

## § 97.5

(x) *Visibility minimum* means the minimum visibility specified for approach, or landing, or takeoff, expressed in statute miles, or in feet where RVR is reported.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(c), 1354(a), 1421); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 8130, 32 FR 13911, Oct. 6, 1967, as amended by Amdt. 97-803, 37 FR 6287, Mar. 28, 1972; Amdt. 97-1133, 44 FR 15659, Mar. 15, 1979; Amdt. 97-1333, 67 FR 70828, Nov. 26, 2002]

### § 97.5 Bearings; courses; headings; radials; miles.

(a) All bearings, courses, headings, and radials in this part are magnetic.

(b) RVR values are stated in feet. Other visibility values are stated in statute miles. All other mileages are stated in nautical miles.

[Doc. No. 561, 32 FR 13912, Oct. 6, 1967]

## Subpart B—Procedures

EDITORIAL NOTE: The procedures set forth in this subpart were formerly carried as §§ 609.100 through 609.500 of this title and were transferred to part 97 as §§ 97.11 through 97.19, respectively, but are not carried in the Code of Federal Regulations. For Federal Register citations affecting these procedures, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

### § 97.10 General.

This subpart prescribes standard instrument approach procedures other than those based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). Standard instrument approach procedures adopted by the FAA and described on FAA Form 3139 are incorporated into this part and made a part hereof as provided in 5 U.S.C. 552(a)(1) and pursuant to 1 CFR part 20. The incorporated standard instrument approach procedures are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20590. Copies of SIAPs adopted in a particular FAA Region are also available for examination at the headquarters of that region. Moreover, cop-

## 14 CFR Ch. I (1-1-03 Edition)

ies of SIAPs originating in a particular Flight Inspection District Office are available for examination at that office. Based on the information contained on FAA Form 3139, standard instrument approach procedures are portrayed on charts prepared for the use of pilots by the U.S. Coast and Geodetic Survey and other publishers of aeronautical charts.

[Doc. No. 9748, 35 FR 5609, Apr. 7, 1970]

## Subpart C—TERPS Procedures

SOURCE: Docket No. 8130, 32 FR 13912, Oct. 6, 1967, unless otherwise noted.

EDITORIAL NOTE: The procedures for §§ 97.21 through 97.35, respectively, are not carried in the Code of Federal Regulations. For FEDERAL REGISTER citations affecting these procedures, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

### § 97.20 General.

This subpart prescribes standard instrument approach procedures based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). The standard instrument approach procedures adopted by the FAA and described on FAA Form 8260-3, 8260-4, or 8260-5 are incorporated into this part and made a part hereof as provided in 5 U.S.C. 552(a)(1) and pursuant to 1 CFR part 20. The incorporated standard instrument approach procedures are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20590. Copies of SIAPs adopted in a particular FAA Region are also available for examination at the headquarters of that Region. Moreover, copies of SIAPs originating in a particular Flight Inspection District Office are available for examination at that Office. Based on the information contained on FAA Form 8260-3, 8260-4, and 8260-5, standard instrument approach procedures are portrayed on charts prepared for the use of pilots by the U.S. Coast and Geodetic Survey

**Federal Aviation Administration, DOT**

**§ 99.3**

and other publishers of aeronautical charts.

(Sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1))

[Doc. No. 9748, 35 FR 5609, Apr. 7, 1970]

**PART 99—SECURITY CONTROL OF AIR TRAFFIC**

**Subpart A—General**

Sec.

- 99.1 Applicability.
- 99.3 Definitions.
- 99.5 Emergency situations.
- 99.7 Special security instructions.
- 99.9 Radio requirements.
- 99.11 ADIZ flight plan requirements.
- 99.12 Transponder-on requirements.
- 99.15 Arrival or completion notice.
- 99.17 Position reports; aircraft operating in or penetrating an ADIZ; IFR.
- 99.19 Position reports; aircraft operating in or penetrating an ADIZ; DVFR.
- 99.21 Position reports; aircraft entering the United States through an ADIZ; United States aircraft.
- 99.23 Position reports; aircraft entering the United States through an ADIZ; foreign aircraft.
- 99.27 Deviation from flight plans and ATC clearances and instructions.
- 99.29 Radio failure; DVFR.
- 99.31 Radio failure; IFR.

**Subpart B—Designated Air Defense Identification Zones**

- 99.41 General.
- 99.42 Contiguous U.S. ADIZ.
- 99.43 Alaska ADIZ.
- 99.45 Guam ADIZ.
- 99.47 Hawaii ADIZ.
- 99.49 Defense Area.

AUTHORITY: 49 U.S.C. 106(g), 40101, 40103, 40106, 40113, 40120, 44502, 44721.

SOURCE: Docket No. 25113, 53 FR 18217, May 20, 1988, unless otherwise noted.

**Subpart A—General**

**§ 99.1 Applicability.**

(a) This subpart prescribes rules for operating civil aircraft in a defense area, or into, within, or out of the United States through an Air Defense Identification Zone (ADIZ), designated in subpart B.

(b) Except for §§99.7 and 99.12, this subpart does not apply to the operation of any aircraft—

(1) Within the 48 contiguous States and the District of Columbia, or within the State of Alaska, on a flight which remains within 10 nautical miles of the point of departure;

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

(3) 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

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

(c) An FAA ATC center may exempt the following operations from this subpart (except §99.7), on a local basis only, with the concurrence of the military commanders concerned:

(1) Aircraft operations that are conducted wholly within the boundaries of an ADIZ and are not currently significant to the air defense system.

(2) Aircraft operations conducted in accordance with special procedures prescribed by the military authorities concerned.

[Doc. No. 25113, 53 FR 18217, May 20, 1988, as amended by Amdt. 99-14, 53 FR 44182, Nov. 2, 1988; 66 FR 49822, Sept. 28, 2001]

**§ 99.3 Definitions.**

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

*Air defense identification zone* (ADIZ) means an area of airspace over land or water in which the ready identification, location, and control of civil aircraft is required in the interest of national security.

*Defense area* means any airspace of the contiguous United States that is not an ADIZ in which the control of aircraft is required for reasons of national security.

*Defense visual flight rules* (DVFR) *flight* means, for the purposes of this subpart, a flight within an ADIZ conducted by a civil aircraft under the visual flight rules in part 91 of this title.

[Doc. No. FAA-2001-10693, 66 FR 49822, Sept. 28, 2001]