTE: The tolerances outlined in the note under § 620.14 (b) will apply to this exemption.

(3) *Hawaiian ADIZ.* Aircraft operating within the Hawaiian ADIZ over any island or within three miles of the coastline of any island.

(4) *Guam ADIZ.* Within the Guam ADIZ, the exceptions of subparagraph (1) of this paragraph may be granted by the aeronautical facility exercising security control. The instructions issued at the time authorization is granted for an intra-zone VFR flight shall include the requirement that the aircraft be equipped with a functioning two-way radio and that a listening watch be maintained on the appropriate radio frequency.

§ 620.14 *Adherence to flight plans or air traffic clearances—*(a)

IFR flights—(1) *Within control zones and areas.* No deviation shall be made from an air traffic clearance unless an amended clearance is obtained from CAA air traffic control. In case emergency authority is used to deviate from the provision of an air traffic clearance, the pilot in command shall notify air traffic control as soon as possible and, if necessary, obtain an amended clearance. However, nothing in this paragraph shall prevent a pilot, operating on an IFR traffic clearance, from notifying air traffic control that he is canceling his IFR flight plan and proceeding under VFR: *Provided*, That he is operating in VFR weather conditions when he takes such action.

NOTE: A pilot who cancels an IFR flight plan should not neglect to file a DVFR flight plan if any of the remainder of the flight will be conducted in an Air Defense Identification Zone.

(2) *Outside control zones and areas.* When a flight is conducted in accordance with IFR within or into an ADIZ 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.

(b) DVFR flights. No deviation shall be made from a DVFR flight plan unless firm notification is given to an appropriate aeronautical facility.

NOTE: The requirements of the air defense of the United States make it imperative that pilots adhere to their flight plans or air traffic clearances within the following time distance, and altitude tolerances. Failure to meet these requirements may jeopardize the effective identification of aircraft and thereby the national defense effort. Flights which are operated in excess of these tolerances may be subject to interception:

(a) 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.

(b) 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.

(c) A pilot in command of an aircraft when on a DVFR flight plan or an IFR flight plan for which air traffic clearance is not required should not deviate from the cruising altitude specified in the flight plan unless prior notification is given to an appropriate aeronautical facility, except that he may begin descent from the altitude specified in the flight plan within reasonable distance of destination without reporting 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, as soon as practicable to an appropriate aeronautical facility.

§ 620.16 *Radio failure*—(a) *IFR flights*. If unable to maintain two-way radio communications, the pilot in command of the aircraft shall:

(1) If operating under VFR conditions, proceed under VFR and land as soon as practicable, or

(2) Proceed according to the latest air traffic clearance to the radio facility serving the airport of intended landing, maintaining the minimum safe altitude or the last acknowledged assigned altitude whichever is higher. Descent shall start at the expected approach time last authorized or, if not received and acknowledged, at the estimated time of arrival indicated by the elapsed time specified in the flight plan.

NOTE: Detailed procedures to be followed by the pilot are contained in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

(b) *DVFR flights*. In case of the failure of two-way radio communications the flight may proceed in accordance with the original DVFR flight plan, and the pilot in command of the aircraft shall make a report of such failure, as soon as possible, to an appropriate aeronautical facility.

§ 620.17 *Air Defense security instructions*. Under emergency air defense conditions which may involve the national security, aircraft shall be operated into or within an ADIZ 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 During a Military Emergency," as approved 15 July 1952, or as subsequently amended.

§ 620.18 *Violations*. In addition to the penalties otherwise provided for by the Civil Aeronautics Act of 1938, as amended, any person who knowingly or wilfully violates any provision prescribed in this part, or any order issued thereunder shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be subject to a fine of not exceeding \$10,000 or to imprisonment not exceeding one year, or to both such fine and imprisonment.

SUBPART C—DESIGNATED AIR DEFENSE IDENTIFICATION ZONES AND DEFENSE AREAS

§ 620.20 *General*. Airspace above the following described areas is established by the Administrator of Civil Aeronautics as

Domestic or Coastal Air Defense Identification Zones of Defense Areas.

§ 620.21 *Domestic ADIZ's*—(a) *Northern (Domestic) ADIZ*. The area bounded by a line 48°29'38" N., 124°43'35" W., eastward along U. S.-Canadian Border to 47°10' N., 85°31' W.; 46°51' N., 94°00' W.; 47°10' N., 96°17' W.; 48°00' N., 99°00' W.; to 48°00' N., 125°15' W.; 48°29'38" N., 124°43'35" W. (point of beginning).

(b) *Presque Isle (Domestic) ADIZ*. The area bounded by a line 46°00' N., 69°36' W.; 46°00' N., 70°18' W.; northward and eastward along U. S.-Canadian Border to 44°46'36" N., 66°54'11" W.; 44°30' N., 67°07' W.; 44°19' N., 67°53' W.; 46°00' N., 69°36' W. (point of beginning).

(c) *Eastern (Domestic) ADIZ*. The area bounded by a line 46°51' N., 94°00' W.; 42°00' N., 96°45' W.; 39°20' N., 95°10' W.; 38°23' N., 95°08' W.; 37°30' N., 94°15' W.; 37°30' N., 92°00' W.; 36°00' N., 87°15' W.; 35°45' N., 86°30' W.; 35°00' N., 85°30' W.; 33°30' N., 84°50' W.; 30°50' N., 82°20' W.; 30°50' N., 80°54' W.; 30°05' N., 81°07' W.; 28°45' N., 80°00' W.; 27°30' N., 82°56' W.; 27°47' N., 83°08' W.; 28°45' N., 82°57' W.; 29°50' N., 84°00' W.; 30°10' N., 83°30' W.; 31°45' N., 84°00' W.; 34°55' N., 87°50' W.; 35°15' N., 89°08' W.; 35°40' N., 91°15' W.; 36°00' N., 93°20' W.; 36°00' N., 95°15' W.; 41°30' N., 98°00' W.; 43°50' N., 98°00' W.; 47°10' N., 96°17' W.; 46°51' N., 94°00' W. (point of beginning).

(d) *Albuquerque (Domestic) ADIZ*. The area bounded by a line 37°02' N., 110°52' W.; 38°45' N., 108°30' W., 38°14' N., 104°50' W.; 37°15' N., 104°30' W.; 37°15' N., 104°14' W.; 35°10' N., 104°00' W.; 34°00' N., 104°00' W.; 33°00' N., 105°30' W.; 33°00' N., 107°30' W.; 34°00' N., 110°50' W.; 35°00' N., 110°50' W.; 37°02' N., 110°52' W. (point of beginning).

(e) *Western (Domestic) ADIZ*. The area bounded by a line 48°00' N., 117°00' W.; 48°00' N., 115°00' W.; 46°30' N., 115°00' W.; 44°45' N., 117°15' W.; 38°00' N., 117°00' W.; 36°00' N., 113°32' W.; 32°10' N., 113°45' W.; westward along U. S.-Mexican Border to 32°43' N., 114°45' W.; 33°08' N., 114°55' W.; 33°30' N., 115°15' W.; 34°30' N., 116°00' W.; 35°31' N., 116°22' W.; 36°00' N., 117°05' W.; 36°00' N., 118°48' W.; 39°15' N., 121°00' W.; 44°15' N., 121°00' W.; 45°20' N., 118°15' W.; 48°00' N., 117°00' W. (point of beginning).

(f) *Southern Border (Domestic) ADIZ*. A line extending from 32°16' N., 117°08' W.; 32°30' N., 117°20' W.; 32°32'03" N., 117°07'25" W.; eastward along the U. S.-Mexican Border to 25°58' N., 97°07' W.

(g) *Alaskan (Domestic) ADIZ*. The area bounded by a line 69°50' N., 141°00' W.; 60°18' N., 141°00' W.; easterly along the

International Boundary line to 60°20' N., 139°30' W.; 59°30' N., 139°30' W.; 59°28' N., 146°18' W.; 56°34' N., 154°10' W.; 58°39' N., 162°03' W.; 63°17' N., 168°42' W.; 63°53' N., 166°16' W.; 71°18' N., 156°44' W.; 69°50' N., 141° 00' W. (point of beginning).

§ 620.22 *Coastal ADIZ's*—(a) *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°08' W.; along 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°30' N., 132°10' W.; 48°30' N., 125°00' W.; 48°29'38" N., 124°43'35" W. (point of beginning).

(b) *Atlantic (Coastal) ADIZ*. The area bounded by a line 44°30' N., 66°45' W.; 43°00' N., 65°47' W.; 39°30' N., 63°45' W.; 30°45' N., 74°00' W.; 28°45' N., 80°00' 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.; 40°15' N., 73°15' W.; 41°15' N., 69°30' W.; 42°00' N., 69°30' W.; 42° 40' N., 70°10' W.; 43°10' N., 70°00' W.; 44°19' N., 67°53' W.; 44°30' N., 67°07' W.; 44°30' N., 66°45' W. (point of beginning).

(c) *Hawaiian (Coastal) ADIZ*. The area bounded by a line 24°15' N., 158°00' W.; 22°30' N., 155°30' W.; 19°45' N., 153°30' W.; 19°00' N., 155°00' W.; 18°15' N., 158°00' W.; 20°00' N., 161° 00' W.; 22°30' N., 161°00' W.; 24°15' N., 158°00' W. (point of beginning).

(d) *Guam (Coastal) ADIZ*. The area bounded by a circle with a radius of 200 nautical miles centered at the Guam Radio Range Station. (Latitude 13°32'41" N., Longitude 144°50'30" E.)

(e) *Alaskan (Coastal) ADIZ*. 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.; 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.; 53°54' N., 166°31' 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).

§ 620.23 *Defense areas*—(a) *Eastern Defense Area*. The area bounded by a line 46°51' N., 94°00' W.; 47°10' N., 85°31' W.; eastward along the U. S.-Canadian Border to 46°00' N., 70°18' W.; 46°00' N., 69°36' W.; 44°19' N., 67°53' W.; 43°10' N., 70°00' W.; 42°40' N., 70°10' W.; 42°00' N., 69°30' W.; 41°15' N., 69°30' W.; 40°15' N., 73°15' W.; 39°30' N., 73°45' W.; 37°00' N., 75°30' W.; 36°10' N., 75°10' W.; 35°10' N., 75°10' W.; 32°01' N., 80°32'

W.; 30°50' N., 80°54' W.; 30°50' N., 82°20' W.; 33°30' N., 84°50' W.; 35°00' N., 85°30' W.; 35°45' N., 86°30' W.; 36°00' N., 87°15' W.; 37°30' N., 92°00' W.; 37°30' N., 94°15' W.; 38°23' N., 95°08' W.; 39°20' N., 95°10' W.; 42°00' N., 96°45' W.; 46°51' N., 94°00' W. (point of beginning).

(b) *Western Defense Area.* The area bounded by a line 48°00' N., 125°15' W.; 48°00' N., 117°00' W.; 45°20' N., 118°15' W.; 44°15' N., 121°00' W.; 39°15' N., 121°00' W.; 36°00' N., 118°48' W.; 36°00' N., 117°05' W.; 35°31' N., 116°22' W.; 34°30' N., 116°00' W.; 33°30' N., 115°15' W.; 33°08' N., 114°55' W.; 32°43' N., 114°45' W.; westward along U. S.-Mexican Border to 32°32'03" N., 117°07'25" W.; 32°30' N., 117°20' W.; 32°16' N., 117°08' W.; 32°16' N., 118°25' W.; 34°00' N., 120°30' W.; 34°50' N., 121°10' W.; 38°50' N., 124°00' W.; 40°00' N., 124°35' W.; 43°00' N., 124°40' W.; 46°15' N., 124°30' W.; 48°00' N., 125°15' W. (point of beginning).

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

This part shall become effective 0001 e. s. t. December 1, 1955.

3. Interpretative Letter

**DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.**

December 31, 1954

Major J. I. Posner, USAF, 22846A
AFROTC Detachment #540
Columbia University
New York 27, New York

Dear Major Posner:

Reference is made to your inquiry of December 11, 1954, concerning application of Regulations of the Administrator, Part 620, to foreign aircraft passing through a designated coastal ADIZ outside the territorial air space of the United States.

The wording of Section 620.12(b) (2) was clarified when Part 620 was revised, effective January 15, 1953; however, the intent of this section remains the same as contained in Part 620 effective December 27, 1950. Foreign aircraft operating in a coastal ADIZ are required to comply with the regulation only if they are entering the United States, i.e., a foreign aircraft en route from Havana to Halifax might conceivably fly through the Atlantic ADIZ without being subject to any Part 620 restriction. It should be noted

that the departure point has no bearing on the applicability of the regulation.

Very truly yours,
 (Signed) D. D. THOMAS
Acting Director
Office of Federal Airways.

B. Canadian Air Defense Identification Zone

1. NOTE. Canadian Department of Transport NOTAM No. 22 /55, Rules for the Security Control of Air Traffic, the latest revision of the Canadian Air Defense Identification Zone Regulations, became effective December 1, 1955. The Regulations were furnished to the Editor by the United States Embassy at Ottawa. The accompanying letter, of 22 August 1956, stated: "The Superintendent of Air Regulations, in providing these rules, advised us that they are in NOTAM form only and are not as yet subject to statutory support through the medium of an order-in-council, or otherwise." For discussion of the earlier version of the Rules, see Martial, cited in A, 1, supra. See, also, Murchison, *Ibid.*

2. Rules for the Security Control of Air Traffic

NOTAM

22/55

23 NOV.

CANADA
DEPARTMENT OF TRANSPORT
AIR SERVICES BRANCH

22/55 RULES FOR THE SECURITY CONTROL OF AIR TRAFFIC

(Superseding NOTAM 22/54)

Effective—1st December, 1955

1. The attached Rules for the Security Control of Air Traffic contain a number of revisions to the rules issued previously. The more important changes are:

(a) An increase of the CADIZ area over Northeast Canada.

(b) The introduction of new coastal CADIZs to provide protection upwards from the surface of the ocean.

(c) The lowering of the effective altitude from 4,000 feet above ground to 3,000 feet above ground, within which CADIZ procedures shall apply.

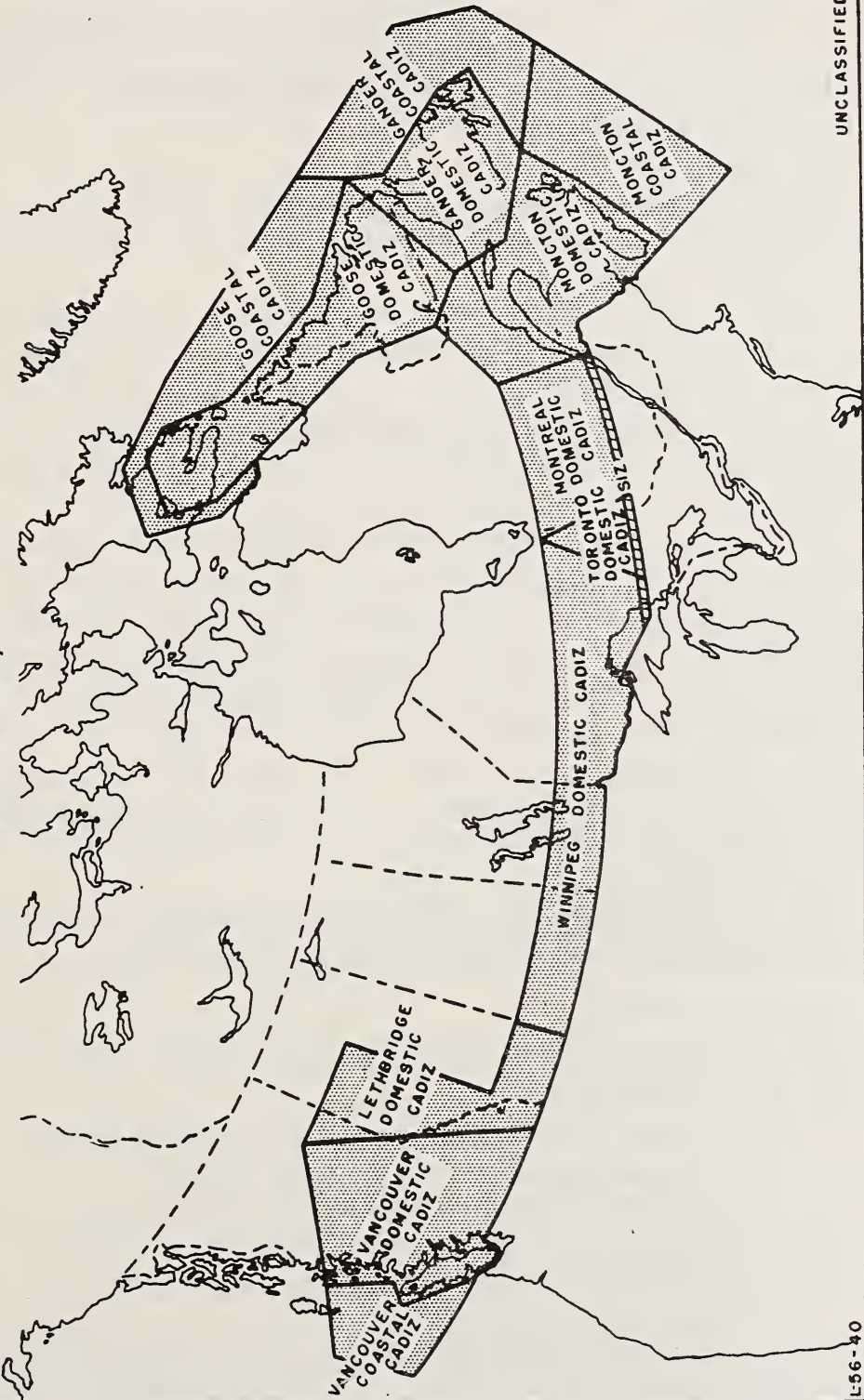
(d) The relocation 81 miles northward of the Security Identification Zone (SIZ).

(e) The increase of the free flying area south of the Security Identification Zone.

(Signed) R. DODDS
 for (A. de Niverville),
Director of Air Services.

CANADIAN AIR DEFENSE IDENTIFICATION ZONES AND SECURITY IDENTIFICATION ZONES

DECEMBER, 1955



UNCLASSIFIED

L-56-40

Figure 5.

RULES FOR THE SECURITY CONTROL OF AIR TRAFFIC

1. INTRODUCTION

1.1. Purpose—The rules contained herein have been found necessary, in the interest of national security, to identify, locate and control aircraft operated within areas designated as Canadian Air Defense Identification Zones.

1.2. Definitions.—

1.2.1. Appropriate Aeronautical Facility—The normal communications facility with which flight plans, arrival reports or position reports are filed.

1.2.2. Canadian Air Defense Identification ZONE (CADIZ)—An airspace of defined dimensions extending upwards from the surface and designated by the Department of Transport. Domestic CADIZs are, in general, designated over areas lying within the continental limits of Canada. Coastal CADIZ's are in general, designated over the coastal waters of Canada.

1.2.3. Security Identification Zone (SIZ)—An airspace of defined dimensions, designated by the Department of Transport, extending upwards from the surface of the earth to an altitude of 3000 feet above the immediate terrain, through which southbound flights must be conducted in accordance with certain rules designed to facilitate ready identification of the aircraft.

NOTE: The Canadian Air Defense Identification Zones and the Security Identification Zone are designated in the Designated Airspace Handbook, and are depicted in the Canada Air Pilot, R. C. A. F. radio facility charts and the attached map.

1.2.4. DVFR Flight—A VFR flight conducted in accordance with the Rules for the Security Control of Air Traffic.

2. OPERATING RULES

2.1. *Application*—The rules contained in this document shall apply only to aircraft:

- (a) At or above 3000 feet above the immediate terrain, which are operating within a Domestic CADIZ;
- (b) At or above 3000 feet above the immediate terrain, which are about to enter a Domestic CADIZ;
- (c) At any altitude which are operating within or are about to enter a coastal CADIZ;
- (d) At any altitude which will operate through the Security Identification Zone in a southerly direction. (091° T through 269° T).

2.2. *Equipment*—Any aircraft which is operated in accordance with 2.1 shall be equipped with functioning two-way radio, which

will permit the pilot to communicate with an appropriate aeronautical facility.

2.3. *Flight Plans*—A flight plan shall be filed for any flight with an appropriate aeronautical facility.

- (a) Prior to penetrating a CADIZ, or
- (b) Prior to take-off from a point within a CADIZ, or
- (c) At least 15 minutes prior to entering the SIZ southbound.

2.3.1. *IFR Flights*—Unless an abbreviated flight plan is authorized by Air Traffic Control, the flight plan shall contain the following information:

- (a) Aircraft identification
- (b) Type of aircraft
- (c) Point of departure
- (d) Flight altitude and route to be followed
- (e) Point of first intended landing
- (f) Time of departure
- (g) True airspeed
- (h) Estimated elapsed time
- (i) Alternate airport
- (j) Radio frequencies
- (k) Approach aids to be used
- (l) Number of persons on board
- (m) Pilot's name
- (n) Fuel
- (o) Remarks.

2.3.2. *VFR Flights*—Unless an abbreviated flight plan is authorized by Air Traffic Control, the flight plan shall contain the information specified in 2.3.1., except items (i), (k), (l) and (n). Such a flight plan shall be designated by the pilot as a Defense Visual Flight Rule (DVFR) flight plan.

- NOTES:
1. Pilots of aircraft which are operated below 3000 feet above the immediate terrain within the lateral boundaries of a CADIZ are urged to comply with the flight plan requirements of 2.3.
 2. Pilots are urged to file a flight plan either in person or by telephone. Flight plans filed by radio while in flight (AIRFILE) may result in interception of the aircraft to confirm its identity.
 3. In completing a DVFR flight plan, the abbreviation "DVFR" shall be inserted immediately preceding item (d) in 2.3.1.

2.4. *Notification of Arrival*—If a DVFR flight plan has been filed, or an IFR flight plan has been filed for a flight for which an air traffic control clearance is not required, the pilot, upon landing, or upon completion of the flight, shall file an arrival report with the appropriate aeronautical facility, unless the pilot states in the flight plan that no arrival report will be filed.

2.5. Position Reports—Flights operated within a CADIZ or which are about to penetrate a CADIZ or which will operate through the SIZ, southbound, shall conform to the position reporting procedures contained herein.

2.5.1. IFR Flights

- (a) Within controlled airspace—Position reports shall be made as required by the Instrument Flight Rules, and in addition, when penetrating a coastal CADIZ towards Canada.
- (b) Outside controlled airspace—Position reports shall be made as required for DVFR flights in paragraph 2.5.2.

2.5.2. DVFR Flights

- (a) Penetrating a CADIZ—No aircraft shall be operated into a CADIZ unless:
 - (i) The pilot has reported to an appropriate aeronautical facility the time, position and altitude at which the aircraft passed the last reporting point along the flight path of the aircraft prior to penetration of the CADIZ, and his estimated time over the next reporting point along the intended flight path of the aircraft, or, if it is not practicable to comply with this procedure;
 - (ii) A report which contains the estimated time, position and altitude at which the aircraft will penetrate the CADIZ has been made to an appropriate aeronautical facility, approximately 15 minutes prior to penetration.

(b) Operating within a CADIZ—No position report is required, except as in 2.5.3.

(c) Leaving a CADIZ—No position report is required.

2.5.3. Operating Through the SIZ Southbound—No aircraft shall be operated through the SIZ in a southerly direction, (091° T through 269° T), unless:

- (a) The pilot has reported, to an appropriate aeronautical facility, the time, position and altitude at which the aircraft passed the last reporting point along the flight path of the aircraft prior to entering the SIZ, and the estimated time over the next reporting point along the intended flight path of the aircraft or, if it is not practicable to comply with this procedure;
- (b) A report which contains the estimated time, position and altitude at which the aircraft will enter the SIZ has been made to an appropriate aeronautical facility, approximately 15 minutes prior to penetration.

2.6 Adherence to Flight Plans or Air Traffic Clearances

2.6.1 IFR Flights

- (a) Within controlled airspace—No deviation shall be made from an air traffic clearance unless an amended clearance is obtained from Air Traffic Control. In case emergency authority is used to deviate from the provisions of an air traffic clearance, the pilot shall notify Air Traffic Control as soon as possible and, if necessary, obtain an amended clearance. However, nothing in this paragraph shall prevent a pilot, operating on an IFR clearance, from notifying Air Traffic Control that he is cancelling his IFR flight plan and is proceeding in accordance with the Visual Flight Rules, *provided* that he is operating in VFR weather conditions when he takes such action.

NOTE: A pilot who cancels his IFR flight plan shall file a DVFR flight plan if any of the remainder of the flight will be a DVFR flight.

- (b) Outside controlled airspace—When an IFR flight is conducted within or into any portion of a CADIZ where an air traffic clearance is not required by The Air Regulations, no deviation from the flight plan shall be made unless prior notification is given to an appropriate aeronautical facility.

2.6.2 DVFR Flights—No deviation shall be made from a DVFR flight plan, unless:

- (a) Prior notification is given to an appropriate aeronautical facility, or
- (b) Such deviation is required to comply with the Visual Flight Rules, in which case, such deviation shall be reported to an appropriate aeronautical facility as soon as possible.

2.6.3 Tolerances—Whenever it shall appear that the flight will not be within the following tolerances, the appropriate aeronautical facility shall be advised:

- (a) Time Tolerance

5 minutes from an estimated time over any of the following:

- (i) A reporting point,
 (ii) A point of penetration of a CADIZ,
 (iii) A point of penetration of the SIZ, or
 (iv) The airport of destination, within a CADIZ.

- (b) Distance Tolerance—10 miles from the centreline of the route of flight indicated in the flight plan.

2.7 Emergency Situations—In emergency situations which require immediate action for the safety of the flight, the pilot may

deviate from the provisions of these rules to the extent required for such emergency. When such a deviation is made, the pilot shall report the deviation and the reasons therefor, as soon as practicable, to an appropriate aeronautical facility.

2.8 Radio Failure

2.8.1 IFR Flights—If unable to maintain two-way radio communications, the pilot of an IFR flight shall follow the procedure specified in Air Navigation Order No. 5, Series V.

2.8.2 DVFR Flights—If unable to maintain two-way radio communications, the pilot of a DVFR flight:

- (a) May proceed in accordance with the current DVFR flight plan, or
- (b) Shall land at a suitable airport along the route of flight specified in the flight plan, and the pilot shall report such radio failure as soon as possible to an aeronautical facility.

2.9 Alternative Procedure

2.9.1 Where it would not be possible to comply with the rules contained herein as they apply to the Security Identification Zone, the pilot of an aircraft proposing a flight in a southerly direction (091° T through 269° T) through the Security Identification Zone shall, immediately upon entering the SIZ, maintain a track between 170° True and 190° True for at least 5 minutes at an indicated airspeed not exceeding 100 knots.

2.9.1.1 When a southbound (091° T through 269° T) flight originates from within the Security Identification Zone, the procedure specified in 2.9.1 shall be complied with as soon as the cruising altitude has been reached.

2.10 Violations

2.10.1 A violation of these rules will render the pilot of an aircraft liable to inflight interception by military interceptor aircraft.

2.11 Designation of CADIZs

2.11.1 The following described areas are designated as CADIZs

Goose Coastal CADIZ—The area bounded by a line $61^{\circ}00'N$, $69^{\circ}20'W$; $61^{\circ}00'N$, $70^{\circ}40'W$; $63^{\circ}00'N$, $73^{\circ}00'W$; $66^{\circ}00'N$, $73^{\circ}00'W$; $66^{\circ}00'N$, $66^{\circ}00'W$; $63^{\circ}00'N$, $60^{\circ}00'W$; $54^{\circ}30'N$, $52^{\circ}00'W$; $53^{\circ}00'N$, $54^{\circ}00'W$; $56^{\circ}30'N$, $60^{\circ}00'W$; $61^{\circ}00'N$, $64^{\circ}00'W$; $64^{\circ}00'N$, $64^{\circ}00'W$; $65^{\circ}00'N$, $66^{\circ}00'W$; $65^{\circ}00'N$, $71^{\circ}30'W$; $63^{\circ}00'N$, $71^{\circ}30'W$; to $61^{\circ}00'N$, $69^{\circ}20'W$, the point of beginning.

Goose Domestic CADIZ—The area bounded by a line $61^{\circ}00'N$, $69^{\circ}20'W$; $63^{\circ}00'N$, $71^{\circ}30'W$; $65^{\circ}00'N$, $71^{\circ}30'W$; $65^{\circ}00'N$, $66^{\circ}00'W$; $64^{\circ}00'N$, $64^{\circ}00'W$; $61^{\circ}00'N$, $64^{\circ}00'W$; $56^{\circ}30'N$, $60^{\circ}00'W$; $53^{\circ}00'N$, $54^{\circ}00'W$; $51^{\circ}00'N$, $62^{\circ}30'W$; $52^{\circ}30'N$,

65°00'W; 56°00'N, 65°00'W; to 61°00'N, 69°20'W, the point of beginning.

Gander Coastal CADIZ—The area bounded by a line 54°30'N, 52°00'W; 48°00'N, 48°00'W; 45°00'N, 50°00'W; 43°50'N, 53°15'W; 46°30'N, 58°00'W; 46°30'N, 52°30'W; 48°00'N, 52°30'W; 51°30'N, 55°00'W; 53°00'N, 54°00'W to 54°30'N, 52°00'W, the point of beginning.

Gander Domestic CADIZ—The area bounded by a line 53°00'N, 54°00'W; 51°30'N, 55°00'W; 48°00'N, 52°30'W; 46°30'N, 52°30'W; 46°30'N, 58°00'W; 48°30'N, 62°00'W; 51°00'N, 62°30'W, to 53°00'N, 54°00'W, the point of beginning.

Moncton Domestic CADIZ—The area bounded by a line 52°30'N, 65°00'W; 51°00'N, 62°30'W; 48°30'N, 62°00'W; 46°30'N, 58°00'W; 45°00'N, 61°00'W; 43°00'N, 65°48'W; 44°30'N, 66°45'W; 44°30'N, 67°07'W; 44°46'36"N, 66°54'11"W; along U.S.-Canada Boundary to 47°10'N, 69°32'W; 47°10'N, 70°00'W; 51°00'N, 70°00'W; 52°30'N, 65°00'W, the point of beginning.

Moncton Coastal CADIZ—The area bounded by a line 46°30'N, 58°00'W; 43°50'N, 53°15'W; 39°30'N, 63°45'W; 43°00'N, 65°48'W; 45°00'N, 61°00'W; 46°30'N, 58°00'W, the point of beginning.

Montreal Domestic CADIZ—The area bounded by a line 51°00'N, 70°00'W; 47°10'N, 70°00'W; 47°10'N, 78°20'W; 51°00'N, 80°00'W; 51°00'N, 70°00'W, the point of beginning.

Toronto Domestic CADIZ—The area bounded by a line 51°00'N, 80°00'W; 47°10'N, 78°20'W; 47°10'N, 83°12'W; 51°00'N, 80°00'W; the point of beginning.

Winnipeg Domestic CADIZ—The area bounded by a line 51°00'N, 80°00'W; 47°10'N, 83°12'W; 47°10'N, 85°31'W, thence along the U.S.-Canada Boundary to 49°00'N, 110°00'W; 51°00'N, 110°00'W; 51°00'N, 80°00'W, the point of beginning.

Lethbridge Domestic CADIZ—The area bounded by a line 57°00'N, 115°00'W; 51°00'N, 115°00'W; 51°00'N, 110°00'W; 49°00'N, 110°00'W; 49°00'N, 116°00'W; 57°00'N, 123°00'W; 57°00'N, 115°00'W, the point of beginning.

Vancouver Domestic CADIZ—The area bounded by a line 48°30'N, 125°00'W; 50°30'N, 129°00'W; 51°15'N, 128°00'W; 53°28'N, 130°35'W; 57°00'N, 123°00'W; 49°00'N, 116°00'W, along U.S.-Canada Boundary to

48°29'38"N, 124°43'35"W; 48°30'N, 125°00'W; the point of beginning.

Vancouver Coastal CADIZ—The area bounded by a line 48°30'N, 125°00'W; 48°30'N, 132°10'W; 51°30'N, 134°00'W; 53°28'N, 130°35'W; 51°15'N, 128°00'W; 50°30'N, 129°00'W; 48°30'N, 125°00'W, the point of beginning.

2.12 Designation of the Security Identification Zone

2.12.1 The following area is designated as the Security Identification Zone

The area bounded by a line 47°25'N, 69°16'W, along the U.S.-Canada Boundary to 47°10'N, 69°32'W; 47°10'N, 85°31'W, along the U.S.-Canada Boundary to 47°30'N, 86°19'W; 47°30'N, 70°00'W; 47°25'N, 69°16'W, the point of beginning.