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# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** Security Control of Air Traffic

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1. PURPOSE. This Advisory Circular is intended to provide civil aviation with recommended practices for operating aircraft within or when penetrating an Air Defense Identification Zone (ADIZ). It also provides information on actions to be taken by airmen when operating aircraft and an Air Defense Emergency/Defense Emergency is declared or prior to either of these declarations when area/regional Emergency Security Control of Air Traffic (ESCAT) procedures are implemented.

2. CANCELLATION. Advisory Circular No. 99-1 dated January 12, 1972.

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 (DOD), 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 any 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 ADIZ.

c. The rules, prescribed in FAR Part 99, pertain to communications requirements, flight plan requirements, position reporting, deviations from flight plans, and deviations from ATC clearances. They also relate to special security control of air traffic procedures which may be implemented under certain national defense conditions.

d. The North American Air Defense Command (NORAD), as the principle agent of DOD is responsible for the air defense of the United States. In carrying out this responsibility, NORAD has adopted certain procedures for movements of aircraft during wartime emergency conditions. They have also 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 are required to comply with procedures for the Security Control of Air Traffic and Navigation Aids (SCATANA) when an Air Defense Emergency condition has been declared by appropriate military authorities. NORAD regional commanders may implement ESCAT procedures within their regions under certain circumstances.

f. Flights which are operated in excess of specific tolerances are subject to interception to confirm their identify. The unnecessary dispatch of manned interceptors is costly to the United States. Moreover, the element of surprise to pilots, crews, and passengers of civil aircraft may be unsettling and damaging to air commerce.

5. NORAD FLIGHT TOLERANCES. Airmen who operate an plan to operate aircraft along a route which penetrates or originate within an ADIZ are required to adhere to these NORAD Flight Tolerances:

a. Make good actual reporting times of five minutes or less of their estimated times over each reporting point or point of penetration of an ADIZ, or, in the case of a flight originating within an ADIZ, depart within 5 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. Maintain distances of ten (10) nautical miles or less from the centerline of the route of flight, if the flight is entering or operating within a Domestic ADIZ, or twenty (20) nautical miles or less from the centerline of the route of flight, if the flight is entering or operating within a Coastal ADIZ, or the Alaskan Distant Early Warning Identification Zone (DEWIZ).

6. NORAD PROCEDURES FOR SECURITY CONTROL OF AIR TRAFFIC DURING WARTIME EMERGENCIES AND DURING OTHER TIMES OF INTERNATIONAL TENSION.

a. SCATANA procedures may be implemented after an Air Defense Emergency is declared. They may be effective nationally or in large areas of the United States (The Several States, the District of Columbia, the Commonwealth of Puerto Rico, and the Several Territories and Possessions of the United States). When implemented, appropriate aeronautical facilities will direct all VFR traffic to land and file an IFR/DVFR flight plan and will implement other instructions specified by the appropriate military authorities. These may include grounding, diversion, and other restrictions to flight plus the control (shutdown) of navigation aids.

b. ESCAT procedures may be implemented when no Air Defense Emergency or Defense Emergency has been declared or prior to the declaration of either of these conditions. ESCAT procedures usually apply to specific areas or regions of the United States where, in the interest of national security, identification and control of all aircraft operating within a specified area or region is required. These procedures when implemented will require all aircraft operating in the affected area(s) to file IFR/DVFR flight plans and comply with specific instructions issued by appropriate aeronautical facilities. These instructions may require diverting or rerouting and restrictions will be issued by appropriate aeronautical facilities.

7. PROCEDURES. Airmen planning to operate aircraft within or penetrate an ADIZ or when an advanced state of Air Defense Alert exists or when an Air Defense Emergency has been declared are to be guided by FAR 99 and the following:

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 airborne two-way radio equipment is functioning

c. Depart within 5 minutes of time specified in flight plan or update flight plan accordingly.

d. Maintain courses within ten (10) nautical miles of the centerline of the route of flight specified in their flight plan. Known off-course deviations should be reported promptly to an appropriate aeronautical facility.

e. Maintain air speeds necessary to correlate with their estimated times over reporting points and/or point of ADIZ penetration. Update flight plans with an appropriate aeronautical facility when the estimated times over these points will vary by 5 minutes or more.

f. Comply with all instructions received from any appropriate aeronautical facility when an Air Defense Emergency has been declared and the procedures for SCATANA or ESCAT are in effect.

g. Comply with all instructions received from any appropriate aeronautical facility when area/regional ESCAT is declared to be in effect by responsible NORAD Regional Commander.



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