



TAD-4944

AC NO: 99-1

DATE: 12 Jan 72

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: SECURITY CONTROL OF AIR TRAFFIC

-
1. PURPOSE. This advisory circular is intended to provide civil aviation with recommended practices for operating aircraft within or penetrating an Air Defense Identification Zone (ADIZ).
 2. CANCELLATION. Advisory Circulars AC No. 99.27-1 dated 30 September 1963 and AC No. 99.11-1 dated 15 November 1963 are cancelled.
 3. REFERENCES.
 - a. Federal Aviation Act of 1958, Section 1202.
 - b. Federal Aviation Regulations, Part 99.
 4. DISCUSSION.
 - a. Section 1202 of the Federal Aviation Act of 1958 authorizes the Administrator, in consultation with the Department of Defense, to establish zones or areas in the airspace of the United States as he may find necessary in the interests of national defense, and by rule, regulation, or order restrict or prohibit the flight of civil aircraft, which he cannot identify, locate, and control with available facilities, within such zones or areas.
 - b. FAR Part 99 prescribes rules for operating civil aircraft in a defense area or into, within, or out of the United States through a designated Air Defense Identification Zone (ADIZ).
 - c. The rules, prescribed in FAR Part 99, pertain to radio requirements, flight plan requirements, position reporting, deviation from plans, deviation from ATC clearances, and special security instructions. Certain exceptions are also provided.
-

- d. The North American Air Defense Command (NORAD), as principal agent of the Department of Defense (DOD), is responsible for the air defense of the United States. In carrying out this responsibility, NORAD has adopted certain criteria for identifying aircraft operating within or penetrating an ADIZ as friendly, unknown, or hostile. These criteria are in the form of tolerances with respect to time and distance.
- e. Flights which are operated in excess of these tolerances are subject to interception to confirm identity.
- f. The unnecessary dispatch of manned interceptors is costly to the United States. Moreover, the element of surprise to pilot, crew, and passengers of civil aircraft, when intercepted, may be unsettling.

5. NORAD TOLERANCES.

- 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 an appropriate aeronautical facility.
- b. Ten-nautical miles from the centerline of the route of flight, if the flight is entering or operating within a Domestic air defense identification zone (Domestic ADIZ), or, 20-nautical miles from the centerline of the route of flight, if the flight is entering or operating within a Coastal air defense identification zone (Coastal ADIZ), or the Alaskan distant early warning identification zone (Alaskan DEWIZ).

6. RECOMMENDED PRACTICES.

- a. File an IFR/DVFR flight plan, either in person or by telephone, prior to takeoff. "Airfiled" flight plans should only be used when it is impossible to file otherwise.
- b. Ensure that two-way radio is functioning.
- c. Depart within five minutes of time specified in flight plan or update flight plan accordingly.
- d. Maintain course within 10 miles of centerline of the route of flight specified in flight plan. Known off-course deviations should be reported promptly to an appropriate aeronautical facility.

- e. Maintain speed to correlate with your estimated time over reporting points and/or point of ADIZ penetration. Update flight plan with an appropriate aeronautical facility when estimated time over these points will vary by five minutes or more.

William M. Flener

WILLIAM M. FLENER
Director, Air Traffic Service