**Operations**

**SCATANA AND ESCAT**

This regulation establishes policy and responsibilities for NORAD military authorities.  It identifies how to use the United States and Canadian National Security Control of Air Traffic and Air Navigational Aids (SCATANA) and the Emergency Security Control of Air Traffic (ESCAT) Plans.  ESCAT does not apply in Canadian airspace.  This regulation applies to HQ NORAD and all units under the operational control of Commander in Chief (CINC), NORAD.

1.  **General:**

   a.  The US and Canadian SCATANA plans state the individual responsibilities of relevant civil and military agencies for the control of air traffic and incorporate selective and systematic shutdown of certain air navigational aids during emergencies when advisable in the national interest.  A copy of the SCATANA plan is at attachment 1.

   b.  The appropriate military authority referenced in the SCATANA/ESCAT Plan within the NORAD area of responsibility is CINCNORAD and NORAD region (NR) commanders.  CINCNORAD has delegated this authority to the region commanders.  NORAD region commanders may delegate military authority to sector commanders as appropriate.

2.  **Responsibilities:**

   **a.  CINCNORAD:**

      (1)  Establishes the military requirements for ESCAT and SCATANA.

      (2)  Coordinates with the commanders of unified and specified commands; the Office of the Joint Chiefs of Staff; the DOD Advisory Committee on Federal Aviation; the Administrator, Federal Aviation Administration (FAA); and the Defense Commissioner, Federal Communications Commission (FCC); as appropriate, regarding the procedures for implementation.

   **b.  NORAD Regions:**

      (1)  Comply with SCATANA Plan.

      (2)  Direct the appropriate military, FAA, Transport Canada (TC), and FCC agencies to execute SCATANA actions.

      (3)  Advise the NORAD Command Post (NCP) and Air Defense Operations Center (ADOC) that SCATANA has been implemented and what priorities have been established.

      (4)  Appoint battle staff SCATANA officer to develop additional procedures unique to their areas of responsibilities and agreement with adjacent region and or sectors.

## 3.  Implementing Procedures:

  **a.  SCATANA.**  CINCNORAD, in consultation with the Joint Chiefs of Staff and Chief of Defence Staff (CDS), may implement SCATANA prior to declaration of Air Defense Emergency (ADE) or when a defense emergency is declared outside NORAD's area of responsibility.  CINCNORAD directs region commanders, who then implement SCATANA in their areas of responsibilities.

  **b.  ESCAT.**  Directed by CINCNORAD, and Alaskan or CONUS NORAD region commander and applied by the FAA.  ESCAT is directed during higher defense readiness conditions (DEFCON), not usually before DEFCON 3, or as the condition requires.

## 4.  Restrictions:

  a.  Applied based on FAA/TC boundaries.  If CONUS NORAD Region implements SCATANA and ESCAT through the FAA Air Traffic Control Cornmand Center (ATCCC), it retains the backup option to contact Air Route Traffic Control Centers (ARTCC) directly.  The Alaskan NORAD Region implements SCATANA and ESCAT directly with the ARTCC.

  b.  CONUS NORAD Region directs SCATANA and ESCAT actions for ARTCC areas of responsibility as follows:

     (1)  CONUS NR Southeast Sector.  Miami; Jacksonville; Atlanta; Memphis; Houston; Fort Worth; Washington, DC; Indianapolis; and Kansas City.

     (2)  CONUS NR Northeast Sector.  Boston, New York, Cleveland, Chicago, and Minneapolis.

     (3)  CONUS NR Northwest Sector.  Seattle and Salt Lake City.

     (4)  CONUS NR Southwest Sector.  Los Angeles, Oakland, Albuquerque, and Denver.

  c.  Alaskan NORAD Region directs SCATANA and ESCAT actions for ARTCC areas of responsibility as follows: ANR-Anchorage.

  d.  The Canadian NORAD Region SCATANA Officer directs SCATANA for the following area control center flight information regions: Toronto, Montreal, Moncton, Gander, Edmonton, Winnipeg, and Vancouver.

## 5. Tests:

  a.  Tests of SCATANA and ESCAT are conducted at least twice per year, normally in conjunction with region exercises.

  b.  US SCATANA tests are for communication and notification tests only.

OFFICIAL                                                JOHN L. PIOTROWSKI
                                                        *General,* USAF
                                                        *Commander in Chief*

G. A. STANSELL                                          1 Attachment
*Colonel,* USAF                                         DOD/FAA/Federal Communications
*Director of Administration*                            Commission (FCC) SCATANA Plan

SUMMARY OF CHANGES

Updates areas of responsibility and SCATANA.  CONUS NORAD Region implements SCATANA and ESCAT through FAA ATCCCs and retains the option to contact ARTCCs directly (paragraph 4a).  US SCATANA tests are for communication and notification tests only (paragraph 5b).  The Alaskan NR contacts the ARTCC directly and the Canadian NR contacts the ACCs (paragraph 4d).


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| | |
|---|---|
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| HQ IAF/DOY, Langley AFB VA 23665-5009 | 4 |
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| FCC (ATTN: Mr. Ray Sedden), Chief Emergency Conim Div., 1919 "M" St NW, Wash DC 20554 | 1 |
| JCS/J3, Wash DC 203301 | 2 |
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| HQ MAC/DO, Scott AFB IL 62225 | 1 |
| HQ SAC/DO, Offutt AFB NE 68113 | 1 |
| HQ SAC/FFT, Offutt AFB NE 68113 | 2 |
| JCS/NEACP, Offutt AFB NE 68113 | 1 |
| 355TTW/DOX, Davis-Monthan AFB AZ 8570-7-5000 | 1 |
| 117th Tactical Control Squadron/DO (ANG), P.O. Box 13869, Savannah GA 31416 | 1 |
| HQ SAC/DOTO, Offutt AFB NE 68113-5001 | 1 |
| HQ AFSPACECOM/DOCP, Peterson AFB CO 80914-5000 | 1 |
| TAC LO, HQ NORAD, Peterson AFB CO 80914-5001 | 1 |
| 552AWACW/DONP, Tinker AFB OK 73145 | 2 |
| Base Commander, CFB Cold Lake, Base Supply Bldg 66, 4FH Pubs Receipts, Medley, Alberta, CAN TOA 2MO | 1 |
| OLAB/24AD/DO, North Truro AFS MA 02652-0900 | 1 |
| CINCLANT/NO3100, US Navy Base, Norfolk VA 23511 | 1 |
| HQ PACAF/DOU/DCXX, Hickam AFB HI 96853 | 1 |
| 9MWS/CCQ, Robins AFB GA 31098 | 1 |
| 727TCS(T)/DO, Hurlburt Field FL 32544 | 1 |
| 125FIG/DO, P. 0. Box 18081, Jacksonville IAP FL 32229 | 1 |
| FELEC Services, INC/TL, Acct-14, P. 0. Box 15012, Colorado Springs CO 80935 | 33 |
| 11TCG/DOV, Elmendorf AFB AK 99506 | 1 |
| OLAA/24AD, Riverhead NY 11901-0202 | 1 |
| 62MAW/DOXC, McChord AFB WA 98438 | 1 |
| OLAD, 142FIG/ODC, Kingsley Field OR 97603-0400 | 1 |
| HQ MAC/DOTO, Scott AFB IL 62225-5000 | 1 |
| HQ AAC/DO, Elmendorf AFB AK 99506 | 1 |
| HQ USSPACECOM/J3CP, Peterson AFB CO 80914-5001 | 1 |
| 726TCS/DO, Homestead AFB FL 33039-5000 | 1 |
| 24AD/DOTE, Griffiss AFB NY 13441-5000 | 1 |

**DOD/FAA/FEDERAL COMMUNICATIONS COMMISSION (FCC) SCATANA PLAN**

SCATANA
SECTION I
EXPLANATION OF TERMS

For the purpose of this plan and supporting documents, the following explanations apply:

1.  Air Defense Emergency, An emergency condition which exists when attack upon the continental United States, Alaska, Canada or US installations in Greenland by hostile aircraft or missiles is considered probable, imminent, or taking place.

2.  Air Defense Identification Zone.  The area of airspace over land or water, extending upward from the surface, within which the ready identification, location, and control of aircraft is required in the interest of national security.

3.  Air Navigation Aids (NAVAIDS).

     a.  Federal NAVAIDS, RADIO BEACONS, VOR/DME, VORTAC, TACAN and ILS/MLS stations owned and operated by an agency of the Federal Government such as the FAA, Military Services and United States Coast Guard,

     b.  Non-Federal NAVAIDS.  VOR/DME, and LF/MF radio beacons, and ILS/MLS stations licensed by the FCC.

4.  Appropriate Military Authorities.  Within the NORAD area of responsibility CINCNORAD and NORAD Region Co manders, NORAD Region Commanders may delegate military authority to sector commanders as appropriate.

Outside the NORAD area of responsibility, the Commander in Chief, or his designated representative, of the unified or specified command exercising operational control over the area.

5.  Defense Area.  Airspace of the United States other than airspace designated as an Air Defense Identification Zone within which the ready control of aircraft is required in the interest of national security during an Air Defense Emergency or Defense Emergency.

6.  Defense Emergency.   An emergency condition which exists when:

     a.  A major attack is made upon US forces overseas, or allied forces in any area, and confirmed either by the commander of a unified or specified command, or higher authority,

     b.  An attack of any type made upon the United States and is confirmed either by the commander of a command established by the Secretary of Defense, or higher authority,

7.  Dispersal.  Relocation of aircraft to different operating bases for the purposes o increasing survivability.

8.  Diversion.  The intentional change of a flight from its intended destination for operational or tactical reasons.

9.  Emergency Security Control of Air Traffic (ESCAT) Rules.  Emergency rules for the-security control of air traffic prior to the declaration of Air Defense Emergency (see Section III),

10. <u>FAA Region</u>.  A geographical subdivision of the FAA area of responsibility.

11. <u>Implement SCATANA</u>.  The phrase used to direct FAA to commence those actions required in the SCATANA plan (see Section IV),

12. <u>Nontactical Air Traffic</u>.  Civil or military flights other than tactical air traffic (see #19).

13. <u>North American Aerospace Defense Command (NORAD)</u>.  A binational integrated Canadian and United States Command responsible for the surveillance and control of the airspace of Canada and the United States, for takin g appropriate responses against air attacks, and for providing warning and assessment of aerospace attack on North America.

14. <u>NORAD Region</u>.  A geographical subdivision of the NORAD area of responsibilit'y.

15. <u>NORAD Sector</u>.  Is a geographical subdivision of the NORAD region for which NORAD is responsible,

16. <u>Rerouting</u>.  The intended deviation of a flight from its original course without changing its destination,

17. <u>SARDA</u>.  State and Regional Disaster Airlift.  A plan for the use of nonair carrier aircraft during a national emergency.

18. <u>SCATANA</u>.  The short title for the joint DOD/DOT/FCC plan for the Security Control o Air Traffic and Air Navigation Aids.

19. <u>Security Control Authorization</u>.  Military authorization for an aircraft to -take off when Emergency Security ontrol of Air Traffic (ESCAT) is applied or SCATANA has been implemented (see Sections III and IV).

20. Tactical Air Traffic.  Military flights engaged in operational mission against the enemy, flights engaged in immediate deployment for a combat mission, and preplanned combat and logistical support flights contained in Emergency War Plans,

21. <u>United States</u>.  The several states, the District of Columbia, the Commonwealth of Puerto Rico, and the several territories and possessions of the United States (including areas of air, land or water administered by the United States under international agreement), including the territorial waters and the overlying airspace thereof.

22. <u>Wartime Air Traffic Priority List (WATPL)</u>.  The list contains eight priorities designed to control the volume of air traffic when SCATANA has been implemented (see Section V).

23. <u>The Use of the Words "Will" and Shall."</u> For the purposes of this plan, use of the words will and shall denotes mandatory compliance by the affected persons or agency(ies).

24. <u>List of Acronyms and Abbreviations</u>:

      ADIZ - Air Defense Identification Zone ADLO - Air Defense Liaison Officer

      AMA - Appropriate Military Authority ARTCC - Air Route Traffic Control Center

      ATC - Air Traffic Control

      ATCCC - Air Traffic Control Command Center

CINCNORAD - Commander in Chief, North American Aerospace Defense Command

CARDA - Continental Airborne Reconnaissance for Damage Assessment

CRAF - Civil Reserve Air Fleet

DME - Distance Measuring Equipment

DOD - Department of Defense

DVFR - Defense Visual Flight Rules

ESCAT - Emergency Security Control of Air Traffic

EWO - Emergency War Orders

FAA - Federal Aviation Administration

FCC - Federal Communications Commission

ICAO - International Civil Aviation Organization

IFR - Instrument Flight Rules

ILS - Instrument Landing System

JCS - Joint Chiefs of Staff

LF - Low Frequency

MF - Middle Frequency

MLS - Microwave Landing System

NAVAID - Navigation Aid

NDB - Nondirectional Beacon

NORAD North American Aerospace Defense Command

ROCC Region Operations Control Center

SCA - Security Control Authorizations

SAC - Strategic Air Command

SARDA - State and Regional Disaster Airlift

SCATANA - Security Control of Air Traffic and Air Navigation Aids

SIF Selective Identification Feature (Transponder) SOCC Sector Operations Control Center

TACAN Tactical Air Navigation

VFR - Visual Flight Rules

VHF - Very High Frequency

VOR - VHF Omnirange

VORTAC - VHF Omnirange/Tactical Air Navigation

WASP   War Air Service Program

WATPL   Wartime Air Traffic Priority List

SCATANA
SECTION II
GENERAL PROVISION OF THE PLAN

A. <u>Purpose and Scope</u>.

    1.  Periods of various emergency conditions demand security control of both civil and military air traffic and NAVAIDS, This control will enhance the maximum use of airspace for defense and defense supported activities, and civil aircraft consistent with air safety.

    2.  Selective and systematic control/shutdown of air navigation aids will be effected appropriate to the extent of the emergency conditions existing or expected to exist.  These constraints will be placed on air traffic and air traffic facilities as determined by NORAD for the area of NORAD responsibility or by the commander of the unified/specified command having operational control over the area involved.  This plan applies to all United States territory over which the FAA has air traffic jurisdiction by international agreement.

    3.  This plan covers two distinct levels of restraints.

        a.  Emergency Security Control of Air Traffic (ESCAT) can be imposed for an emergency situation that does not meet the criteria for the declaration of a Defense Emergency or Air Defense Emergency.

        b.  Security Control of Air Traffic and Air Navigation Aids (SCATANA) for use normally after the declaration of a Defense or Air Defense Emergency.

    4.  This plan establishes responsibilities, procedures and instructions for application of both ESCAT and SCATANA as an emergency preparedness course of action.

B. <u>Amplifying Information</u>

    1.  Interference with normal air trffic will be minimized, consistent with the requirement for operation of the air defense system.

    2.  Appropriate unified/specified commands, in conjunction with the FAA Air Traffic Managers, will prepare annexes and agreements supplementing this plan for their area of responsibility, These supplements are to consider the special requirements of organized civil defense and disaster relief flights, agricultural and forest fire flights, border patrol flights and other essential civil air operations to the end that maximum use of these flights, consistent with air defense requirements will be made when ESCAT and SCATANA are in effect.

    3.  Military operations vital to national defense (e.g,, SAC and TAC flights, civil US and foreign flag civil air carrier flights under mission control of the military, and flights of foreign flag carriers operating in the "common defense,") are to be given priority over all other military and civil aircraft through procedural handling by the Air Traffic Control (ATC) systems as specified in coordinated agreements or authorizations for particular operations (see Section VI).

    4.   Appropriate military authorities will direct the extent of security control of air traffic and air navigation aids as required by the military situation.  Such directions will be issued to the FAA Air Traffic Control Command Center for imple mentation by appropriate FAA ARTCCS.  The area of responsibility of the appropriate military authority may not agree with ARTCC boundaries especially in the NORAD area where one ARTCC's boundaries may lie within two or more NORAD Regions/Sectors, To prevent confusion, agreements will be developed between appropriate military authorities and the ARTCCs concerned to insure that each ARTCC receives direction from one military authority only.

Unless operational requirements dictate otherwise, directed SCATANA actions will be consistent throughout an individual ARTCC area.

5.  To insure implementing actions can be taken quickly, SCATANA testing will be conducted periodically in accordance with Section VII of this plan.

6, Prior to or subsequent to the declaration of a Defense Emergency or an Air Defense Emergency, there may be a requirement to disperse military aircraft for their protection.  If such dispersal plans are implemented when any part of this plan has been placed in effect, operations will be in accordance with the requirements of that portion of the SCATANA plan which is in effect.  If any part of the,SCATA.NA plan is ordered while dispersal is in progress, dispersal operations will be revised as required to comply with SCATANA.

7.  Direct communications are authorized between appropriate agencies and units for the purpose of coordinating and implementing the procedures in this plan.

8.  All concerned agencies will review this plan for adequacy and currency.  HQ NORAD, acting as executive agency for DOD, will process and distribute administrative and organizational changes as they occur; however, this plan will be reviewed at least once every two years by FAA acting for DOT, FCC, and unified/specified commanders and reissued or changed as required, Recommended changes should be forwarded to:

     Headquarters, North American Aerospace Defense Command
     NCOO/Stop 7
     Peterson Air Force Base, Colorado 80914-5001

C.  Authority.

1.  Joint Strategic Capabilities Plan (JSCP).

2.  Federal Aviation Act of 1958,, as amended.

3.  Communications Act of 1934, as amended.

4.  Executive Order 11490.

5.  The National Security Act of 1947, as amended.

D.  Responsibilities.

1.  CINCNORAD will:

a.  Establish the military requirements for ESCAT and SCATANA.

b.  Coordinate with the Commanders of Unified and Specified Commands, the OJCS, the DOD Advisory Committee on Federal Aviation, the Administrator, FAA, and the Defense Commissioner, FCC, as appropriate, regarding the establishment of procedures for implementation.

2.  The Administrator, FAA, will:

a.  Establish the necessary FAA directives/plans including special ATC procedures to implement this plan.

b.  Coordinate with appropriate military authorities prior to the establishment of procedures for this plan.

c.  Maintain liaison with appropriate NORAD Region/Sector commanders through appropriate FAA offices.

d.  Administer this plan in accordance with requirements established by the Commander in Chief, North American Aerospace Defense Command.

e.  Cooperate with the FCC in establishing procedures for control of non-Federal NAVAIDS as defined in this plan.

f.  Insure that authorized FAA ADLO positions at operational units are adequately staffed.

g.  Publish a common use document describing SCATANA and its purpose for use by civil aviation.

3.  Federal Communications Commission will:

a.  Engage in rule making or other actions as appropriate in support of this plan.

b.  Cooperate with the FAA in establishing procedures for control of non-Federal NAVAIDS as defined in this plan.

4.  Appropriate Military Authorities will:

a.  Direct the control of NAVAIDS (VOR/DME, VORTAC, TACAN, NDB, ILS, and MLS) within their cognizance, as required.

b.  Issue security control instructions to appropriate FAA Region ARTCC and Air Traffic Control Command Center as necessary to insure performance of their air defense mission.

c.  Maintain liaison with appropriate FAA Regional Air Traffic Managers and with the FCC.

d.  Conduct tests of this plan in coordination with the FAA and FCC.

e.  Cooperate with the FAA Regional Air Traffic Managers and with the FCC in making supplemental agreements to this plan,

5.  The FAA Regional Air Traffic Managers will:

a.  Assure FAA participation with the NORAD Region/Sector commanders in the testing of this plan.

b.  Insure dissemination of information and instructions concerning this plan within their areas of responsibility to civil and military aeronautical facilities and civil pilots.

c.  Place in effect procedures outlined in this plan in accordance with requirements established by appropriate military authorities.

d.  Assist appropriate military authorities in making supplemental agreements to thi's plan as may be required.

        e.  Insure each ARTCC has a plan for expeditiously diverting or landing, all aircraft according to the SCATANA priorities imposed upon implementation of SCATANA, The plans should also address the expeditious control of NAVAIDS, Insure a review and verification of the diversion plan is accomplished each calendar year.

        f.  Coordinate with the appropriate military authority to establish a listing of aeronautical facilities (Federal and non-Federal) by ARTCC and NAVAIDS controlled by each facility.

    6.  Commanders of Unified and Specified Commands will:

        a.  Insure that North American air traffic movement sections of the Emergency War Plans are coordinated with appropriate NORAD and FAA authorities.

        b.  Identify specific NAVAIDS (VOR/DME, ILS, MLS, NDB, VORTAC, TACAN) which are essential to support contingency operations of assigned forces during implementation of SCATANA. The appropriate military authority will, except under actual emergency air defense situations, insure that such air NAVAIDS within their area of responsibility remain in operation.  If actual emergency air defense situations require shutdown of these air NAVAIDS, the appropriate military authority will immediately notify the respective commanders of unified and specified commands of the shutdown.

SCATANA
SECTION III
PROCEDURES FOR APPLICATION OF
EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)


A.  Situation.  Emergency conditions which threaten national security but do not warrant the declaration of Defense Emergency, Air Defense Emergency or the control of air NAVAIDS,

B.  Intention.  To provide for the most effective use of airspace for defense and e ense supported activities in the affected area by:

     1.  Insuring that the position of all friendly air traffic is known and can be contacted by radio, if necessary.

     2.  Controlling and limiting the density of air traffic operating in airspace critical to the conduct of air defense operations.

C.  Application:

      1.  The appropriate military authority will take the following actions:

          a.  Direct the Air Traffic Control Command Center (ATCCC) to apply ESCAT, In the event ATCCC cannot be reached or is unable to comply, ESCAT instructions should be passed directly to the affected ARTCC.

           b.  Specifically define the affected area.

           c.  Define the types of restrictions to be placed in effect, These may require the diverting and rerouting of traffic, the restricting of traffic to certain areas or corridors, and the initiating of a requirement to obtain a Security Control Authorization prior to takeoff.

          d.   Within NORAD, the region commander will advise CINCNORAD who will then advise the Administrator, FAA, and the Defense Commissioner, FCC, that ESCAT has been applied, Outside NORAD, the appropriate military authority will advise the Administrator, FAA, and the Defense Commissioner, **FCC,** directly, When time is vital, notification may occur after ESCAT has been applied.

           e.  Direct the Air Traffic Control Command Center to ease or terminate restrictions as the tactical situation allows.

      2.  ARTCCs will take the following actions when directed to apply ESCAT:

          a.  Disseminate ESCAT instructions and restrictions received to air traffic, civil and military air traffic control facilities,, flight service stations and other appropriate aeronautical facilities.


          b.  Impose the restrictions on air traffic as directed by the appropriate military authority, Restrictions will apply to those NORAD Regions/Sectors which have implemented ESCAT, The restrictions will automatically include instructions for all VFR traffic within the affected area to land at the nearest suitable airport and file an IFR/DVFR flight plan.

      3.  Civil and military air traffic control facilities and other aeronautical facilities will disseminate to air traffic and aircraft operators and will implement those instructions and restrictions received from the ARTCCS.  When an IFR or DVFR flight plan has been filed, it will be examined by the appropriate

aeronautical facility to insure that it conforms with the ESCAT restrictions placed in effect by the appropriate military authority, When a flight plan does conform with the ESCAT restrictions, the appropriate aeronautical facility will grant a Security Control Authorization and the flight can then be given takeoff clearance, When a flight plan does not conform with the ESCAT restrictions, a Security Control Authorization will not be given and takeoff clearance will be denied.

4.  The pilot in command will take the following actions when ESCAT is applied:

   a.  If airborne, comply with the instructions issued by the appropriate aeronautical facility.

   b.  If not airborne, file an IFR or DVFR flight plan prior to take off and comply with the instructions issued by the appropriate aeronautical facility.

   c.  Aircraft which are not radio equipped may not file an IFR or DVFR flight plan and will not be permitted to operate in areas affected by ESCAT.

SCATANA
SECTION IV
PROCEDURES FOR IMPLEMENTATION OF
SECURITY CONTROL OF AIR TRAFFIC AND
AIR NAVIGATION AIDS (SCATANA)


A. Situation.  Three types of situations may require the implementation of SCATANA,


    1.  An emergency has resulted in the declaration of an Air Defense Emergency within the NORAD area.  Under this condition SCATANA will be automatically implemented.

    2.  A NORAD Region/Sector commander may direct implementation of SCATANA for his Region/Sector when his Region/Sector or an adjacent Region/Sector is under attack and Air Defense Emergency has not yet been declared.

    3.  An emergency has resulted in the declaration of a Defense Emergency outside the NORAD area.  Under this condition, SCATANA may be considered for implementation.


B. Intention.  To provide for the most effective use of airspace for defense and defense supported activities by aircraft of civil and military agencies by:


    1.  Exercising security control of civil and military aircraft entering, departing or moving within the US areas and their coastal approaches.

    2.  Selectively limiting air traffic consistent with air defense requirements.

    3.  Exercising control over the following air navigation systems: VOR/DME, VORTAC, ILS, MLS, TACAN, and NDB.


C. Implementation:


    1. The appropriate military authority will take the following actions:

    a.  Direct the Air Traffic Control Command Center to implement SCATANA.  In the event ATCCC cannot be reached or is unable to comply, SCATANA instructions should be passed directly to the affected ARTCC.

    b.  Specify what restrictions are to be implemented, such as:

    (1)  Routing restrictions on flights entering or operating within appropriate portions of the defense area.

    (2)  Restrictions for the volume of air traffic within the defense area, using the WATPL (see Section V) and Security Control Authorizations.

    (3)  Altitude limitations on flight operations in selected areas.

(4)  Special instructions concerning the control of navigation aids used for friendly aircraft operations, This includes continued operations, as long as the actual air defense situation permits, of those air NAVAIDS essential to support other unified and specified command contingency operations.

(5)  Confirmation or modification of previous instructions which may have been implemented with the application of ESCAT.

c.  Revise or remove restrictions to the movement of air traffic and control of air navigation aids as the tactical situation permits.

2.  ARTCCs will take the following actions when directed to implement SCATANA:

a.  Disseminate SCATANA implementation instructions to civil and military air traffic control facilities and other appropriate air traffic services facilities.

b.  Impose the restrictions on air traffic as directed by the appropriate military authority. Restrictions will apply to those NORAD Regions/ Sectors which have implemented SCATANA.  The restrictions will automatically include instructions for all VFR traffic within the affected area to land at the nearest suitable airport and file an IFR or DVFR flight plan.  Landing, diversion or dispersal of traffic, when ordered, will be to airports outside of metropolitan areas or likely target complexes whenever possible.  Instructions will be passed over normal air/ground/air radio frequencies.

c.  As directed by the appropriate military authority, implement the control of VOR/DME, ILS, MLS, VORTAC, NDB, and TACAN as follows:

(1)  Shut down navigation aids in accordance with the military/FAA supplemental agreements, This will allow time to land/disperse airborne aircraft, and shall provide for the extension of such times when the air traffic situation dictates.

(2)  Direct the control of air navigational aids to make sure that required aids, as indicated in flight plans, will be available for authorized aircraft flights.

d.  When directed to reduce or remove SCATANA restrictions, authorize resumption of air traffic and operation of air navigation aids as specified by the appropriate military authority.

3.  Civil and military air traffic control facilities, and other appropriate aeronautical facilities will:

a.  Maintain the current SCATANA action form for that facility at appropriate operating positions.

b.  When SCATANA is implemented or terminated, take the action indicated on the facility's SCATANA action form.

c.   Maintain current information on the status of restrictions imposed on air traffic,

d.  Approve or disapprove filed flight plans in accordance with current instructions received from the ARTCCS.  Approval will indicate that the flight is permitted under the WATPL priority currently in effect or that the flight has been granted a Security Control Authorization.

e.  Forward flight plans and approval requests to the ARTCC as required.

        f.  Disseminate instructions and restrictions to air traffic as directed by the ARTCCS.

4.  The pilot in command will comply with security control instructions as follows:

        a.  IFR flights - comply with instructions received from the appropriate aeronautical facility.

        b.  VFR flights - land at the nearest suitable airport when so directed.

        c.  Aircraft on the ground - file an IFR or DVFR flight plan with the proper FAA facility and receive approval prior to departure.

D.  Movement of Tactical Air Traffic.

    1.  Tactical air traffic assigned a WATPL number of 1 or 2 will not be delayed, diverted, or rerouted by NORAD Region/Sector commanders, However, NORAD Region/Sector commanders may recommend that this traffic be rerouted to avoid battle or battle threatened areas.

    2.  Air traffic assigned a WATPL number other than 1 or 2 may be delayed, diverted, or rerouted by the NORAD Region/Sector commander to prevent degradation of his area of the air defense system.

    3.  Aircraft being "recovered" will be expedited to home or alternate base, and "search and rescue" aircraft expedited on their missions; but such aircraft may be diverted to avoid battle areas or takeoff may be delayed to prevent saturation of airspace.

    4.  Tactical air traffic will file IFR flight plans and comply with IFR procedures regardless of weather, The appropriate WATPL number will be entered in the Remarks section in the Aircraft Clearance Form 00 175.  The WATPL number will be posted on ARTCC flight strips and passed with flight plan data from one ARTCC to the next, and to the appropriate air defense control facilities.

    5.  For mass military operations, a single clearance form will be filed and Altitude Reservation Flight Plan (ALTRV) procedures will be applied.

    6.  Compliance with approved flight plan and position report requirements is important for identification.  Aircraft aborting or deviating from an approved flight plan will airfile a revised flight plan as soon as the necessity for such deviation is evident, Unauthorized deviations may preclude identification and result in engagement by defensive weapons.

E.  Special Operations.

    1.   In areas that are not critical to air defense or in areas of poor or no radar coverage, the appropriate military authority may wish to authorize additional specific flights which may not qualify for a high enough priority under the WATPL.  When SCATANA has been implemented, the appropriate military authority may authorize flights by granting a Security Control Authorization to the ARTCC or agency requesting the clearance.

    2.   The following flights may require the granting of a Security Control Authorization prior to takeoff:

        a.      Organized civil defense missions.

        b.      Disaster Relief flights.

        c.      Agricultural and forest fire flights.

   d.  Border patrol flights.

   e.  SARDA and foreign flag civil carrier flights prior to WATPL Six.

SCATANA
SECTION V
WARTIME AIR TRAFFIC PRIORITY LIST (WATPL)


A.  Situation.  When SCATANA is implemented, a system of traffic priorities is required to make sure that optimum use is made of airspace, consistent with air defense requirements.  This system will be the prime means of controlling the volume of air traffic. (The Security Control Authorization will be used as a supplement to WATPL.)

B.  Intention.  To establish a WATPL for the movement of air traffic when SCATANA has been implemented and to provide policy guidance for the practical application of the system.  Priorities shall take precedence in the order listed and subdivisions within priorities are equal.


C.  Wartime Air Traffic Priority List:

   1.  Priority One:

        a.  The President of the United States, Prime Minister of Canada and respective cabinet or staff members essential to national security, and other members as approved or designated by the Secretary of Defense.

        b.  Anchor Annex Flights

        c.  Aircraft engaged in active continental defense missions.  This includes interceptors, antisubmarine aircraft and airborne warning and control aircraft.

        d.  Retaliatory aircraft, including their direct support aircraft, executing EWO.

        e.  Airborne command elements which provide backup to command and control systems for the combat forces.

   2.  Priority Two:

        a.  Forces being deployed or in direct support of combat operations against the enemy to include the use of activated Civil Reserve Air Fleet (CRAF) aircraft as necessary, and/or other US and foreign flag civil air carrier aircraft under mission control of the US military.

        b.  SAC aircraft in direct and immediate support of EWO aircraft.

        c. Search and rescue aircraft operating in support of these activities.

   3.  Priority Three:

        a.  Forces being deployed in support of combat operations against the enemy.

        b.  Continental Airborne Reconnaissance for Damage Assessment (CARDA) missions for the support of immediate combat operations.

        c.  Search and rescue aircraft not included in Priority Two.

d. Flight inspection aircraft flights in connection with emergency restoration of airway and airport facilities in support of immediate combat operations.

4. <u>Priority Four:</u>

a. Dispersal of tactical military aircraft.

b. Dispersal of US air carrier aircraft assigned to the War Air Service Program (WASP).

c. Dispersal of US civil air carrier aircraft allocated to the CRAF Program.

d. Dispersal of FAA/DOD flight inspection aircraft.

e. Dispersal of foreign civil air carrier aircraft in the US in accordance with specific international agreements.

f. Flight inspection activity in connection with airway and airport facilities.

5. <u>Priority Five:</u>

a. The air transport of military commanders, their representatives, and DOD-sponsored key civilian personnel which is of importance to national security or which will have an immediate effect upon combat operations of the Armed Forces.

b. Dispersal of nontactical military aircraft for their protection.

c. Public aircraft assigned to FAA and other Federal agencies.

6. <u>Priority Six:</u>

a. Flight operations in accordance with approved Federal and State emergency plans, e,g,, WASP and SARDA, Foreign civil air carrier flights will operate in accordance with specific international agreements.

b. Other essential CARDA missions not included in 3b, above.

7. <u>Priority Seven:</u>   Other military flight operations.

8. <u>Priority Eight:</u>   All other flight operations not specifically listed above.


D. <u>Policy for Appplication of WATPL:</u>

1. The restrictions embodied in the WATPL will apply to all aircraft except those in receipt of a Security Control Authorization.

2. Priority will be dependent on the nature of the aircraft's mission.  Operational test flights will take the priority of the mission aircraft tested.

3. The originator of an aircraft movement requirement will be responsible for determining and verifying the appropriate priority in accordance with the list described above.

4. The individual filing the flight plan will be responsible for including the priority number as determined by the originator of the requirement.

5.  During general war conditions, situations may occur which cannot be related to the WATPL, Aircraft emergencies and inbound international flights which have reached the point of no return, including foreign air carrier flights en route to safe haven airports in accordance with specific international agreements are examples of such situations.  These incidents must be treated individually through coordination between ATC and appropriate military agencies in consideration of the urgency of the inflight situation and existing tactical military conditions.

6.  During periods other than general war, aircraft movements are handled as follows:

      a.  Involvement in limited war or execution of contingency plans, to include JCS-directed actions, immediately makes successful completion of such action a primary national objective. Therefore, aircraft movements in support of these actions will be afforded expeditious handling by the ATC system commensurate with the degree of urgency stated by the DOD to the FAA.  When directing the execution of a contingency/limited war plan, or other JCS-directed operation which is in pursuit of primary national objectives, the DOD will so advise the FAA (or appropriate Canadian authority if Canadian airspace is involved), requesting that aircraft operating in accordance with such plans be given -priority handling over air traffic except active air defense missions and launch of the strategic alert force and supporting aircraft.  Should contingency, limited warfare, or other JCS-directed plans be executed concurrently by more than one operational commander, the JCS will state to the FAA (or appropriate Canadian authority when Canadian airspace is involved) and the military commanders concerned, the relative urgency of each operation and will resolve conflicts that may arise.

      b.  Assignment of reserved airspace to accommodate military air operations which, because of their objectives, cannot be conducted in accordance with routine ATC procedures will be based upon an order of precedence for the purpose of resolving mission conflicts in planning altitude reservations. This order of precedence is published in appropriate Joint Service Regulations and FAA documents.

7.  Priorities for air traffic clearances required under the SCATANA plan are not to be confused with civil priorities assigned to civil air carrier aircraft under the WASP priorities systems, or to general aviation civil aircraft under the SARDA plan, WASP and SARDA priorities are designed to provide for controlled use of civil aircraft capability and capacity, and they have secondary significance when the WATPL for the movement of aircraft is in effect.

SCATANA
SECTION VI
TACTICAL AIR MOVEMENT PLANS


A.  Situation.  In a situation when Emergency War plans and other contingency plans are being implemented, the large volume of tactical air traffic generated is likely to result in conflicting requirements for the available airspace.  It is obvious that such conflicts should be minimized in order to prevent saturation of the air defense system, yet permit the orderly execution of the various contingency plans.  To this end, it is essential that responsible military commanders coordinate fully with the appropriate military authorities responsible for air defense to make sure that conflicting situations can be resolved while emergency plans are still under development.  The provisions of this section do not apply to Strategic Air Command (SAC) Emergency War Orders (EWOS) for which special coordination has been effected between SAC, NORAD and FAA agencies.

B.  Intention.  To establish coordination procedures necessary to fulfill air defense and air traffic control requirements for the movement of tactical air traffic and identify specific air NAVAIDS which are essential to support contingency operations of major command forces during implementation of SCATANA.

C.  Execution.

    1.  Commanders of unified and specified commands (Responsible Military Commanders) will ensure that:

        a.  The air traffic movement sections of their Emergency War Plans (including dispersal/evacuation and other related contingency plans) and the specific air NAVAIDS essential to support contingency operations are fully coordinated during development with the appropriate military authority responsible for air defense.  In the NORAD area of responsibility the authority is the NORAD Region/Sector commander.  When flights will transit more than one NORAD Region/Sector, coordination must be effected with all NORAD Region/Sector commanders involved.

        b.  Subsequent to the coordination required in the preceding paragraph, the air traffic movement section of their plans is to be provided to appropriate military and FAA regions.  In the NORAD area of responsibility the air movement section is to be provided to the commander of the NORAD Region/Sector in which the flights originate.

    2.  Responsible military authorities will:

        a.  During the coordination phase, insure that proposed aircraft movements do not conflict with other known movements or planned airspace utilization.  Possible conflicts are to be resolved through negotiations with the commands involved.

        b.  On receipt of the tactical air movement section of the plan, review again their impact on the overall air situation and incorporate the information into the unit SCATANA plan, as supplements.

SCATANA
SECTION VII
TEST PROCEDURES


A.  Situation.  To insure ESCAT and SCATANA actions can be taken quickly, procedures for the notification of all action echelons, down to the lowest level,, will be tested periodically.

B.  Intention.

    1.  To specify procedures that will allow the NORAD Region/Sector to determine the time required and assure the capability to notify all agencies/personnel, down to the lowest action level, that ESCAT/SCATANA has been implemented.

        a.  Aircraft will not be grounded or diverted.

        b.  Air navigation aids will not be shut down.

        c.  Test messages will not be transmitted over air/ground/air radio frequencies.

        d.  Radio communications will not be interrupted.

    2.  ESCAT Tests:

        a.  For ESCAT application testing, the Region/Sector SCATANA officer will notify the Air Traffic Control Command Center using the following statement:

> This is _____ with a NORAD exercise
>             (NORAD Region/Sector)
> message for _____. (Repeat) Simulate
>         (state exercise name)
>
> applying ESCAT for _____.  ATCCC
>         (Specified Area)
> acknowledge when appropriate agencies have been notified.
> This is an exercise message for _____.
>             (state exercise name).

        b.  ARTCCs will notify all appropriate civil and military air traffic control and aeronautical facilities.  Upon completion of all actions, the completion time will be forwarded to the ATCCC.

        c.    The ATCCC will provide completion times to the appropriate NORAD Region/Sector.

3. SCATANA Tests

      a. For SCATANA testing, the NORAD Region/Sector SCATANA officer will notify the Air Traffic Control Command Center using the following statement:

        This is _____ with a NORAD exercise
                     (NORAD Region/Sector)
        message for _____. (Repeat) Simulate
                  (state exercise name)

        implementing SCATANA for _____.    Priorities
                       (Specified Area)
        ____ thru ____. ATCCC acknowledge when appropriate agencies

        have been notified.  This is an exercise message for _____
                                (state exercise name).

    "This is                                                  with a NORAD exercise

      b. ARTCCs will notify all appropriate civil and military air traffic control and aeronautical facilities.  Upon completion of all actions, the completion time will be forwarded to the ATCCC.

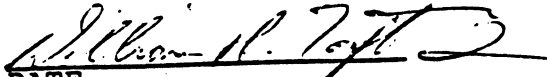      c. The ATCCC will provide completion times to the appropriate NORAD Region/Sector.

   4. ESCAT or SCATANA will be tested periodically but at least semi-annually.  Tests will normally be conducted in conjunction with a Headquarters NORAD or NORAD Region/Sector exercise. Additionally, tests may be conducted by individual NORAD Regions/Sectors when test objectives are local in nature, with prior coordination with the ATCCC. (No-notice FAA tests will be coordinated with the FAA region and ADLO.)

   5. Headquarters NORAD/NCOO will direct NORAD Regions/Sectors to implement ESCAT/SCATANA tests IAW test procedures above.

SCATANA
SECTION VIII
AUTHENTICATION


Authentication is not required between NORAD Region Operation Control Centers/Sector Operations Control Centers and the ATCCC for the implementation of SCATANA.  However, if in the judgment of the ATCCC a call back is necessary, implementation will be validated with a call back to the NORAD Region/Sector.

Approved:


_____ Deputy Secretary of Defense
DATE      4 FEB 1985


_____ Deputy Secretary of Transportation
DATE    APR 1 4 1985


_____ Defense Commissioner, Federal
DATE    NOV 0 4 1985             Communications Commission