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ADVISORY CIRCULAR

STATE AND REGIONAL DISASTER AIRLIFT (SARDA) PLANNING

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Initiated by: AFS-14

AC NO: 00-7A

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SUBJECT: STATE AND REGIONAL DISASTER AIRLIFT (SARDA) PLANNING

1. PURPOSE. This Advisory Circular provides guidance for the development and implementation of State and Regional Disaster Airlift plans governing the use of general aviation aircraft during national emergencies and natural disasters.
2. CANCELLATION. This circular replaces AC No. 00-7, State and Regional Defense Airlift Planning, which is cancelled.
3. OBJECTIVE. The objective is to assure that adequate organization and means are available during emergencies to effectively utilize general aviation aircraft in support of survival operations and recovery of the economy.



Alexander P. Butterfield
Administrator

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Chapter 1. GENERAL INFORMATION

1. BACKGROUND.

The FAA is responsible for assisting the various States in developing and administering plans for the utilization of general aviation aircraft during emergencies. Such emergencies may be national emergencies or emergencies resulting from natural disasters. As a result of the issuance of AC-00-7; April 30, 1964, most states have developed State and Regional *Defense Airlift Plans*. This document is intended to simplify and update the original circular and change the title to *State and Regional Disaster Airlift (SARDA) Planning* in keeping with a concept of planning for national emergencies and natural disasters.

2. CANCELLATION.

AC 00-7, dated April 30, 1964, *State and Regional Defense Airlift Planning*, is cancelled.

3. SCOPE.

This circular gives planning guidance to all State Aeronautical Agencies for the development of specific operational plans to meet emergency situations.

4. OBJECTIVE.

The objective is to assure the availability and effective use of general aviation aircraft to support military and civil survival and recovery operations during emergencies within each state or region. This will be accomplished by providing an adequate organization at the state and local level to accept missions, assign priorities, allocate aircraft and resources, and direct activities consistent with other available modes of transportation. Such organization must function within the framework of rules and regulations promulgated by DOT, DOD, DCPA, FCC, and other Federal agencies.

5. DEFINITIONS.

As used herein, the term "definition" is intended to be an explanation of the meaning of abbreviations, words, phrases, titles, and related information.

a. Aeronautical agency. Nomenclature varies among States; some States do not have formally organized aeronautical agencies. This term refers to the State's aeronautical organization, and it is expected that terminology used by the States will be in accordance with individual State terminology.

b. Air carrier aircraft. All civil aircraft, both fixed and rotary wing, subject to the certification provisions of Part 121 (scheduled domestic, flag and cargo carriers; commercial operators of large aircraft; supplemental and intra-state carriers) or Part 127 (scheduled helicopters), of the Federal Aviation Regulations. (This definition is for disaster and emergency planning only.)

c. Air Defense Emergency. A condition declared by the Commander-in-Chief, North American Air Defense Command/Continental Air Defense Command, or higher authority, when attack by hostile aircraft or missiles upon the continental United States, Alaska, Canada, or U.S. bases in Greenland, is considered probable, is imminent, or is taking place.

d. Allocation. An apportionment of resources to specific users.

e. Air traffic priorities. As used in this document, this term refers to air traffic clearance priorities associated with flight plans filed with the Federal Aviation Administration. These priorities are based on the mission of the aircraft and are defined in Appendix 1.

f. ARTCC. Air Route Traffic Control Center.

g. CAB. Civil Aeronautics Board—An independent Agency having primary interest in the economic control of the air carriers and accident investigations.

h. CAP. Civil Air Patrol—A non-profit civil corporation, chartered by Congress as a non-combatant civilian auxiliary of the U.S. Air Force, and governed by a National Board of senior members.

i. Claimant.

(1) A Federal claimant agency means a Federal Agency which, for emergency preparedness planning purposes, is assigned

responsibility for developing and/or assembling from associated claimant agencies data on the amounts of goods, services, and manpower that will be required during stated future time periods to carry its own program responsibilities, or the programs of the government, industry or economic activity it represents, and for presenting and justifying such Program requirements to the appropriate Federal resource agencies and/or GSA.

- (2) Each Federal resource agency, as the claimant agency acting on behalf of the industry or economic activity assigned to its emergency regulation, control or direction, is responsible for developing and submitting to other Federal resource agencies the requirements of that industry or activity for manpower, goods, and services. Therefore, each Federal resource agency is also a Federal claimant agency.
- (3) The FAA has emergency claimancy responsibilities for support of the Nation's total civil air transportation system including both air carrier and general aviation. The overall FAA claimancy activity covers such support considerations as: Air carrier aircraft production needs; air carrier aircraft maintenance, repair and operations (MRO); general aviation operations including support of aircraft operating under the SARDA plan; civil airports requirements whether they be associated with, owned or controlled by FAA; and the National Airspace System, its equipment, facilities and activities.

j. Communications. The State networks developed to provide functional support for emergency airlift. These systems are expected to provide the same type of support as an airline communications network. The FAA communications networks will provide the communications necessary for air traffic control services.

k. Control Airport. The primary airport within the State from which control is effected over satellite or smaller SARDA airports.

l. CRAF. Civil Reserve Air Fleet—Preselected air carrier aircraft for assignment to the military under emergency conditions.

m. DCPA. Defense Civil Preparedness Agency, previously known as the Office of Civil Defense (OCD), organized under the Secretary of Defense and responsible for carrying out DOD civil preparedness responsibilities.

- (1) Defense Civil Preparedness Agency is specifically defined by statute: The term "civil preparedness" means all those activities and measures designed or undertaken:
 - (a) To minimize the effects upon the civilian population caused by or which would be caused by an attack upon the United States.
 - (b) To deal with the immediate emergency conditions which would be created by any such attack.
 - (c) To effect emergency repairs to, or the emergency restoration of, vital utilities and facilities destroyed or damaged by any such attack.
- (2) DCPA activities shall include, but shall not be limited to:
 - (a) Measures to be taken to cope with an attack (including the establishment of appropriate organizations, operational plans, and supporting agreements; the recruitment and training of personnel; the conduct of research; the procurement and stockpiling of necessary materials and supplies; the provision of suitable warning systems; the construction or preparation of shelters, shelter areas, and control centers; and, when appropriate, the non-military evacuation of the civil population).
 - (b) Measures to be taken during attack including the enforcement of passive defense regulations prescribed by duly established military or civil authorities; the evacuation of personnel to shelter areas; the control of traffic and panic; and the control and use of lighting and civil communications).
 - (c) Measures to be taken following attack including activities for firefighting; rescue; emergency medical health and sanitation services; monitoring for specific hazards of special weapons; unexploded bomb reconnaissance; essential debris clearance, emergency welfare measures; and immediately essential emergency repair or restoration of damaged vital facilities).

n. Defense Emergency. A defense emergency exists when:

- (1) A major attack takes place upon the U.S. forces overseas or on Allied forces in any area and is confirmed by the commander of a command established by the Secretary of Defense or higher authority.
- (2) An overt attack of any type is made upon the U.S. and is confirmed either by the commander of a command established by the Secretary of Defense or higher authority.

o. Designee. A person appointed by the Governor of a State or the Administrator of the FAA to act as a representative in the management of resources and the conduct of civil aviation operations at State or local level during an emergency situation.

p. DOD. Department of Defense.

q. DOT. Department of Transportation.

r. DVFR. Defense Visual Flight Rules.

s. ERPC. Emergency Resources Planning Committee—This committee is composed of representatives of all industrial and agricultural resources at State or local level, such as power, water, food, heat, light, fuel, transportation, medicine, materials and communication.

t. FAA. Federal Aviation Administration—A modal agency of the Department of Transportation responsible for control of all military and civil air traffic in the U.S.

u. FDA. Federal Disaster Assistance Administration (HUD).

v. FSDO. Flight Standards District Office of the FAA (includes general aviation and air carrier responsibilities).

w. FSS. Flight Service Station.

x. GADO. General Aviation District Office of the FAA.

y. General Aviation. General aviation includes all activities involved with civil flying except that performed by civil air carrier.

z. HUD. Department of Housing and Urban Development.

aa. IFR. Instrument Flight Rules.

bb. National Emergency. A condition declared by the President or Congress by virtue of powers previously vested in them which authorize certain emergency actions to be undertaken in national interest. Actions to be taken may include partial or total mobilization of national resources.

cc. General Aviation Aircraft. All civil aircraft other than air carrier aircraft.

dd. NORAD. North American Air Defense Command—An organization under the Joint Chiefs of Staff, DOD. In the event of a defense emergency or air defense emergency, ultimate control of U.S. airspace for flight operations is vested in this command.

ee. OET. Office of Emergency Transportation—An office of DOT responsible for emergency transportation planning.

ff. Priority. A preferential rating assigned according to the relative need to satisfy the requirements of the emergency situation.

gg. Resources. Resources are the manpower, goods and services comprising the civilian economy, all personnel, materials, equipment, facilities and processes involved in the production, processing, and distribution of goods and services.

hh. Resources Board (State). Members of the Board are representatives of various types of resources and are appointed by the Governor. Organization and terminology may vary in different States depending on State usage. These boards will be established when the Emergency Resources Planning Committee (ERPC) has completed its work.

ii. SARDA. State and Regional Disaster Air-lift.

jj. Satellite Airport. A secondary airport within the State which receives guidance and instructions from a control airport to complete its missions.

kk. SCATANA. Security Control of Air Traffic and Air Navigation Aids.

ll. State DCPA Region. An intrastate DCPA area (region) which is subordinate to the state DCPA office. In some states the intrastate DCPA areas may be referred to as sectors or counties.

mm. Task Group. The Transportation Task Group consists of members recruited from the following elements of government and the transportation industry to provide organizational readiness, plans, and procedures for resource management during emergencies.

- (1) State transportation agencies or regulatory commissions (commerce or utilities commissions, highway departments, aviation directors, etc.).
- (2) Federal Transportation agencies or regulatory commissions.

(3) Representatives of government and industrial traffic offices and firms:

- (a) Aircraft, bus, trucking and water craft firms and associations.
- (b) Local port authorities, if appropriate.
- (c) Municipal transportation companies.
- (d) Labor representation.
- (e) Military representation or liaison.

nn. USAF. United States Air Force.

oo. WASP. War Air Service Program—The plan for assignment of air carrier routes, service points, and aircraft controlled by the CAB.

pp. WASP Fleet. All civil aircraft, both fixed and rotary wing, under the economic authority of the Civil Aeronautics Board, after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF) constitute the WASP aircraft fleet. When specifically designated by the DOT, other air carrier and general aviation turbine powered aircraft over 12,500 pounds gross weight may be assigned to supplement the WASP Fleet.

6-20. RESERVED.

Chapter 2. RESPONSIBILITIES

21. OFFICE OF EMERGENCY TRANSPORTATION.

The Office of Emergency Transportation of DOT has broad responsibilities in the development and coordination of overall policies, plans and procedures for providing centralized control of all modes of transportation in an emergency; for the movement of passenger and freight traffic of all types; and the determination of the proper apportionment and allocation of the total civil transportation capacity, or any portion thereof, to meet overall essential civil and military needs.

22. FEDERAL AVIATION ADMINISTRATION.

a. FAA is primarily responsible for management planning of SARDA at State, Regional and National levels for the use of general aviation aircraft during an emergency and for ensuring that such plans are in consonance with and responsive to the needs of other Federal agency plans in order to properly satisfy the national, State and local requirements. FAA is further responsible for ensuring that regional, State and local emergency plans are practical, from an operational viewpoint, and responsive to essential demands which may be anticipated. Following a national emergency, FAA is the claimant agency requesting resources for general aviation aircraft, their support facilities, and civil airports.

b. The direct link between FAA and the States developing SARDA plans is the appropriate GADO or FSDO. (Appendix 2 lists GADO/FSDO responsibility by State.) Through these offices the FAA will furnish the general direction and broad guidance for this planning.

23. DEFENSE CIVIL PREPAREDNESS AGENCY.

a. DCPA is responsible for providing a system of civil preparedness for the protection of life and property in the United States from attack. DCPA acts for the Secretary of Defense in developing and administering the overall National Civil Preparedness Program. In attaining its objectives, DCPA works closely with Federal, State and local governments in developing their capability for taking effective action in an emergency.

b. DCPA and FAA have continuing responsibilities for assisting in the further development of plans and operational capabilities. They have signed a Memorandum of Understanding pertaining to the use of general aviation aircraft to increase participation of FAA and DCPA regional personnel and field organizations in assisting each State to develop reliable emergency operational capabilities.

c. Provisions have been made by DCPA for Federal support required by the States to operate their SARDA fleets during a civil disaster emergency. In a disaster emergency, DOT regional offices will be activated to provide Federal policy guidance. This will include the operation of the SARDA fleets, through the FAA region and GADO/FSDO in each of the States, designated by the appropriate FAA region.

d. DCPA provides specialized radiological monitoring equipment and has developed training materials for implementing radiological aerial monitoring programs. The tape recorder included in the set of aerial monitoring equipment can also be used for recording the appraisal of blast and fire damage.

24. STATE RESPONSIBILITY. The States are responsible for developing detailed operational plans for emergency utilization of general aviation aircraft. A major objective is to assure that States have available the necessary aircraft support to provide for the State's survival, industrial and agricultural needs. If overriding Federal requirements should develop during an emergency, the State Aeronautical Agency will be given specific instructions by FAA on actions to be taken.

25. CIVIL AIR PATROL (CAP). The Civil Air Patrol is a civilian auxiliary of the United States Air Force. It is not an agency of the Federal Government. The Civil Air Patrol provides several major services to the Air Force in its capacity as an official auxiliary. Included are: Emergency services, aerospace Education and Training and

Communications. A Memorandum of Understanding between the Civil Air Patrol and the Federal Aviation Administration relative to SARDA was executed on June 15, 1970. This agreement (is-

sued as AC 00-32) encourages State SARDA and CAP officials to enter into formal arrangements to enhance the use of state aviation resources in time of emergency.

Chapter 3. CONCEPT OF OPERATIONS

26. GENERAL PLANNING PRINCIPLES. In reviewing or developing SARDA plans, the following principles should be considered:

a. General aviation aircraft, with supporting resources, represent an important segment of the Nation's transportation resources for carrying out missions during emergencies which may include:

- (1) Airlifting urgently needed personnel and supplies.
- (2) Visual disaster reconnaissance and appraisal.
- (3) Communications by courier flights and/or performing radio relay assistance.
- (4) Air support to satisfy essential priority commercial, corporate, industrial, health and welfare, and agricultural requirements in emergency survival and recovery actions.
- (5) Search and rescue.
- (6) Aerial radiological monitoring.

b. These general aviation aircraft comprise only one of several resources which should be considered for carrying out the kinds of operations listed under the above missions. It is important that the relative advantages and disadvantages of multiple transportation options be considered in assigning specific missions. The following special advantages and limitations of airlift should be considered:

- (1) Reconnaissance by air is faster and, with good visibility, likely to be superior to surface reconnaissance. Aerial operations are not limited by rubble-strewn traffic lanes, destroyed bridges, or localized fires along the travel route. It is possible to fly over heavily contaminated fallout areas without great exposure to fallout radiation.

- (2) Factors which will limit aerial operations following a nuclear attack will include: Number of aircraft available; size of aircraft; flight range of aircraft; available fuel and other supporting resources, including maintenance; fallout contamination of aircraft and airports; and weather conditions. During periods of probable and actual air attack additional restrictions will be imposed on civil flying by the military.

c. Most of the State airlift plans recognize the need for subdividing the State into operating areas. For States having State-Area civil preparedness organizations, it is appropriate that these SARDA areas coincide with the civil preparedness boundaries. It is essential that detailed operational plans, or Standing Operating Procedures (SOP), be developed for these areas including control airports and satellite airports which are basic to emergency operations.

27. DESIGNEES. The State plans should provide for direction and control in an emergency situation at State and local levels. Each level should be capable of acting independently of higher authority in the event that communications are disrupted or unavailable. For this purpose, well-qualified civil aviation personnel must be designated either by the State and/or by the FAA and a standby delegation of authority provided. Each airport or area group of airports should have a designee who will be responsible for the emergency management of local aviation resources and for direction of airlift for survival efforts and who will serve with the community or local transportation organization. In major communities or combination of communities, one designee may represent and supervise activities at a number of airports. The aviation personnel in each community will look to the designees for guidance and for instructions on participation in survival missions and to obtain appropriate authorizations when it is necessary to operate general aviation aircraft in support of an emergency.

28. INVENTORIES OF AIRCRAFT AND AIRMEN.

It is expected that in time of emergency, qualified airmen will volunteer their services and owners will volunteer their aircraft in sufficient numbers to fulfill the essential missions. (It is a general conclusion that governmental authorities will make payment for any services requested by the Federal Government. Aviation services will fall into the same category as other services for payment purposes.) Voluntary cooperation is considered the most desirable means of obtaining the necessary services. However, since greater control may be necessary, each level of organization should maintain a current list of all airmen and aircraft available (together with their basic qualifications), whether voluntary cooperation has been arranged or not. If necessary, under emergency powers, services of individuals and use of equipment may be made mandatory.

29. ADMINISTRATION WHEN ACTIVATED. Upon implementation of these plans, the State Aeronautical Agency is expected to function continuously throughout the emergency period. Federal direction concerning general aviation matters, when required, will be provided to the States via the assigned GADO/FSDO. The GADO/FSDO will also provide the necessary avenues for requesting Federal assistance for general aviation, if insufficient resources exist within the State, and for claimancy actions through the Federal channels.

30. INTERSTATE AND REGIONAL RELATIONSHIPS. To the extent possible, adjacent States should make arrangements to provide such mutual air support as possible. In the event that the existing situation renders the capabilities of adjacent States to assist each other ineffective, the Federal agencies will direct support from the regional level. The FAA regions should make provisions for allocation of general aviation air support where needed within regional boundaries and to support contiguous FAA regions.

31. CIVIL AIR PATROL (CAP).

a. The CAP is an in-being organization of trained volunteers capable of conducting emergency operations during peacetime and in time of national emergency. It has performed numerous services to minimize the effects of natural disasters and has conducted thousands of search and rescue missions to aid persons in distress. In time of national

emergency, in addition to the tasks requested by USAF, the CAP can be employed to support civil activities designed to lessen the effects of enemy attack.

b. Whenever possible, USAF plans or the identification of the units involved should be made available to the State Aviation Agency officials by the CAP Wing Commander so they may be considered when SARDA is activated. In cases where this is not feasible, State plans should contemplate a USAF request for CAP assistance in support of USAF requirements. Accordingly, upon receipt of such requests, State officials should respond by providing all possible assistance and by giving these missions the necessary precedence.

c. The prime objective of CAP civil support activities is to assist the appropriate civil agency in minimizing the effects of damage as a result of enemy attack, preserving the lives and welfare of the local populace, and establishing communications for the reestablishment of government control.

d. There are many civil support missions which may be accomplished by the CAP such as: Aerial monitoring; surveillance of surface traffic; light transport flight for emergency movement of personnel and supplies; visual damage assessment; decontamination of aircraft and surface support facilities; and rescue communications during emergencies resulting from floods, storms, drought, fire, earthquakes, or similar catastrophies.

e. During peacetime, CAP units may be called upon to perform missions under the following circumstances:

- (1) When the State and CAP wing agree that a test mission is appropriate, the CAP wing will initiate a request for test through the USAF Regional Liaison Officer to CAP-USAF Headquarters for a mission authorization. If a mission authorization is granted, the CAP wing should coordinate with the State Civil Preparedness Agency and the USAF Region Liaison Officer in the preparation, conduct, and evaluation of the test.
- (2) During a natural disaster such as flood, fire, hurricanes, etc., CAP emergency services assistance should be requested from the appropriate numbered CONUS Army, who will relay its approval/

disapproval to the appropriate Air Force Reserve Region. (See flow diagram below.)

FLOW OF REQUEST AND APPROVAL DIAGRAM

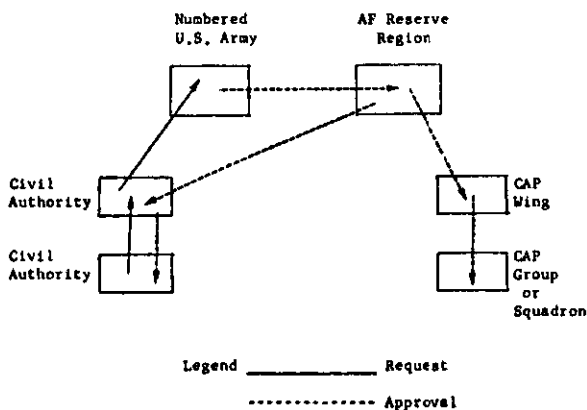


FIGURE 1.

When a disaster strikes without warning (i.e., tornado, flash flood, fire, etc.) State or local officials may forward CAP assistance requests directly to the AFRR to save time. (See diagram below.)

FLOW OF REQUEST AND APPROVAL DIAGRAM

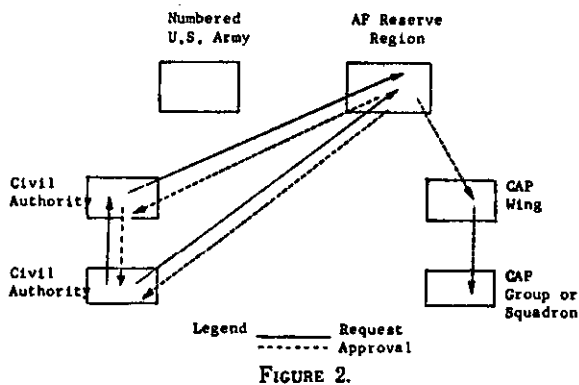


FIGURE 2.

f. Request for CAP assistance during a natural disaster should indicate:

- (1) A date/time group for starting the mission.
- (2) Specific information on the mission to be performed.
- (3) The designation of the CAP unit or units to perform the missions.
- (4) A time limit for the duration of the mission.

g. Upon a declaration of a national civil defense emergency, a USAF mission number will not be required for CAP support to civil preparedness emergency operations. The wing staff, operating at the state level, will receive mission requests from the state civil preparedness office usually through the State Director of SARDA. These missions will then be assigned to subordinate CAP units as appropriate. Local CAP units will respond to mission requests from local government only after approval by the wing/state staff. Local CAP units may, however, respond to local government requirement if or when communication with the wing/state staff has been disrupted. Military operational missions will normally have first priority on national resources. Air Force requirements for CAP support will normally be routed through the State Adjutant General to the State Civil Preparedness Director.

h. CAP procedures provide that the CAP Wing Commander furnish a roster of personnel through which the CAP can be contacted for emergency services assistance. This list is sent to the applicable State Civil Preparedness Director and USAF Reserve Region officials, and to other interested agencies which may desire CAP services. This list is updated and redistributed as changes occur, but at least semiannually.

i. When a request for assistance has been received and the decision has been made for CAP to assist, personnel will be alerted in accordance with the established alerting procedures.

32. DEFENSE CIVIL PREPAREDNESS AGENCY.

a. Part of DCPA planning is to assist the State and local governments in utilizing SARDA effectively in an emergency. In many instances, it would be appropriate for key civil preparedness personnel of flight organizations to serve in SARDA staff positions at State, State-Area (control airports), and satellite airports. These flight organization personnel may well be the best qualified persons available to fill SARDA positions. In serving dual functions, they would be able to assist in coordinating assignment of missions in accord with the availability of specialized skills and training of both the flight organization personnel and many unaffiliated pilots.

b. In accordance with the DCPA/FAA Memorandum of Understanding, the States should plan for the emergency utilization of general aviation aircraft support to perform civil defense flight missions. DCPA's responsibility to provide aerial radiological monitoring and other aerial type missions requires the support of SARDA.

33. PLAN DEVELOPMENT.

a. To assure the most efficient use of all general aviation resources in time of national emergency, the CAP organization may be incorporated as an integral part of the State SARDA organization. However, the CAP should retain its identity as an organizational unit from the State level down through the local level. Moreover, overall direction and support of CAP activities, thru the Wing Commander, by the State SARDA Director is essential if all State aviation resources are to be used as a coordinated whole. The CAP Wing Commander and his headquarters organization should become a staff element reporting to the State SARDA Director. The Wing Commander, however, should retain overall supervision over CAP subordinate units. This arrangement will provide the SARDA Director with CAP staff experience without disrupting the CAP organization.

b. States will provide for the discharge of the following responsibilities pertaining to general aviation aircraft operations during emergencies:

(1) *Administration*

- (a) Publish necessary documents to activate subordinate elements.
- (b) Provide for registration or reporting for duty of personnel who are to perform aviation services.
- (c) Specify duties and responsibilities to those assigned defense readiness positions of State and local level.
- (d) Provide the following to all SARDA airports within the State:
 - (i) A list of the State SARDA aircraft and pilots.
 - (ii) Suitable charts and directories for SARDA operations.
 - (iii) Data covering operation of aircraft under SCATANA.
- (e) Establishing a statewide communications network for SARDA operations.
- (f) Establish procedures for obtaining estimates of surviving aviation resources within the State following an emergency and disseminating this information to officials needing it.

(2) *Control*

- (a) Establish methods of securing and controlling the operations of SARDA aircraft within the State during emergencies.

- (b) Establish criteria and guidance for the operations of SARDA airports.
- (c) Plan priorities and allocations for the use of aviation services to meet the requirements of an emergency situation.

(3) *Coordination*

- (a) Provide appropriate liaison to assist, advise, plan and develop guidance, agreements and Standing Operating Procedures to be used by operators of general aviation aircraft with the:
 - (i) State Emergency Planning Director.
 - (ii) State Civil Preparedness Director.
 - (iii) State Aviation Agency in adjoining state.
 - (iv) FAA GADO/FSDO.
 - (v) Military.
 - (vi) State, area and local emergency operations center.
- (b) Prepare to assist the State Civil Preparedness Director in:
 - (i) Carrying out the postattack operational missions.
 - (ii) Furnishing support as available for the operation and control of aircraft.
 - (iii) Making financial arrangements for support of postattack flight missions.

(4) *Authority*

- (a) Provide for delegation of authority from State to local levels to carry out postattack operational missions.
- (b) Provide appropriate authority to designated personnel to enable enforcement of security measures and other actions to implement the SARDA plan.

(5) *Training*

- (a) Provide for directing periodic exercises in conjunction with civil preparedness and/or military exercises.
- (b) Arrange for the conduct of training of aviation personnel in performing civil preparedness support missions.

(6) *Resources*

- (a) Compile and maintain records of all aviation resources within the State, indicating the availability on a voluntary basis for participation and use during an emergency, including:
 - (i) Airmen

- (ii) Aircraft
- (iii) Repair facilities
- (iv) Airports
- (v) Fixed-base operators
- (vi) Corporate or company owned aircraft
- (vii) Other aeronautical facilities
- (viii) Backup communications equipment
- (b) Establish procedures for estimating the quantities of resources required to maintain essential aviation services in support of an emergency.
- (c) Establish procedures for submitting claims to proper resource allocation authorities following an emergency.
- (d) Prepare and maintain a listing of special purpose aircraft to perform the following:
 - (i) Aerial radiological monitoring
 - (ii) Reconnaissance
 - (iii) Aerial medical ambulance
 - (iv) Courier service
 - (v) Personnel carrier
 - (vi) Damage assessment
 - (vii) Air search and rescue
 - (viii) Survival and recovery

34. PILOT AND AIRCRAFT OWNER INFORMATION TO SARDA.

a. In case of a natural disaster or an emergency within a State, or a national defense emergency, the State Aeronautical Agency is responsible to activate SARDA if needed. Afterward, the State Aeronautical Agency should immediately notify all its SARDA airports that SARDA is in effect.

b. At each SARDA airport, the airport manager should have a listing of aircraft and pilots that will meet the needs of the State in case of an emergency on a volunteer basis. Upon receiving a mission request from the State Aeronautical Agency, which normally is initiated by a civil preparedness agency through the State Emergency Operations Center, down through the SARDA control airport to a

SARDA airport, the airport manager assigns the mission to an appropriate aircraft and owner to complete the mission in the quickest and most economical manner. All pilots and aircraft will not be involved; only those designated as SARDA aircraft and pilots and only the number needed to complete the required missions will be utilized.

c. The cost to the pilot and/or aircraft owner for State emergency missions may not be reimbursable. When the Federal Government makes a mission request, the cost of these missions normally is reimbursable.

d. All SARDA pilots should familiarize themselves with their State SARDA plan, which should be made available to all State-registered aircraft owners.

35. SCATANA. The States are authorized to negotiate with the appropriate NORAD Region Commander to obtain exceptions to the SCATANA priorities for SARDA missions. The authority for exceptions rests solely with the NORAD Region Commander. Due to military considerations exceptions cannot be granted in some areas. SCATANA, when implemented by the NORAD Region Commander, will establish responsibilities, procedures and general instructions for the security control of civil and military air traffic, and will provide the most effective use of airspace in the affected area when there is a serious threat to national security. (SCATANA Plan, Appendix I.)

36. EXERCISES. Provisions should be made for the periodic exercising of SARDA plans in conjunction with civil preparedness exercises. Participation of aviation defense readiness volunteers should be encouraged to the broadest extent possible. These exercises should include the management of resources phases and the exercise of a survival airlift. Training in specialized aspects such as radiological monitoring will be made available by the DCPA to individual volunteers or organizations. The emergency designees of the State and/or FAA GADO/FSDO should assist in promoting participation of volunteer individuals or organizations in their area of responsibility.

Chapter 4. ISSUANCE OF PLANS

37. EXAMPLE. Appendix 3 contains the current SARDA plan for the State of South Carolina. This plan incorporates the principles contained in this circular—including utilization of the CAP and NORAD exceptions to SCATANA for SARDA missions. This plan is included, as an example, by permission of the Aeronautics Commission of the State of South Carolina.

38. FAA CLEARANCE. Proposed State SARDA plans should be coordinated with the FAA through the appropriate GADO/FSDO.

39. NORAD CLEARANCE. Proposed SARDA plans should be forwarded to the Commander, appropriate NORAD Region (Appendix 4), ATTN: SCATANA Officer, for approval.

40. PLAN DISTRIBUTION. Two copies of approved SARDA plans should be forwarded to FAA Headquarters, Washington, D.C., ATTN: AFS-1, and two copies to the appropriate NORAD Commander.

Appendix 1

Department of Defense

Department of Transportation

Federal Communications Commission

PLAN FOR THE SECURITY CONTROL OF AIR TRAFFIC AND AIR NAVIGATION AIDS

Short Title: SCATANA

FOREWORD

This plan is promulgated in furtherance of the Federal Aviation Act of 1958, the Communications Act of 1934, as amended, and Executive Order 11490 and supersedes: Plan for the Security Control of Air Traffic and Air Navigation Aids—September 1968.

This plan defines the responsibilities of the Administrator, Federal Aviation Administration, and the appropriate military authorities for the security control of civil and military air traffic and Federal air navigation aids and defines the responsibility of the Federal Communications Commission for the security control of non-Federal civil air navigation aids.

For the purposes of clarity, the language of this plan refers to the Commander-in-Chief, North American Air Defense Command (CINCNOAD) and his region commanders as appropriate military authority within the NORAD area of responsibility.

Appropriate military authority outside the NORAD area of responsibility refers to commanders of unified and specified commands established by the Secretary of Defense for their respective areas of responsibility.

The restrictions of this plan may be imposed in two situations that concern national security. In the first, Defense Emergency/Air Defense Emergency has been declared or is imminent. Execution of the plan will normally be subsequent to declaration of Defense Emergency/Air Defense Emergency. How-

ever, a NORAD region commander may impose any or all of the restrictions contained in the plan prior to a declaration of Defense Emergency/Air Defense Emergency when his region, or an adjacent region, is under attack.

In the second situation, emergency conditions may exist which threaten national security but do not warrant the declaration of Defense Emergency/Air Defense Emergency. Under this situation, Emergency SCAT rules may be imposed by CINCNOAD and/or NORAD region commanders in affected areas. Normally, the Administrator, FAA and the Defense Commissioner, FCC will be notified if Emergency SCAT is to be implemented.

Prior to or subsequent to the declaration of a Defense Emergency or an Air Defense Emergency, there may be a requirement to disperse civil and military aircraft for their protection. The FAA responsibility for this is contained in current Executive Orders. Appropriate military documents contain responsibility for the military services. 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 SCATANA plan is ordered while dispersal is in progress, dispersal operations will be revised as required to comply with SCATANA.

This plan applies to all United States areas over which the FAA has air traffic control

jurisdiction. For those areas outside CINC-NORAD's area of responsibility within which the FAA exercises air traffic control jurisdiction, those responsibilities, authorities, and actions assigned in this plan to CINC-NORAD and his region commanders apply to the com-

mander, or his designated representative, of the unified-specified command exercising operational control over the area.

Appropriate unified-specified commands will prepare annexes, as required, to support this plan for their areas of responsibility.

SECTION I. EXPLANATION OF TERMS

A. 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 U.S. installations in Greenland by hostile aircraft or missiles is considered probable, is imminent, or is taking place and is declared by either CINCNOAD or CINCNOAD.

2. **AIR DEFENSE IDENTIFICATION ZONE.** Airspace of defined dimensions within which the ready identification, location, and control of aircraft is required.

3. **APPROPRIATE MILITARY AUTHORITIES.** Within the NORAD area of responsibility—CINCNOAD and NORAD region commanders. Outside the NORAD area of responsibility—the Commander-in-Chief, or his designated representative, of unified or specified commands for U.S. areas located within their area of responsibility.

4. **DEFENSE AREA.** Any airspace of the United States (other than that designated as an ADIZ) in which the control of aircraft is required for national security.

5. **DEFENSE EMERGENCY.** An emergency condition which exists when:

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

b. An overt attack of any type is made upon the United States and is confirmed by the commander of a unified or specified command or higher authority.

6. **DISPERSAL.** The deployment of aircraft to predesignated dispersal airfields for the purpose of enhancing their survivability.

7. **DIVERSION.** The intentional change of a flight from its intended destination for operational or tactical reasons.

8. **EMERGENCY SCAT (ESCAT) RULES.** Emergency rules for the security control of air traffic prior to the declaration of Air Defense Emergency. Such rules require all aircraft to file IFR or DVFR flight plans and comply with special security instructions which may be necessary to identify, locate, and insure immediate control of all air traffic. Emergency SCAT may include directing and rerouting and restricting of air traffic.

9. **FEDERAL AIR NAVIGATION AIDS.** VOR, VORTAC, TACAN, and LORAN stations owned and operated by an agency of the Federal Government such as the FAA, Military Services and United States Coast Guard.

10. **FIVE-MINUTE CONTROL TIME.** The maximum time allowed to start and/or discontinue transmission from an air navigation aid.

11. **FAA REGION.** A geographical subdivision of the area for which FAA is responsible.

12. **IMPLEMENT SCATANA.** Terminology used to notify FAA and appropriate aeronautical facilities that the NORAD region commander is grounding and/or diverting air traffic, as required, consistent with his authority under this plan and is directing the control of air navigation aids.

13. **NON-FEDERAL AIR NAVIGATION AIDS.** VOR, VORTAC, and TACAN Stations licensed by the FCC.

14. **NONTACTICAL AIR TRAFFIC.** Civil or military flights other than tactical air traffic.

15. **NORTH AMERICAN AIR DEFENSE COMMAND (NORAD).** An integrated United States-Canadian command. NORAD includes, as component commands, the United States Air Force Aerospace Defense Command, United States Army Air Defense Command, and the Canadian Forces Air Defence Command.

16. **NORAD REGION.** A geographical subdivision of the area for which NORAD is responsible.

17. **REROUTING.** The intended deviation of a flight from its original course without changing its destination.

18. **SECURITY CONTROL OF AIR TRAFFIC (SCAT).** Rules and procedures to effect, when necessary, the ready identification, location and control of civil and military air traffic in the interest of national security.

19. **SCATANA.** The short title for the Joint DOD/DOT/FCC plan for the Security Control of Air Traffic and Air Navigation Aids.

20. **SECURITY CONTROL AUTHORIZATION.** Military authorization for an air-

craft to proceed in accordance with specified conditions when Emergency SCAT is in effect.

21. **TACTICAL AIR TRAFFIC.** Military flights actually engaged in operational missions against the enemy, flights engaged in immediate deployment for a combat mission, and preplanned combat and logistical support flights contained in Emergency War Plans.

22. **UNITED STATES.** 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.

SECTION II. THE PLAN

A. Purpose.

The purpose of this plan is:

1. To establish responsibilities, procedures, and general instructions for the security control of civil and military air traffic and air navigation aids during a Defense Emergency/Air Defense Emergency which will provide most effective use of airspace by aircraft of military and civil agencies, and

2. To establish responsibilities, procedures, and general instructions for the security control of civil and military air traffic which will provide most effective use of airspace in the affected area(s) when there is a serious threat to hemispheric and national security.

B. Authority.

1. Joint Chiefs of Staff directives which outline NORAD responsibilities for the development of plans and policies in concert with the FAA for the establishment of a system for identification and security control of air traffic.

2. Federal Aviation Act of 1958.

3. Communications Act of 1934, as amended, and Executive Order 11490.

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

C. Scope.

This plan prescribes the joint action to be taken by appropriate military authorities, FAA, and the FCC in the interest of national security.

1. To effect security control of civil and military aircraft entering, departing, or moving within the United States areas and coastal approaches thereto, and

2. To effect control of accurate air navigation systems defined as follows: VOR, VORTAC, TACAN, and LORAN.

D. General Provisions.

1. In carrying out the air defense mission, NORAD region commanders will, based on the requirements of the existing military situation, and in consonance with this plan, direct the extent of security control of air traffic and air navigation aids. Such directions may be issued to appropriate FAA ARTCCs for implementation. Since NORAD Region boundaries are not congruent with CONUS ARTCC area boundaries, considerable overlap exists between these boundaries. To insure the compatibility/consolidation of required actions and eliminate the possibility of confusion which could result from two or more NORAD regions issuing instructions to one

ARTCC, agreements will be developed between NORAD region commanders and appropriate FAA agencies designating one specific NORAD region commander responsibility for issuing SCATANA instructions to each CONUS Domestic ARTCC, to include ARTCCs which may not be located within any NORAD region's assigned area of responsibility. Unless operational requirements dictate otherwise, directed SCATANA actions will be consistent throughout an individual FAA ARTCC area.

2. Active air defense interceptor missions, active anti-submarine warfare missions, and launch of the SAC alert force are military operations vital to national defense. These operations are to be given priority over all other military and civil aircraft by procedural handling by the Air Traffic Control (ATC) systems for the particular operation as specified in coordinated agreements or authorizations.

3. Under Emergency SCAT rules, the NORAD region commander may require a security control authorization for civil and military aircraft prior to takeoff. Such security control authorization is different from and not to be confused with an operational or air traffic control clearance; however, receipt of an air traffic control clearance constitutes issuance of a Security Control authorization.

4. Minimum interference to normal air traffic will be effected consistent with the requirements for operation of the air defense system.

5. The NORAD region commanders, in collaboration with the FAA regional directors, will supplement this plan, as required, with agreements to permit maximum allowable operations of essential military and civil air traffic within the NORAD area. In developing these agreements, they will take into consideration the special requirements of organized civil defense and disaster relief flights, agricultural and forest fire flights, border patrol flight operations, and other essential civil air operations to the end that maximum use of these flights consistent with air defense requirements, will be made.

E. Responsibilities.

1. The Commander-in-Chief, NORAD will:

- Establish the military requirements for the Security Control of Air Traffic and Air Navigation Aids.

- Coordinate with the Administrator, FAA, and the Defense Commissioner, FCC, as appropriate, regarding the establishment of procedures for implementation.

2. The Administrator, FAA will:

- Promulgate the necessary Federal Aviation Regulations, including special regulations to implement this plan.

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

- Maintain liaison with appropriate NORAD region commanders through appropriate FAA offices.

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

- Collaborate with the FCC in establishing procedures for control of non-Federal Air Navigation Aids as defined in this plan.

3. Federal Communications Commission will:

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

- Collaborate with the FAA in establishing procedures for control of non-Federal Air Navigation Aids as defined in this plan.

4. The NORAD Region Commanders will:

- Direct the control of VOR, VORTAC, TACAN, and LORAN Air Navigation Aids in their areas, as required.

- Issue security control instructions to appropriate FAA region/ARTCC as necessary to insure performance of the air defense mission.

- Maintain liaison with appropriate FAA regional directors and FCC Regional Liaison Officers.

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

e. Collaborate with the FAA regional director and FCC Regional Liaison Officer in making supplemental agreements to this plan.

5. The FAA Regional Directors will:

a. Assure FAA participation with the NORAD region commanders in the testing of this plan in the NORAD region areas.

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 the NORAD region commanders.

d. Assist the NORAD region commanders in making supplemental agreements to this plan as may be required.

6. The FCC Regional Liaison Officer will:

a. Maintain liaison with the NORAD region commanders and FAA regional directors with regard to participation of FCC licensed aeronautical navigational aids in this plan.

b. Disseminate information and instructions concerning this plan to FCC licensed navigational aids affected by this plan.

c. Assist the NORAD region commanders in making such supplemental agreements to this plan as may be required.

F. Threat Actions.

Under certain conditions, an emergency situation may develop which does not meet the criteria for the declaration of a Defense Emergency/Air Defense Emergency; but in the interest of hemispheric and national security requires identification and control of all aircraft operating in specified area(s) within the Defense Area. Outside the Defense Area, all known aircraft operating in specified areas will be advised that air defense operations have been initiated and they will be offered air traffic control service to assist in avoiding or withdrawing from the specified areas. In order to adequately and properly provide for the security of the United States and for the necessary protection, identification, and control of aircraft during such situations, Emergency

SCAT rules may be imposed by CINC-NORAD/NORAD Region Commanders in affected areas. Except when time is vital to the national interest, the Administrator, FAA and the Defense Commissioner, FCC will be notified if Emergency SCAT is to be implemented. Implementing and terminating procedures are:

1. The NORAD Region Commander involved will:

a. Direct the appropriate FAA Air Route Traffic Control Center (ARTCC) to apply Emergency SCAT rules.

b. Specifically define the affected area(s).

c. Specify requirements and restrictions as necessary for flights entering, departing, or operating within the affected area(s).

d. Direct the appropriate ARTCC to relax or terminate the restrictions as the tactical situation allows.

2. The FAA ARTCC will, when directed to, apply Emergency SCAT rules:

a. Impose the restrictions on air traffic as required by the NORAD region commander and/or the Administrator, FAA.

b. Disseminate the appropriate instructions and restrictions received from the NORAD region to air traffic, civil and military air traffic control facilities, flight service stations, and other appropriate aeronautical facilities.

3. Civil and military air traffic control facilities, flight service stations, and other appropriate aeronautical facilities will take action to disseminate instructions and restrictions to air traffic as directed by the appropriate ARTCC.

G. Air Defense Emergency Actions.

In an Air Defense Emergency, the following actions will be taken:

1. The NORAD Region Commander will:

a. Notify the FAA ARTCC(s) that an Air Defense Emergency has been declared and direct "Implement SCATANA."

b. Specify the requirements and restrictions, including as necessary:

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

(2) Limitations on the volume of air traffic within appropriate portions of the NORAD area, using the Wartime Air Traffic Priorities List. (See Section V.)

(3) Altitude limitations on operations within appropriate portions of the NORAD area.

(4) Special instructions concerning the control of accurate air navigation aids to deny their use to the enemy and to permit aircraft dispersal, diversion, or recovery.

(5) Confirmation or modification of previous instructions which may have been passed under Emergency SCAT actions.

(6) Any other special instructions required by the military situation.

c. Reduce or remove restrictions to the movement of air traffic and operation of air navigation aids as soon as the tactical situation allows. This action will normally be taken when an attack phase is considered over.

2. FAA Air Route Traffic Control Centers will:

a. When "SCATANA" is implemented:

(1) Notify all VFR traffic that SCATANA has been implemented and to land at the nearest suitable airport and file an IFR/DVFR flight plan.

(2) Direct the landing, grounding, diversion, or dispersal of military and civil air traffic and the control of air navigation aids as specified by the NORAD region commander. Landing, diversion, or dispersal will be to airports outside of metropolitan areas or suspected target complexes whenever possible and will be accomplished as follows:

(a) IFR flights—by specific security control instructions to each aircraft, or leader of a formation flight, over air/ground radio.

(b) VFR flights—by radio broadcast of security control instructions over air/ground radio.

(3) As directed by the NORAD region commander, direct the control of VOR, VORTAC, TACAN and LORAN as follows:

(a) Shut down the above navigation aids in accordance with the time(s) specified in NORAD region/FAA region supplemental agreements which shall permit time to land/disperse airborne aircraft. Supplemental agreements shall provide for the extension of such time(s) when air traffic situation dictates.

(b) Aids which require more than five-minutes control time shall be shut down as soon as possible, except when directed otherwise by the NORAD region commander and/or unless such aids are essential for the regulation and control of existing air traffic.

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

b. When directed to reduce or remove SCATANA restrictions, authorize resumption of air traffic and operation of air navigation aids as specified by the NORAD region commander.

3. Civil and military air traffic control facilities, flight service stations, and other appropriate aeronautical facilities shall:

a. Maintain the current SCATANA ACTION Form for that facility at appropriate operating positions.

b. When SCATANA is implemented or terminated, take the actions 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 ARTCC(s).

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

f. Disseminate instructions and restrictions to air traffic as directed by the ARTCC(s).

4. Aircraft operators are expected to comply with security control instructions as follows:

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

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

c. Aircraft on the ground—file an IFR/DVFR flight plan with an appropriate FAA facility and receive approval prior to departure.

H. Testing Procedures.

1. To insure that implementing actions can be taken expeditiously, SCATANA tests shall be conducted periodically in accordance with the procedures outlined in Attachment 1 to this section.

2. Federal civil and military aeronautical facilities will participate in such tests.

3. Non-Federal civil aeronautical facilities will be requested to participate in SCATANA tests.

I. Supplements.

This plan will be supplemented as required by NORAD regions to cover the following subjects:

1. Procedures for movement of civil and military flights as provided for in paragraph D5 when Emergency SCAT or SCATANA have been implemented.

2. Tactical air movement plans of military units planning to operate within the NORAD region area of responsibility.

J. Communications.

Direct communications are authorized between appropriate agencies and units for the purpose of coordination and implementation of the procedures outlined herein.

K. Review—Revision.

All concerned agencies are encouraged to continuously review this plan for adequacy and currency. Hq NORAD, acting as executive agent for DOD, will process and distribute administrative and organizational changes as they occur. However, this plan shall be jointly reviewed at least once every two years by the FAA, FCC, and NORAD for the purpose of determining the need for reissuance based on substantive changes and/or number of administrative and organizational changes made since the issuance of the previous plan.

Recommended changes should be forwarded to:

Headquarters, North American Air Defense Command,
Ent Air Force Base, Colorado 80912

SECTION II. SCATANA TESTING PROCEDURES

A. To insure that SCATANA actions can be taken expeditiously, SCATANA tests will be conducted as follows:

1. SCATANA tests will be conducted in connection with Headquarters NORAD or NORAD region large-scale simulated exercises. Additional tests may be conducted by individual NORAD regions when test objectives are local in nature. SCATANA tests will include dissemination of specific simulated security control instructions to each ARTCC. These simulated control instructions will not be passed beyond the ARTCC; however, notification of the test will be relayed to appropriate aeronautical facilities. SCATANA tests will not be conducted more than 12 times a year in any one particular area; however, the interval between tests shall not exceed 60 days. Where the number of tests conducted in an area results in excessive test participation by aeronautical facilities, ARTCCs are authorized to simulate dissemination of test messages. When such simulation is effected, it should be alternated in different areas.

2. All Federal facilities responsible for SCATANA actions will participate in SCATANA tests, except where such participation

will involve the safety of aircraft. Non-Federal civil aeronautical facilities will be requested to participate.

3. Participation and reporting will be as prescribed in the SCATANA ACTIONS Form.

4. NORAD region control centers will record SCATANA test actions and affix copies of the security control instructions to the attached format.

5. An analytical report of each test will be prepared by the FAA NORAD region air defense liaison officer, and a copy of this report will be submitted to the appropriate NORAD region commander.

B. During SCATANA tests, all actions shall be simulated.

1. Aircraft shall not be grounded or diverted.

2. Air navigation aids shall not be shut down.

3. Test messages shall not be transmitted over air/ground/air radio frequencies.

4. Radio communications shall not be interrupted.

SCATANA TEST—ACTION LOG

Test Actions to ARTCC	ARTCC								
Initiate SCATANA Test: "This is _____ NR, SCATANA Test Instructions." "Initiate SCATANA Test _____ NR." _____ (Special Instructions) AUTHENTICATION:	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z
Terminate SCATANA Test: "This is _____ NR, SCATANA Test Instructions." "Terminate SCATANA Test _____ NR." AUTHENTICATION:	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z
Restore Air Navigation Aids: "This is _____ NR, Simulate restoring _____," _____ (Specific Navigation Aids) AUTHENTICATION:	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z	___Z
ARTCCs Reporting Areas Simulated Clear of All Nontactical Air Traffic									
<u>ARTCC</u>	<u>TIME</u>	<u>REMARKS</u>							
_____	_____	_____							
_____	_____	_____							
_____	_____	_____							
_____	_____	_____							
_____	_____	_____							
_____	_____	_____							

SECTION III. MOVEMENT OF TACTICAL AIR TRAFFIC

A. Purpose.

To establish the coordination procedures necessary to fulfill air defense and air traffic control requirements for the movement of tactical air traffic.

B. General Instructions.

1. COORDINATION. CINCNORAD has been delegated the authority to resolve priority conflicts in the movement of tactical air traffic during an Air Defense Emergency to prevent saturation of the air defense system. To minimize restrictions to movement of tactical air traffic, it is imperative that each responsible military commander coordinate, during development, the air traffic movement section of his Emergency War Plans (including dispersal and evacuation) with the appropriate NORAD region commander(s). For those tactical operations which involve more than one NORAD region, coordination will be effected with each region in which operations will be conducted. The NORAD region commander will effect necessary coordination on these tactical operations with the FAA through the NORAD region air defense liaison officer (ADLO).

2. PREPARATION. Subsequent to the coordination noted in B1, the responsible military

command will provide the appropriate NORAD region(s) with an extract of the air traffic movements section of their plans. This extract will be in accordance with the format contained in Attachment 1 to this section. Extracts of tactical air movements plans will become NORAD region supplements to the SCATANA Plan and will be distributed to appropriate military agencies, FAA regions and ARTCCs.

3. EXCEPTION. The provisions of B1 and B2 above do not apply to Strategic Air Command Emergency War Order (EWOs) for which special coordination has been effected between SAC, NORAD, and FAA agencies.

4. APPLICATION.

a. The instructions and information contained herein pertain to the movement of all tactical air traffic except fighter-interceptor aircraft in the performance of active air defense missions.

b. Distribution is made to units operating tactical aircraft with the understanding that applicable portions of this document and appendices will be incorporated in the appropriate Emergency War Plans as SCATANA requirements.

ATTACHMENT 1

SECTION III. TACTICAL AIR MOVEMENTS PLAN

(Unit Designation)

1. Home base
2. Type aircraft
3. Routes and altitudes
4. Separation minimum
5. Flight plan and ARTCC clearance requirements
6. Navigation aid requirements
7. Priority number
8. Control time if known (related to the Day and Hour that the plan will be executed--E Day + Hour).

SECTION IV. PROCEDURES FOR MOVEMENT OF AIR TRAFFIC

A. General.

1. The Wartime Air Traffic Priority List for Movement of Aircraft will be the primary instrument used by NORAD region commanders to control the volume of air traffic operating within their areas of responsibility. To preclude the immediate grounding of high priority tactical air traffic airborne at the time Defense Emergency/Air Defense Emergency is declared, pilots of tactical aircraft shall provide the appropriate Wartime Air Traffic Priority List Number for their flights as part of their revised air filed flight plan.

2. The Wartime Air Traffic Priority List Number will be posted on ARTCC flight progress strips and shall be passed from one ARTCC to the next, and to the appropriate air defense control centers.

B. Diversion/Delay.

1. Tactical air traffic assigned a Wartime Air Traffic Priority List Number of 1 or 2 will not be delayed, diverted, rerouted, or landed by NORAD region commanders. However, NORAD region commanders may recommend that this traffic be rerouted to avoid battle or battle threatened areas.

2. Air Traffic assigned a Wartime Air Traffic Priority List Number other than 1 or 2 may be delayed, diverted, rerouted, or landed by the NORAD region commander to prevent degradation of the air defense system.

3. Aircraft being "recovered" shall 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 take off may be delayed to prevent saturation of airspace.

C. Movement Procedures.

1. Tactical air traffic will file IFR flight plans and comply with IFR procedures regardless of weather. The appropriate Air Traffic Priority List Number will be entered in the Remarks section in the Aircraft Clearance Form DD 175. Route of flight will be

defined in the "Route" section of the Clearance Form by listing the military necessity air navigation aids required. Departure and destination aids required will be listed as the first and last aids respectively.

2. Unless specifically covered in separate procedures, mass military operations should be planned and conducted as follows: A single Clearance Form will be filed for formation type operations involving more than one aircraft when planned intervals are not more than five minutes between aircraft. In this case, the aircraft call sign entered on the Clearance Form will be the formation leader (first aircraft). The call signs of the other aircraft involved will be listed in the Remarks section. The departure report will specify the call sign of the first and last aircraft, and only these aircraft or their replacements will make required position reports.

3. Compliance with approved flight plan and position report requirements is of utmost importance for identification. Aircraft aborting or deviating from an approved flight plan will air-file a revised flight plan as soon as the necessity for such deviation is evident. Unauthorized deviations may preclude identification and result in engagement of aircraft by defensive weapons.

4. The volume of air traffic that may be operating during an Air Defense Emergency or when SCATANA has been implemented, could create excessive airspace congestion if standard separation is applied. Therefore, responsible military commanders should plan minimum time and altitude separation for tactical air traffic movements. Reduced separation standards to be used between aircraft within the unit will be specified in the "Remarks" section of the Clearance Form.

5. SAC EWO routings for Wartime Priorities 1 and 2 missions which have been coordinated with NORAD and FAA fulfill the flight plan requirements established in paragraph C1 and C2 above.

SECTION V. WARTIME AIR TRAFFIC PRIORITY LIST FOR MOVEMENT OF AIRCRAFT

A. Purpose.

To establish a priority system for the movement of aircraft during general war conditions, and to provide policy and guidance for the practical application thereof in assuring optimum use of airspace to accomplish national objectives.

B. Policy.

1. The priority listings established herein are designed to facilitate the handling of airspace user requirements for movement of aircraft during general war. The applicable priority shall be solely dependent on the nature of the airspace user requirements.

2. 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 shall be afforded expeditious handling by the Air Traffic Control (ATC) system commensurate with the degree or urgency stated by the JCS 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 JCS shall so advise the Federal Aviation Administration (or appropriate Canadian authority if Canadian airspace is involved), requesting that aircraft operating in accordance with such plans be given preferential handling over all 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 shall state to the Federal Aviation Administration (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 therefrom.

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.

C. General.

1. 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 War Air Service Program (WASP) priorities system, or to general aviation civil aircraft under the State and Regional Defense Airlift (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 Wartime Air Traffic Priority List for the Movement of Aircraft is in effect.

2. When the wartime air traffic priority system is in effect, the priorities shall apply to all aircraft. The originator of a request for aircraft movement shall be responsible for determining and verifying the appropriate priority in accordance with the listing contained herein. The individual filing the flight plan will be responsible for including the priority number as determined by the originator of the request.

3. During general war conditions, it is probable that situations would develop that could not be applied to any traffic priority sequence. Aircraft emergencies and inbound international flights which have reached the point of no return are examples of such in-flight situations which may arise. These incidents must be treated individually through coordination between ATC and appropriate military agencies in consideration of the urgency of the in-flight situation and existing tactical military conditions.

D. Wartime Air Traffic Priority List for Movement of Aircraft.

This priority list will be effected only when directed by the Joint Chiefs of Staff in a situation of imminent or actual general war conditions, or in the event of a declaration of Defense Emergency/Air Defense Emergency, or in the event of implementation of SCATANA in an area under attack. Priorities shall take precedence in the order listed and subdivisions within priorities are equal.

1. PRIORITY ONE.

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

b. Retaliatory aircraft, including their direct support aircraft, executing Emergency War Orders (EWO).

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

d. The President of the United States and Prime Minister of Canada and respective cabinet members essential to national security.

2. PRIORITY TWO. Forces being deployed for or in direct and immediate support of combat operations against the enemy. SAC aircraft in direct and immediate support of EWO not included in priority one.

3. PRIORITY THREE.

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

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

4. PRIORITY FOUR. Dispersal of tactical military aircraft, civil aircraft assigned to the War Air Service Program (WASP), other selected civil air carrier aircraft as designated by FAA and civil air carrier aircraft assigned to the Civil Reserve Air Fleet (CRAF), for their protection.

5. PRIORITY FIVE.

a. The air transport of military commanders, their representatives, and DOD

sponsored key civilian personnel which is of the utmost 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.

6. PRIORITY SIX.

a. Flight operations in accordance with approved Federal and State emergency plans (WASP and SARDA). Air carrier flights will operate under the provisions of CAB Air Transport Mobilization Order ATM-1, "Route Authorizations and Operations," and the War Air Service Program (WASP).

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

7. PRIORITY SEVEN.

a. The movement of aircraft, personnel, equipment and supplies for military forces not actually engaged in combat operations against the enemy.

b. Military administrative flights of vital necessity to the prosecution of the war effort, but not bearing on combat operations against the enemy, including transportation of personnel, equipment, material and supplies.

8. PRIORITY EIGHT. Aircraft carrier and other combat aircrew replacement training.

9. PRIORITY NINE.

a. Operational testing of air carrier aircraft and equipment, or flight testing wherein the objective is the testing or development of new or modified equipment. This is applicable only to those organizations responsible for testing, development or modification of aircraft systems and equipment.

b. Operational training flights, the primary objective of which is the instruction and training of pilots and crews engaged in a formal course of instruction including flight operations in connection with civil flight training.

10. PRIORITY TEN.

a. Administrative logistical flights in support of assigned missions.

b. Reserve flying training operations wherein the objective is the training of reservists not on extended active duty.

c. Non-air carrier flight operations in support of SARDA plans as they pertain to the maintenance of a viable national economy.

11. PRIORITY ELEVEN. All other flight operations not specifically listed above.

SECTION VI. AUTHENTICATION

Authentication requirements and procedures for actual and test messages will be established

by NORAD or the unified/specified command for its area of responsibility.

APPROVED:

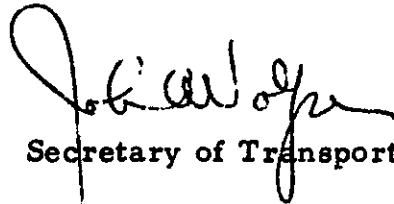
June 4, 1971

(Date)



Secretary of Defense
Deputy

July 7, 1971
(Date)



Secretary of Transportation

26 July 1971
(Date)



Defense Commissioner
Federal Communications Commission

APPENDIX 2

GADO's/FSDO's DESIGNATED AS SARDA LIAISON

<i>Region</i>	<i>State</i>	<i>GADO/FSDO</i>	<i>Region</i>	<i>State</i>	<i>GADO/FSDO</i>
ANE	Connecticut	Westfield, Mass.	ASW	Louisiana	New Orleans
AEA	Delaware	Philadelphia, Pa.	ASW	New Mexico	Albuquerque
AEA	District of Columbia	Washington, D.C.	ASW	Oklahoma	Oklahoma City
ASO	Kentucky	Louisville	ASW	Texas	San Antonio
ANE	Maine	Portland	AGL	Illinois	Springfield
AEA	Maryland	Baltimore	AGL	Indiana	Indianapolis
ANE	Massachusetts	Norwood	ACE	Iowa	Des Moines
ANE	New Hampshire	Portland, Maine	ACE	Kansas	Kansas City
AEA	New Jersey	Philadelphia, Pa.	AGL	Michigan	Detroit
AEA	New York	Albany	AGL	Minnesota	Minneapolis
AGL	Ohio	Columbus	ACE	Missouri	St. Louis
AEA	Pennsylvania	Harrisburg	ARM	Montana	Helena
ANE	Rhode Island	Norwood, Mass.	ARM	North Dakota	Fargo
AEA	Virginia	Richmond	ACE	Nebraska	Lincoln
ANE	Vermont	Albany, New York	ARM	South Dakota	Rapid City
AEA	West Virginia	Charleston	AGL	Wisconsin	Milwaukee
ASO	Alabama	Birmingham	AWE	Arizona	Phoenix
ASO	Georgia	Atlanta	AWE	California	Sacramento
ASO	Florida	St. Petersburg	ARM	Colorado	Denver
ASO	Mississippi	Jackson	ANW	Idaho	Boise
ASO	North Carolina	Charlotte	AWE	Nevada	Reno
ASO	South Carolina	Columbia	ANW	Oregon	Portland
ASO	Tennessee	Nashville	ARM	Utah	Salt Lake City
ASO	Puerto Rico	San Juan	ANW	Washington	Seattle
ASO	Virgin Islands	San Juan, P.R.	AWE	Wyoming	Casper
ASW	Arkansas	Little Rock	AAL	Alaska	Juneau
			APC	Hawaii	Honolulu

APPENDIX 3

STATE OF SOUTH CAROLINA EMERGENCY RESOURCES MANAGEMENT PLAN PART B—RESOURCE SECTIONS SECTION X—TRANSPORTATION APPENDIX 7—AIR TRANSPORTATION

OCTOBER 31, 1973

This plan has been developed and prepared by the Air Transportation Sub-Task Group of the Transportation Task Group. Further, this plan serves as the basic reference for the emergency management of nonair-carrier (general aviation) resources within the State of South Carolina, and as the operational plan for field forces engaged in related flight operations.

Air Transportation Sub-Task Group Members:

John W. Hamilton, Director S.C. Aeronautics Commission	<i>Chairman</i>
John F. Barry, Deputy Director S.C. Aeronautics Commission	<i>Assistant Chairman</i>
John B. Cureton Federal Aviation Agency (GADO-9)	<i>Member</i>
Colonel Lee Morgan, Commander S.C. Wing CAP	<i>Member</i>
General Fred C. Craft, Director S.C. Disaster Preparedness Agency	<i>Member</i>
Ross B. Miller, Deputy Director S.C. Disaster Preparedness Agency	<i>Member</i>

Harold O. Miller Defense Civil Preparedness Agency Region Three	<i>Member</i>
Chief J. P. Strom South Carolina Law Enforcement Division	<i>Member</i>
Colonel P. F. Thompson South Carolina Highway Patrol	<i>Member</i>

DEFINITIONS

As used herein the term "definition" is intended to be an explanation of the meaning of abbreviations, words, phrases, titles, and related information as required.

a. Air Carrier Aircraft—All aircraft, both fixed and rotary wing, under the operational control of international and domestic scheduled and supplemental air carriers operating under the economic authority of the Civil Aeronautics Board.

b. Air Defense Emergency (ADE)—A condition declared by the Commander-in-Chief, North American Air Defense Command (CINCNORAD), or higher authority, when attack by hostile aircraft or missiles upon the continental United States, Alaska, Canada, or Greenland, is considered probable, is imminent, or is taking place.

c. AMIS—Air Movement Information Service.

d. Civil Air Patrol (CAP)—A non-combatant auxiliary of the United States Air Force (USAF) that has volunteered its services to conduct various emergency missions.

e. **Civil Defense Emergency**—Civil Defense is specifically defined by statute:

The term "civil defense" means all those activities and measures designed or undertaken (1) to minimize the effects upon the civilian population caused or which would be caused by an attack upon the United States, (2) to deal with the immediate emergency conditions which would be created by any such attack, and (3) to effectuate emergency repairs to, or the emergency restoration of, vital utilities and facilities destroyed or damaged by any such attack.

A Civil Defense emergency may be declared by the President or by the Congress if an enemy attack on the United States has occurred or is anticipated.

f. **Disaster Preparedness Agency**—The South Carolina Agency charged by the Governor and by State Law with coordinating the preparation for and conduct of any type major disaster operations.

g. **Civil Reserve Air Fleet (CRAF)**—Preselected air carrier aircraft committed for assignment to the military airlift authorities during periods of emergencies.

h. **Defense Civil Preparedness Agency (DCPA)**—An element of the Department of Defense charged with the preparation for any type disaster.

i. **DOT**—The Department of Transportation.

j. **Emergency Security Control of Air Traffic (ESCAT)**—A condition that may be imposed by the NORAD Commander or the NORAD Regional Commander prior to the declaration of an air defense emergency.

k. **FAA**—The Federal Aviation Administration. A modal agency of the Department of Transportation.

l. **General Aviation District Office (GADO)**—An FAA Field Office established to administer the general aviation program within a specific geographic area; usually on the basis of state boundaries.

m. **Non Air Carrier Aircraft**—All aircraft other than those defined as air carrier aircraft, above.

n. **NORAD**—The North American Air Defense Command.

o. **OET**—The Office of Emergency Transportation in the Department of Transportation.

p. **The Regional Inter-agency Emergency Transportation Committee (RIETCOM)**—This committee is established in each DCPA region to coordinate emergency transportation matters for the Department of Transportation.

q. **Regional Emergency Transportation Coordinator (RETCO)**—This officer is appointed by the Secretary of Transportation to assist him in fulfilling his responsibilities under Public Law 89-670 which charges the Secretary of Transportation with exercising leadership under the direction of the President in transportation matters, including those affecting the national defense and those involving national or regional emergencies. Within the SE Region of CONUS the appointed RETCO is the Deputy Director, Southern Region, Federal Aviation Administration.

r. **Regional Emergency Transportation Representative (RETREP)**—This is the federal transportation and/or support agency representative on the Regional Inter-agency Emergency Transportation Committee. The FAA has designated its Southern Region RETREP as the primary action officer for the day-to-day performance of the RETCO's responsibilities.

s. **SARDA**—State and Regional Disaster Airlift. A plan for the use of non-air carrier aircraft during a national emergency.

t. **SCATANA**—Security Control of Air Traffic and Air Navigation Aids. This is a joint Department of Defense, Department of Transportation and Communications Commission plan for security control of air traffic and air navigation aids imposed by NORAD Regional Commander during an Air Defense Emergency.

u. **SCA**—Security Control Authorization. A NORAD authorization for aircraft to proceed in accordance with specific conditions when emergency SCAT or SCATANA is in effect.

v. **WASP**—War Air Service Program.

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STATE OF SOUTH CAROLINA
STATE AND REGIONAL DISASTER AIRLIFT
(SARDA) Plan

INTRODUCTION

1. General War Conditions

a. In the event of attack upon the United States, it is expected that much of the State, corporation, and privately owned general aviation (non-air-carrier) aircraft, related airports, and repair and servicing facilities, will survive within the State of South Carolina.

Under conditions where attack upon the United States is expected, imminent, or underway, the North American Air Defense Command (NORAD), through its regions will implement the DOD/DOT/FCC, Security Control of Air Traffic and Air Navigational Aids (SCATANA) plan, whereby the restriction and control of military and civil air traffic and air navigation aids would be applied. These Air Defense conditions and operational restrictions are covered in Annex 1.

Unless otherwise directed by Federal or Regional emergency transportation authorities, the South Carolina State and Regional Disaster Airlift (SARDA) missions will be executed during attack and post-attack in support of survival and recovery operations, including high priority disaster preparedness and disaster relief operations, and will be conducted in accordance with the flight limitations and restrictions imposed by the NORAD Region concerned and the guidance and policies set forth herein.

Increased Readiness Conditions

b. During periods of increased readiness and prior to the declaration of an Air Defense Emergency, the NORAD Commander or his Regional Commanders may implement Emergency Security Control of Air Traffic (ESCAT) Rules. Such rules require all aircraft to comply with special security instructions necessary to identify, locate and insure immediate control of air traffic. ESCAT may include directing, re-routing, and/or restricting of air traffic.

Air Defense Emergency

c. Upon declaration of an Air Defense Emergency, the NORAD Regional Commander will immediately direct the Air Route Traffic Control Centers (ARTCC) to "IMPLEMENT SCATANA." This would include, grounding, diversion, or dispersal of all military and civil air traffic per NORAD instructions to prevent saturation of the Air Traffic Control (ATC) System capability.

2. Natural Disaster or Other Non-War Caused Emergencies

Under the provisions of Section two (2) of the South Carolina Disaster Preparedness Act of 1973, certain powers were given to the Governor, as follows:

"(1) Issue emergency proclamations and regulations and amend or rescind them. Such proclamations and regulations shall have the force and effect of law as long as the emergency exists.

"(2) Declare a state of emergency for all or parts of the State if he finds a disaster has occurred, or that the threat thereof is imminent, and extraordinary measures are deemed necessary to cope with the existing or anticipated situation. A declared state of emergency shall not continue for a period of more than fifteen days without the consent of the General Assembly.

"(3) Suspend provisions of existing regulations prescribing procedures for conduct of State business if strict compliance with the provisions thereof would in any way prevent, hinder or delay necessary action in coping with the emergency.

"(4) Utilize all available resources of State government as reasonably necessary to cope with the emergency.

“(5) Transfer the direction, personnel or function of State departments, agencies and commissions, or units thereof, for purposes of facilitating or performing emergency services as necessary or desirable.

“(6) Compel performance by elected and appointed State, County and municipal officials and employees of the emergency duties and functions assigned them in the State Disaster Plan or by Executive Order.

“(7) Direct and compel evacuation of all or part of the populace from any stricken or threatened area if this action is deemed necessary for the preservation of life or other disaster mitigation, response or recovery; to prescribe routes, modes of transportation and destination in connection with evacuation; and to control ingress and egress at a disaster area, the movement of persons within the area, and the occupancy of premises therein.”

THE SARDA PLAN

1. Purpose

The purpose of this State and Regional Disaster Airlift (SARDA) Plan is to:

a. Define operational procedures for the use of civil aircraft committed to SARDA Plan operations in the State of South Carolina in time of emergencies. Such emergencies may be those arising incident to war, threat of war, major disasters, insurrections or other emergencies declared by the President, the Congress, the Governor of South Carolina, or military authorities. This Plan is designed to make available or preserve and enhance the potential of all civil aircraft, airfields and related support facilities, and aircrew members in support of the following:

- (1) Day-to-day operations of the general aviation fleet.
- (2) Operations during periods of increased readiness (ESCAT).
- (3) Operations under general war conditions (SCATANA).
- (4) Operations during non-war caused major disasters.

b. Outline the duties and responsibilities of the State Disaster Preparedness Agency, the State Aeronautics Commission, the State Civil Air Patrol Wing, certain State Departments and Agencies assigned Executive Order responsibilities by the Governor, and all others having primary responsibilities for organization, training, use, and control of SARDA aircraft.

c. Establish and operate control airports and to provide a means of securing and controlling identification of airmen and airport personnel.

d. Control the operation of SARDA aircraft from all airports in the State when ESCAT or SCATANA are invoked by the NORAD Regional Commander.

e. Assure the establishment of communications necessary for the dissemination of necessary warning information and directives to facilities having personnel engaged in SARDA operations.

2. Authority

a. The provisions of this plan are intended to operate within the scope of:

(1) Laws and Executive determinations of the State of South Carolina.

(2) Memorandum of understanding between the 20th NORAD Region and FAA Southern Region (Annex 1).

(3) Directives and air traffic control procedures of the FAA.

(4) Rules and regulations promulgated by the South Carolina Disaster Preparedness Agency and the South Carolina Aeronautics Commission, under the authority of 2a(1) above.

(5) Federal Civil Defense Act of 1950 as amended, Public Law 920, 81st Congress, and subsequent amending legislation and executive orders dealing with public emergencies and disaster recovery operations.

3. Policies

a. RETCO—Regional Emergency Transportation Coordinator. To support the states in the operation of the SARDA fleet, the Department of Transportation, through its office of Emergency Transportation, has established a Regional Emergency Transportation Coordinator (RETCO) in each DCPA Region. The coordinator is assisted in his responsibilities to coordinate all emergency transportation during a Civil Defense emergency by a Regional Inter-Agency Emergency Transportation Committee (RIETCOM) consisting of Federal agencies having transportation responsibilities. The General Aviation District Office (GADO) located in Columbia, acts for the RETCO in emergencies within the State of South Carolina.

b. The Director of the South Carolina Aeronautics Commission has been designated by the Governor as State SARDA Director.

c. SARDA priorities will be determined by the South Carolina State Director of Disaster Preparedness.

d. The Office of Emergency Transportation (OET) may allocate certain preselected SARDA type aircraft to the War Air Service Program (WASP) or to other high priority missions. In this event, such aircraft will not be available to the SARDA fleet.

e. The U.S. Air Force may assign support missions to the South Carolina CAP Wing Corporate Aircraft. SARDA officials should recognize this possibility.

f. Use of SARDA type aircraft and/or personnel other than CAP for non-war emergencies will be on a pre-programmed, volunteer basis; and will be reimbursable to the extent previously agreed upon between the State Disaster Preparedness Director, the State SARDA Director, and the aircraft owner(s) concerned. Use of CAP aircraft, personnel and equipment is the subject of a memorandum of understanding between the State of South Carolina and the South Carolina CAP Wing (SEE ANNEX 2).

g. While the primary purpose of the SARDA concept is for conditions of general war, the Governor may activate appropriate portions of the SARDA organization in natural or other non-war disasters or imminent disasters, in accordance with the provisions of paragraph 2, Introduction, of this plan and of other authorities and prerogatives of the Governor and of the laws of the State of South Carolina.

4. Responsibilities and Procedures

a. South Carolina Aeronautics Commission (State SARDA Director):

(1) Provide in the state EOC a liaison officer from the state SARDA staff to coordinate the SARDA support for state-level disaster operations.

(2) Provide overall supervision and direction for management and control of general aviation resources throughout the State under National Emergency Conditions when direct Federal control is not in effect, and/or under non-war conditions, when so declared by the Governor.

(3) Contingent upon prevailing levels of radiation throughout the State, direct the activation of State, Area and Local SARDA organizations, and the submission of the initial capabilities/damage assessment reports to State SARDA Headquarters.

(4) Through the State Director for Disaster Preparedness and the Deputy Director for SARDA (Commander, South Carolina Wing), request applicable State-owned and CAP Communication

facilities be deployed and activated at airports shown in Annex 1, Tab 7A for operational and administrative traffic to and from State SARDA headquarters, Area SARDA Coordinators and Local SARDA Chiefs.

(5) Through established reporting procedures, maintain current status of available general aviation resources throughout the State during the emergency period and direct the relocation of aircraft/pilot resources to meet essential airlift requirements.

(6) Through Regional Emergency Transportation channels, FAA channels, or direct contact with SARDA officials of surrounding States, be prepared to request interstate SARDA support for essential survival and recovery activities in South Carolina and/or to provide SARDA support to other states within the capabilities of available general aviation resources in South Carolina; and determine the most suitable aircraft/pilot resources to accomplish such missions.

(7) Allocate appropriate aircraft/pilot resources to satisfy National, Regional, or State directed missions, to include those missions required by the State Office of Disaster Preparedness.

b. FAA

(1) Serve as the representative of RETCO and acts as the FAA Coordinator for all FAA assigned responsibilities under this plan within the State of South Carolina.

(2) Assume management and control of general aviation resources within the State should direct Federal control be implemented.

(3) Provide FAA representation to the State SARDA as a direct link with Regional or National FAA headquarters.

(4) Arranges for emergency control tower services where required, to include radio equipped aircraft where circumstances dictate.

(5) In coordination with the State Disaster Preparedness Director and the State Emergency Transportation Board, assist in adjudication of conflicts for claimancy of available airlift at State, Area and Local levels.

(6) Through official and personal contacts, promote and assist in the registration of general aviation resources throughout the State.

(7) Promote and participate in tests and exercises designed to evaluate and improve SARDA management and control of general aviation resources, and assist in training applicable units and/or personnel to carry out assigned missions and duties.

*c. Commander, South Carolina CAP Wing
(State Deputy Director for SARDA)*

Upon notification that SCATANA and/or ESCAT has been activated, or upon notification by the State SARDA Director:

(1) Alert, via telephone and CAP radio networks, Area SARDA coordinators, and local SARDA chiefs to activate and man applicable SARDA resources.

(2) Direct deployment and activation of CAP communication facilities to airports shown in Annex 1, Tab 7A.

(3) Direct the submission of initial capabilities damage assessment reports to State SARDA Headquarters at earliest possible time (Appendix 7, Attachment 1).

(4) Proceed to State SARDA Headquarters by fastest available transportation to assist the State SARDA Director in statewide management and control of general aviation resources.

(5) Make available all surviving resources of the South Carolina CAP Wing to the State SARDA Director for use in SARDA operations.

d. State Office of Disaster Preparedness (State Director for Disaster Preparedness)

(1) Provide space in the State EOC for a liaison officer from the State SARDA staff to coordinate SARDA support for state-level disaster preparedness activities.

(2) Keep the State SARDA Director advised of existing and anticipated statewide disaster preparedness requirements for airlift of urgently required medical personnel and supplies, disaster reconnaissance, courier service, damage assessment, aerial radiological monitoring, and other survival and recovery activities.

(3) Coordinate use of statewide communication networks in support of SARDA operations, when requested by the State SARDA Director.

(4) Assist in the development of tests and exercises designed to evaluate SARDA management and control of general aviation resources; and, encourage participation of local Disaster Preparedness organizations in such tests and exercises.

(5) Provide training assistance for elements of SARDA through civil preparedness sponsored programs when such training is beyond the capabilities of applicable units and/or organizations. Such training assistance will include radiological monitoring (aerial and ground), decontamination techniques and procedures, and airborne damage assessment.

e. General Aviation Industrial Groups (Corporate and Fixed Base Operators)

(1) In consonance with the intent of this plan, register all general aviation resources with the State SARDA organization (aircraft and pilots, maintenance and repair facilities, and servicing facilities—to include fuel, oil, and spare part inventories) and make such resources available to the State SARDA Director to support essential airlift of people and materials for survival and recovery activities under National Emergency Conditions and/or Natural Disasters, when so declared by the Governor.

(2) Make available qualified personnel experienced in aircraft management and operations (on a volunteer basis) to assist in management and control functions of SARDA staffs at State, Area and Local levels.

(3) Voluntarily participate in tests and exercises designed to evaluate SARDA management, control, and operations of general aviation resources throughout the State.

(4) Train a minimum number of personnel in radiological monitoring techniques and procedures, to assist in determining the usability of corporate-owned aircraft and/or facilities following nuclear attack conditions.

(5) Maintain an itemized record of aircraft operating expenses incurred when aircraft are utilized in support of directed SARDA missions during periods of National Emergency or Natural Disasters. Such records must be submitted with claims for reimbursement from the State. (*Directed missions are those ordered by the SARDA Organization on a non-voluntary basis, as contrasted to practice missions or exercises which are voluntary*).

f. Private Aircraft/Pilot Owners, and Airfield Managers and Operators

(1) In consonance with the intent of this plan, register privately owned and operated aircraft/pilot resources and/or airport supporting services with the State SARDA Organization; and make such resources available to the State SARDA Director to support essential airlift of people and material for survival and recovery activities under National Emergency conditions and/or Natural Disasters when so declared by the Governor.

(2) On a volunteer basis, airport managers or operators will cooperate with the Assistant Area SARDA Coordinator at Area Control Airports or Assistant SARDA Chief at local airports; and as such, carry out those functions assigned to the

Logistics Support Branch within Area and Local SARDA staffs. (These functions can be delegated to other personnel, if desired.)

(3) Maintain an itemized record of aircraft operating expenses incurred when aircraft are utilized in support of *directed* SARDA missions during periods of National Emergency or Natural Disasters. Such records must be submitted with claims for reimbursement from the State. (*Directed* missions are those ordered by the SARDA Organization on a non-voluntary basis, as contrasted to practice missions or exercises which are voluntary.)

g. South Carolina Wildlife and Marine Resources Department

(1) Register aircraft/pilot resources with the State SARDA Organization and be prepared to carry out special SARDA missions in support of essential survival and recovery activities, and when called upon, participate in tests and exercises to evaluate SARDA management, control and operational capabilities.

(2) Provide postattack mobile communications at airports shown in Annex 1, Tab 7A and to the fullest extent possible, provide the same capability during SARDA tests and exercises.

h. South Carolina Highway Department

(1) Provide postattack mobile communication facilities at airports shown in Annex 1, Tab 7A and to the fullest extent possible, provide the same capability during SARDA tests and exercises.

(2) In cooperation and coordination with local SARDA staffs, provide roadblocks to control vehicular traffic on roads leading to local airports, when such requirements are beyond the capabilities of county or local civil preparedness organizations.

(3) In consonance with State assigned radiological reporting responsibilities, assist local personnel in this function for Capability/Damage Assessment Reporting.

i. South Carolina Highway Patrol

(1) Provide mobile communications between scenes of disaster and Area Control Airports (Area SARDA Coordinators) and/or local airports (Local SARDA Chiefs) where airlift of medical supplies, medical personnel, or evacuation of seriously ill or injured personnel is paramount to survival and recovery activities and such communication is beyond the capability of civil preparedness agencies.

(2) Assist in vehicular traffic control in the vicinity of airports.

(3) Provide escort for high priority supplies, equipment, personnel and/or evacuees to and from airports when emergency equipment vehicles are not available.

j. State Offices of Resource Management

(1) Department of Agriculture

(a) Develop plans for supplying petroleum products for emergency operations of the Air Transportation Division (SARDA) of the *State Transportation Agency*.

(b) Where storage facilities for petroleum products have been destroyed or damaged at operational airfields in the State, provide in coordination with the *State Transportation Agency*, mobile refueling units for servicing of aircraft until storage facilities have been replaced or repaired.

(2) State Highway Department

In coordination with the *State Transportation Agency*, plan for the emergency repair and/or construction of airfields and facilities in the State for the emergency operation of the Air Transport Division (SARDA).

(3) Electrical Utilities Division (South Carolina Public Service Commission)

In coordination with the State Construction and Housing Agency, plan for maintaining and/or providing electric power to airfields in the State for the emergency operations of the Air Transport Division (SARDA).

(4) Employment Security Commission

Provide for and insure the continuation of aviation experienced personnel in applicable fields of general or specialized training in support of emergency operations of the Air Transport Division (SARDA).

k. South Carolina National Guard

(1) Provide information to the State SARDA Director on existing or anticipated requirements for SARDA airlift.

(2) When military support requires SARDA operations into and out of military installations, military clearance for such operations shall be coordinated within military channels and shall be made a part of the original request for support.

(3) Contingent upon military commitments and the availability of applicable personnel and equipment, provide augmentation support in terms of security of airports, communications, and vehicular transportation.

5. Concept of Operations

a. Threat Actions

(1) *Emergency Security Control of Air Traffic (ESCAT)*

(a) In the event the NORAD Regional Commander determines that a threat exists that does not require or meet the criteria for declaration of an Air Defense Emergency (Civil Defense Emergency), he may impose ESCAT rules. He will instruct the FAA Air Route Traffic Control Centers to impose ESCAT in specific areas outlining the requirements and restrictions on flights entering, departing, or operating within affected areas. The NORAD Regional Commander may direct that the ARTCC relax or increase the restrictions as the nature of the threat changes.

(b) The ARTCC's will impose the restrictions, disseminate the instructions to air traffic, civil and military air traffic and control facilities, flight service stations and other appropriate aeronautical facilities. The above listed facilities will disseminate the instructions to air traffic.

(c) SARDA aircraft, as well as all other aircraft, will immediately take the directed action.

(d) Upon notification of ESCAT, the State SARDA Director will immediately implement plans to activate State SARDA Headquarters and to notify all State agencies, as listed in paragraph 4 of this plan. While ESCAT does not necessarily predict an Air Defense Emergency, it is of sufficient severity to require activation of SARDA Control Headquarters.

(2) *Air Defense Emergency and Implementation of SCATANA*

Upon declaration of an Air Defense Emergency, the NORAD Regional Commander will immediately direct the ARTCC's to "IMPLEMENT SCATANA". He will at the same time issue the following to the ARTCC's:

- (a) Provide routing restrictions in specific areas.
- (b) Limit volume of air traffic in specific areas by applying wartime air traffic priorities.
- (c) Impose altitude limitations in specific areas.
- (d) Issue specific instructions on control of air navigation aids.
- (e) Change ESCAT rules as necessary.
- (f) Issue any other instructions.
- (g) On receipt of the above SCATANA instructions, the ARTCC's will:

- (1) Order all VFR traffic to land at nearest suitable airport with instructions to refile an IFR/DVFR Flight Plan.

- (2) Direct landing, grounding, diversion, or dispersal of all military and civil air traffic per NORAD instructions; and, implement control of air navigation aids. In the event the State SARDA plan has not been activated at the time SCATANA is implemented, action should begin at once to activate the control headquarters and prepare for SARDA operations.

(3) *SARDA List for Movement of Aircraft*

- (a) SARDA flights no higher than Minimum Enroute Altitudes (MEA) or Minimum Obstruction Clearance Altitudes (MOCA) in South Carolina Alpha Area. See memorandum of understanding between the State of South Carolina and 20th NORAD Region (See Annex 1, Tab 7).

- (b) SARDA flights originating in and operating within, originating in and leaving, or originating outside of and entering South Carolina Bravo Area, must submit flight plan request for SCATANA Security Control (SCA) authorization to appropriate FAA facilities.

- (c) FAA facilities will submit all requests for SCA's described in paragraph 2 to the SCATANA officer, 20th NORAD Region and relay his decision to requesting SARDA facility.

- (d) If the flight is authorized, FAA will insert "SCA" in lieu of SCATANA priority in Item 20 of Air Movement Information Service (AMIS) Flight Plan forwarded to NORAD.

(4) *Peacetime Disaster Operations*

- (a) Peacetime disasters may include natural disasters, nuclear incidents, chemical and industrial spills, major transportation accidents, other environmental disasters, civil disorders, explosions, major fires, or any other disaster that requires coordinated action above and beyond the normal activities of individual departments and agencies of State and Local areas.

- (b) Disasters occur in two general classifications: the first, includes predictable disasters such as hurricanes, floods, and prolonged drought. In these cases, agencies of governments, including SARDA agencies, may preposition people and equipment to meet the threat. The second classification, includes tornadoes, nuclear accidents, explosions, etc. This type disaster requires immediate reaction on the part of government agencies having emergency responsibility, including SARDA type agencies, as appropriate.

- (c) The Governor may activate all or any portion of the SARDA Plan in peacetime emergencies as discussed in Introduction paragraph 2(3)(5).

b. Priority of SARDA Flights Within South Carolina

(1) The State Director of Disaster Preparedness will establish the geographic area of priority activities (Operational Priority Areas) after reviewing the operational priorities issued by the DCPA Regional Director and consulting with all agencies concerned. In making these decisions, he will consider damage, nonavailability of areas due to radiation or other causes, people and property involved, access of the area to type aircraft available, and any other factors contributing to the survivability of South Carolina and the Nation.

(2) Once the operational priority areas have been determined the State SARDA Director will use this list as a guide in establishing SARDA mission priorities.

(3) The State Director of Disaster Preparedness will also establish type of mission priorities for the guidance of all concerned. These will include but not be limited by the following:

- (a) Airlift needed, personnel and supplies.
- (b) Disaster reconnaissance appraisal including aerial radiological monitoring.
- (c) Communications by courier flights and/or nongovernmental aeronautical radio capabilities such as CAP as are available.
- (d) Air support to satisfy essential priority commercial, corporate, industrial, health and welfare, and agricultural requirements in military and civil preparedness survival and recovery actions.

(4) The State Director of Disaster Preparedness will review the above listed priorities and will adjust priorities as the situation changes.

c. State-Local Priorities

(1) Missions established by the State SARDA Director take priority over all local missions. However, local SARDA authorities may order local missions when the aircraft are not involved in State directed missions.

(2) Local missions should follow the operational and mission type priorities set by the State Director of Disaster Preparedness.

d. Continental Air Reconnaissance for Damage Assessment (CARDA) Missions

(1) The military may request certain CARDA missions be flown by the South Carolina SARDA organization. These missions would be flown under the appropriate SCATANA priority when any portion of the flight is in the BRAVO area (See Annex 1, Tab 7A).

6. SARDA Operational Procedures

a. Priorities (Allocation of SARDA)

In the allocation and use of aviation services, the following activities will be given priority to all other claims. This is in accordance with Federal plans. However, the sequence in which the activities are listed does not necessarily indicate precedence of priority; prevailing circumstances will determine priority precedence.

(1) Immediate defense and retaliatory combat operations of the Armed Forces.

(2) Maintenance and continuity of governmental authority and control at all levels to restore and preserve order and to provide essential emergency operations and services required for survival of the population.

(3) Production, distribution, and use of survival items essential to continued survival and rapid recovery.

(4) Essential services needed to carry out any priority activities such as transportation, communications, essential government services, etc.

b. State SARDA Organization

(1) Organization/Management Concept

This plan takes into consideration the requirements for:

(a) Rapid dissemination of "SCATANA" alert and warning information that will be provided and/or imposed upon civil/military aviation flight operations by NORAD through FAA Air Traffic Control Center/Flight Service Station facilities.

(b) Mobilization and response of general aviation resources necessary to support essential survival and recovery activities under National and/or Natural Disaster conditions. As an established organization trained and experienced in administrative and operational functions compatible with SARDA operations, the South Carolina Wing of the Civil Air Patrol (See Annex 2) is the organization around which State, Area, and Local SARDA operations will be organized—and through which statewide SARDA operations and management and control will be exercised, as follows:

(1) Statewide management, control, and direction of general aviation resources (non-air carrier) in support of SARDA operations is vested in the Director, South Carolina Aeronautics Commission, henceforth referred to as the "State SARDA Director."

(2) At State level, liaison and coordination is provided and maintained with FAA agencies, Military agencies (both active and reserve), the State Disaster Preparedness Director and other State agencies, and elements of the General Aviation Industry.

(3) To assist in carrying out Statewide SARDA operations, the State is divided into eight (8) Operational Control Areas with Columbia being base control and with an Operational Control Airport designated within each area. Further, an Area SARDA Coordinator has been designated for each Operational Control Area to supervise, on behalf of the State SARDA Director, the management and control of general aviation resources from Area Control Airports and other airports within each respective area. The Area SARDA Coordinator and staff will be located at the respective Area Control Airports (Annex 1, Tab 7A).

(4) Information pertaining to "SCATANA" status, and information regarding the functions of Air Traffic Control such as flight plan filing, flight clearance, and flight following will be disseminated through the SARDA Area Control Airports to airports within each respective Control Area. Further, the dissemination of information to and from the State SARDA Director regarding the allocation of general aviation resources, capability and damage assessment reporting, mission requests and authorizations, and other items of information will be routed through the respective Area SARDA Coordinator and the Area Control Airport for NORAD Region SCA, when required, prior to release of aircraft.

(5) At Area level and selected local airports, SARDA staffs paralleling the State SARDA staff will be established commensurate with management and operational workloads.

(6) The staffing and manning of State, Area, and Local SARDA staffs will be accomplished through the combined resources of the South Carolina Civil Air Patrol Wing and qualified personnel (volunteers) of the general aviation industry. Inasmuch as supporting resources (fuel, oil, spare parts, servicing, maintenance and repair) are normal functions of airport management, current planning provides for airport managers or designated personnel to fill the positions of Assistant Area SARDA Coordinator, and Assistant SARDA Chief at Area and Local levels.

(7) SARDA staffs will be established at the following control airports, or other State airports, if so directed by the SARDA officer.

AIRPORT	LOCATION
Anderson	Anderson
Greenwood	Greenwood
Aiken	Aiken
Walterboro	Walterboro
Orangeburg	Orangeburg
Florence	Florence
Chester	Chester
Woodward Field	Camden

NOTE: The foregoing airports are in consonance with postattack aircraft relocation sites.

(2) *Delegation of Operational, Management, and Control Responsibilities*

As previously stated, overall State-level management and control of general aviation resources under emergency conditions is vested in the Director, South Carolina Aeronautics Commission (State SARDA Director and Staff). However, to provide an acceptable degree of flexibility in the management and control function commensurate with varying postattack situations throughout the State, to compensate for marginal or non-existent communications between State, Area and Local SARDA staffs, and to minimize the reaction time of SARDA forces to perform essential postattack survival missions on a local basis, the following management and control responsibilities are delegated to the area SARDA Coordinators within respective Operational Control Areas:

(a) Accept and approve requests for utilization of SARDA airlift, and allocate aircraft/pilot resources to carry out essential military and civil preparedness survival and recovery activities.

(b) Accept related flight plans from Flight Service Station local SARDA organizations and process through applicable FAA/ARTCC (FSS) facilities for NORAD prior to release of aircraft.

(c) May commit up to but no more than 75 percent of available aircraft/pilot resources in support of area requirements. The remaining 25 percent will be held in reserve to support directed missions by Federal, Regional, and State level Emergency Transportation authorities. In the event 75 percent of available aircraft/pilot resources is inadequate to perform such missions, submit a request to the State SARDA Director, requesting assistance from other Operational Control Areas in the State.

(d) Provide the State SARDA Director a daily activities report showing all SARDA missions performed for the previous 24-hour period beginning at 1400 ZULU each day (0900 AM EST-0800 AM CST).

(3) *Communications*

To effectively coordinate the utilization of available general aviation resources in support of military and/or civilian emergency requirements at Federal, Regional, State and Local levels, the following communications services and facilities shall be utilized to the fullest extent possible commensurate with postattack conditions and availability of applicable communication resources (See Annex 3).

- (a) Civil Defense National Teletype Service (CDNATS).
- (b) Civil Defense National Radio Systems (CDNARS).
- (c) National Warning System, CD National Voice System (CDNAV).
- (d) Civil Air Patrol Net.
- (e) State-owned Nets.
 - (i) Wildlife and Marine Resources Department.
 - (ii) Highway Department Net.
 - (iii) State Law Enforcement Division Net.
 - (iv) Other Nets, as required.
 - (v) Federal Aviation Administration (FAA) Net.
 - (vi) Radio Amateur Civil Emergency Service Net (RACES).
 - (vii) Commercial Telephone (WATTS line).
 - (viii) Air Courier and Messenger.

7. **Actions Under Various Conditions of Readiness**

a. *Pre-emergency—Normal Readiness*

During this period, the State SARDA Director will:

(1) Prepare and test plans for the organization and efficient use of all available aircraft within the State.

(2) Arrange with airport operators throughout the State for use of their facilities for operations and maintenance during an emergency.

(3) Assemble and maintain information on current aviation resources, facilities, and capabilities.

(4) Assist in establishing control airports and landing areas for aviation facilities and services in the 46 counties.

(5) Recruit and assign sufficient qualified personnel to assure maximum utilization of available aircraft in an emergency.

(6) Insure that all aviation personnel are thoroughly familiar with the State Emergency Plan and their respective county emergency plans.

(7) Assist the 46 counties in development of sound and workable Air Transport Plans.

b. *Emergency Periods*

The Operational Readiness Conditions (OPCONS) established in Paragraph III of the South Carolina Emergency Operations Plan, and Annex I, Transportation Service, are standard for all elements of the South Carolina Disaster Preparedness Agency. The State SARDA Director will take the following actions under the various readiness conditions:

(1) *OPCON 3.*

- (a) Alert key personnel and advise of situation.
- (b) Test communications.
- (c) Review emergency air plans and responsibilities.
- (d) Review plans for activating predesignated control airports and landing areas.
- (e) Review procedures for evacuating aircraft out of possible target and/or disaster areas.
- (f) Determine availability of aircraft, aviators (pilots) and support personnel.
- (g) Check fuel and spare parts supplies.

(2) *OPCON 2.*

- (a) Alert key personnel and advise of situation.

- (b) SARDA Liaison Officer will prepare to report to State Emergency Operations Center (EOC).
- (c) Prepare to evacuate airplanes, equipment, and necessary personnel out of possible disaster area.
- (d) Air Division personnel and supporting facilities effect a 24-hour standby alert.
- (e) Notify designated city/county airport operators to be prepared to fuel and service essential aircraft to meet Disaster Preparedness requirements.
- (f) Notify counties to prepare to activate and man control airports and/or emergency landing areas.

(3) OPCON 1.

- (a) Alert all key personnel and advise of situation.
- (b) The State SARDA Director and/or his representatives assemble at the State Emergency Operations Center (EOC) and mobilize the SARDA Organization.
- (c) Establish communications with county emergency operations centers.
- (d) Determine availability of equipment and personnel and report readiness status of the Division to the State Emergency Operations Center (EOC).
- (e) Complete any actions prescribed for OPCONS 3 and 2 not previously accomplished.

c. Attack Without Warning

All persons within the SARDA Organization take best available cover in event of attack without warning, and proceed to their respective relocation sites as soon as conditions permit.

d. Post Attack—Operational Recovery Period

(1) Immediately after an attack, or as soon as radiological conditions permit, following actions will be taken at State level:

- (a) Maintain operations in the State Emergency Operations Center (EOC) on a continuous basis.
- (b) Recognize established priorities on all requests for aviation.
- (c) Compile and consolidate damage and capability assessment reports on aircraft and facilities.
- (d) Maintain close liaison with the military.
- (e) Provide for utilization of aircraft in other than their normal usage.

- (f) Where possible, operate maintenance facilities at control airports and landing areas.
- (g) Line of succession to State SARDA Director.

(2) Actions to be taken at County or Local level.

- (a) Activate assembly areas and control airports as necessary.
- (b) Place operations on a 24-hour basis.
- (c) Enforce air priorities.
- (d) Make immediate damage assessment reports to State SARDA Director.
- (e) Dispatch aircraft to other locations as directed by proper authority.
- (f) Establish maintenance facilities where possible.
- (g) Prepare estimates of fuel requirements and resources.
- (h) Make arrangements locally through the Social Services for feeding and housing air personnel as close as possible to emergency assembly control airports and landing areas.
- (i) Report available air equipment, manpower, fuel, parts, etc.
- (j) Each control point will keep an up-to-date roster of aviators and pilots and operating personnel, with addresses and telephone numbers.
- (k) Insure that all personnel know and understand their duties and responsibilities.
- (l) Maintain dispatch logs and other necessary records.

8. Communications

a. Prior to an attack, normal day-to-day communications will be used at all echelons.

b. During an attack and immediately thereafter, all available communications within the SARDA, at all echelons, will be used, including the South Carolina Disaster Preparedness Communications Service, Federal Aviation Administration (FAA), all law enforcement divisions, and Civil Air Patrol (CAP), which will provide for the dissemination of necessary directives and pertinent information to airports.

c. Communications involving use of radio will be controlled in accordance with the requirements of the Air Defense Commander.


(1) Administrative communications of a point-to-point nature on the ground will be by landline or radio, as provided by the State Disaster Pre-

paredness Communications Network. Air-ground communications will be on 122.8 MHz only, or on police radio frequencies, if aircraft is equipped.


(2) Operational communications will be air-ground on available FAA aeronautical frequencies

and may also be on 122.8 MHz in areas where FAA frequencies are not available, supplemented by landline or point-to-point as may be provided by the South Carolina Disaster Preparedness Agency.

APPROVED:



Director
South Carolina Disaster
Preparedness Agency



Director
South Carolina Aeronautics
Commission

October 31, 1973

Date

SUPPLEMENT 1 TO APPENDIX 1
QUAD REGION SCATANA PLAN

Memorandum of Understanding
between
20th NORAD Region and FAA Southern Region

1. General.

This Memorandum of Understanding establishes procedures for the implementation of the State and Regional Defense Airlift Plans (SARDA) within DCPA Region Three boundaries rather than by 20th NORAD Region/FAA Southern Region boundaries when the QUAD Region Appendix 1 to the DOD/DOT/FCC Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan has been implemented.

2. Purpose.

The purpose of this memorandum is to establish the parameters and interface actions required to execute the SARDA Plans to the maximum extent possible in a cohesive and coordinated manner while still insuring that the NORAD Region Commander retains positive control of the SCATANA Plan implementation consistent with Air Defense requirements.

3. Responsibilities.

a. The Commander, 20th NORAD Region, authorizes the sovereign states, within the 20th NORAD Region, and within the DCPA Region Three to execute their SARDA Plans, as specified in Tab 1 through 8 (listed below) and attached hereto.

	<u>DCPA REGION THREE</u>	<u>EFFECTIVE DATE</u>
Tab 1	Alabama	
Tab 2	Florida	
Tab 3	Georgia	
Tab 4	Kentucky	
Tab 5	Mississippi	
Tab 6	North Carolina	
Tab 7	South Carolina	
Tab 8	Tennessee	

Note: No Air Movement Information Service (AMIS) inputs are required from FAA for SARDA flights operating within the South Carolina ALPHA Area.


b. The SCATANA Officer shall advise the ARTCC of approval or disapproval of SARDA requests for Security Control Authorizations (SCA's).

c. FAA Southern Region shall:

(1) Forward all SARDA requests for Security Control Authorization to the 20th NORAD SCATANA Officer.

(2) Forward SCA approvals or disapprovals to the requesting facility.

(3) Insert "SCA" in lieu of SCATANA priority in item 20 of AMIS flight plan forwarded to 20th NORAD.



20th NORAD Region
Deputy for Operations



Chief, Air Traffic Division
FAA Southern Region

Memorandum of Understanding
between
Governor of South Carolina and Commander, 20th NORAD Region

1. General

The Memorandum of Understanding establishes procedures for execution of the State of South Carolina SARDA Plans when SCATANA has been implemented by the Commander, 20th NORAD Region.

2. Responsibilities

a. The Commander, 20th NORAD Region authorizes the State of South Carolina to:

(1) Conduct SARDA operations in South Carolina ALPHA area at altitudes up to Minimum Enroute Altitude (MEA) or Minimum Obstruction Clearance Altitude (MOCA).

(2) Request security control authorization for SARDA missions originating and operating within, originating within and leaving, or originating outside of and entering South Carolina BRAVO area.

b. The State of South Carolina shall:


(1) Submit flight plan requests for SCAS to the appropriate FAA facility for SARDA missions proposing to operate as outlined in 2.a.(2) above.

(2) Suspend all SARDA missions when directed by 20th NORAD Region SCATANA Officer.

c. Notwithstanding paragraphs 2.a. and 2.b. above, the 20th NORAD Region Commander retains the full SCATANA responsibilities and may cancel or delay SARDA operations consistent with Air Defense requirements.



Commander
20th NORAD Region



Governor
State of South Carolina

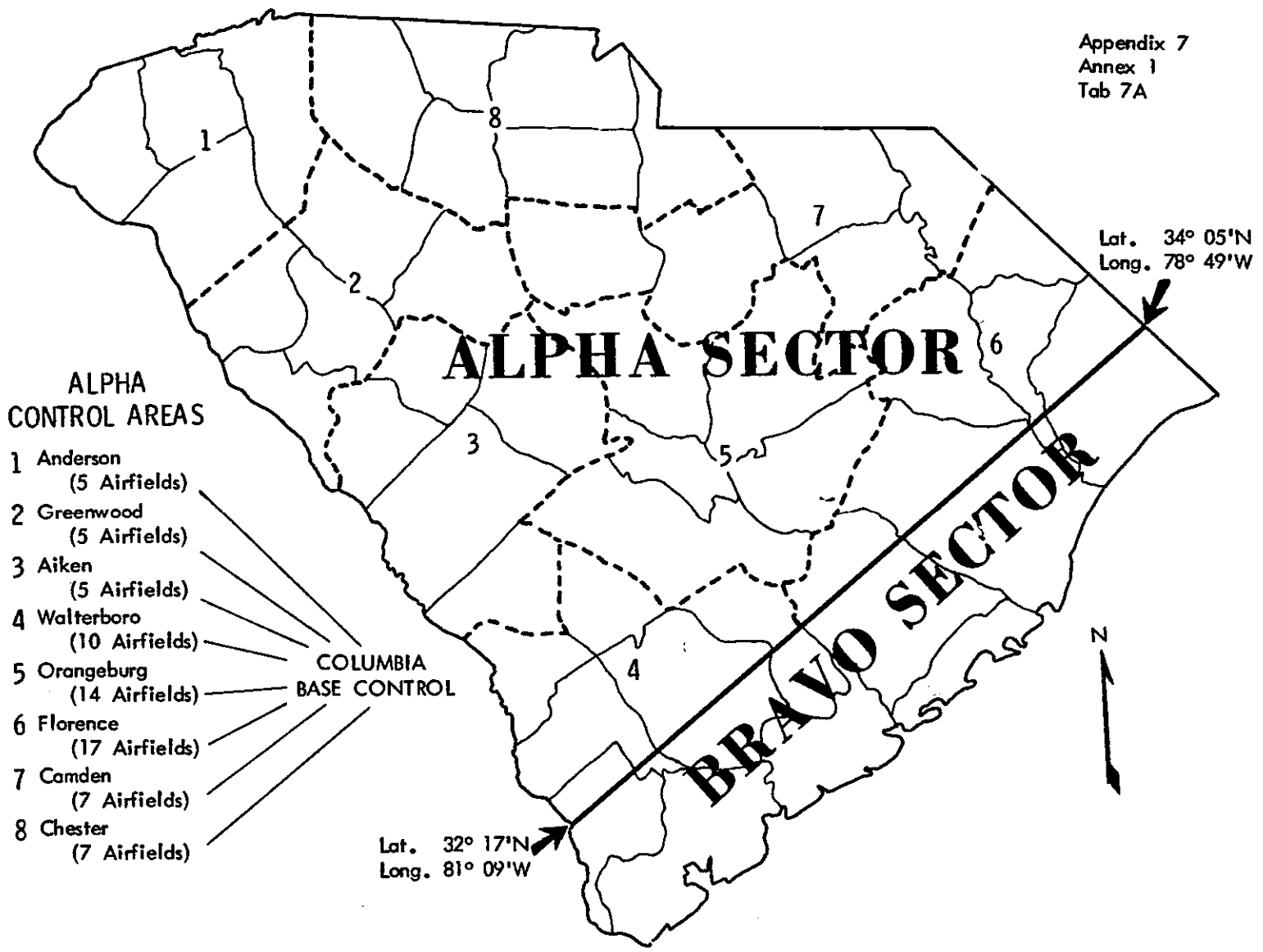


FIGURE 3.

ORGANIZATIONAL CHART AREA CONTROL AIRPORT

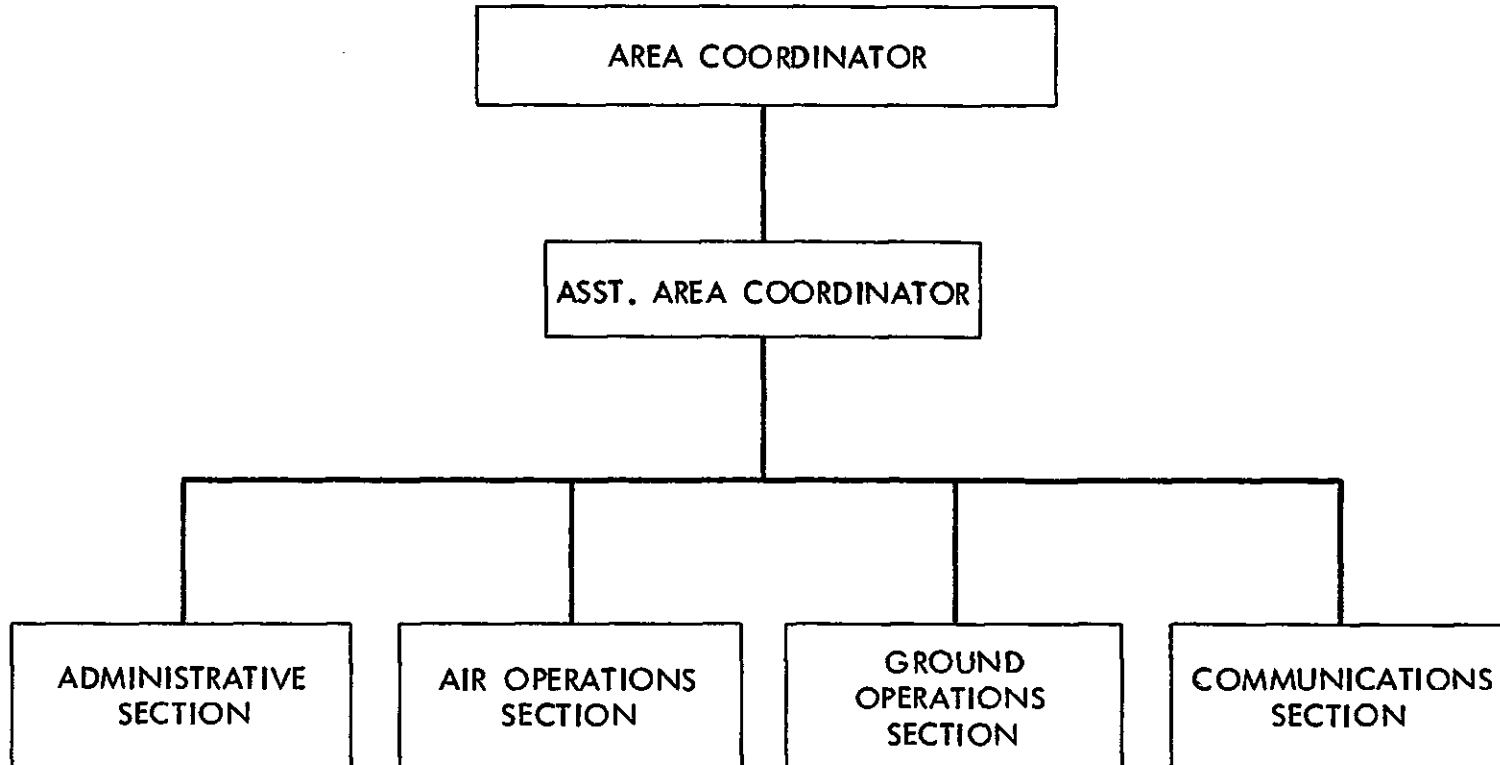


FIGURE 4.

ANNEX 2 (STATEMENT OF UNDERSTANDING—SOUTH CAROLINA WING, CIVIL AIR PATROL—SOUTH CAROLINA DISASTER PREPAREDNESS AGENCY) TO SOUTH CAROLINA DISASTER MANUAL

STATEMENT OF UNDERSTANDING

Between

THE SOUTH CAROLINA WING, CIVIL AIR PATROL

and

THE SOUTH CAROLINA DISASTER PREPAREDNESS AGENCY

1. During the impending or occurrence of a Civil Defense Emergency or a peacetime disaster declared by the President, the Governor, or the Director of the South Carolina Disaster Preparedness Agency, the South Carolina Wing, Civil Air Patrol, will employ its facilities, personnel, and equipment to support the South Carolina Disaster Preparedness Agency, consistent with its other missions as a volunteer civilian auxiliary of the United States Air Force. The manner in which Civil Air Patrol personnel, property, and equipment will be utilized as organized units in Civil Defense will be determined by the Commander or his representative, South Carolina Wing, Civil Air Patrol, in coordination with the Director, South Carolina Disaster Preparedness Agency. Such Commander will be responsible for keeping Continental Air Command informed of his actions.

2. This agreement defines the areas of participation by the South Carolina Wing, Civil Air Patrol, in Civil Defense in confirmation with the State of South Carolina Emergency Operations Plan and State of South Carolina Emergency Operations Manual for Natural Disasters and Civil Disorders in order to insure the most effective utilization of the proffered manpower and other resources. It extends to all levels of the South Carolina Disaster Preparedness Agency within the State and to all subordinate units of the South Carolina Wing, Civil Air Patrol.

3. Units of the South Carolina Wing, Civil Air Patrol, will be available to be employed during a Civil Defense emergency or peacetime disaster

and will be prepared to perform all or part of the following:

- a. Aerial radiological monitoring.
- b. Courier and messenger service.
- c. Aerial surveillance of surface traffic.
- d. Light transport flights for emergency personnel and supplies.
- e. Aerial photographic and reconnaissance flights.
- f. Radio communications.
- g. Other services within the capabilities of Civil Air Patrol.

4. Subordinate units of the South Carolina Wing, Civil Air Patrol, located within the jurisdiction of a County or City Civil Defense Agency will participate in the local Civil Defense organization as a unit with specific Civil Defense functions primarily as outlined in paragraph three on the preceding page. Civil Air Patrol units serving with local Civil Defense Agencies will serve under their own Unit Commander, subject to order of the Commander or his representative, South Carolina Wing, Civil Air Patrol, and the provisions of paragraph one on the preceding page.

5. Civil Air Patrol members participating in Civil Defense as individuals will serve under the direction of the local Director of Civil Defense.

6. The designation "Civil Air Patrol" may be coupled with the words "Civil Defense" in designating Civil Air Patrol units serving within a Civil Defense service. For example, "Civil Air Patrol-Civil Defense Courier Service".

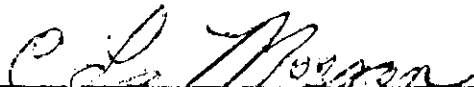
7. The placing of Civil Defense decals on Civil Air Patrol equipment is permitted and desirable in the interest of speedy identification and for prevention of undue delays during an emergency.

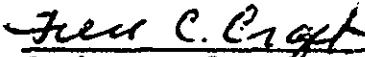
8. State and locally owned Civil Defense property, equipment and supplies needed to support the missions listed in paragraph three on the preceding page may be loaned and/or issued to Civil Air Patrol units on a memorandum receipt. Title to property, equipment and supplies will be retained by State or local Civil Defense Agencies. Civil Defense decals must be affixed to property and equipment in accordance with Federal and State regulations. Property, equipment and supplies will be used and/or operated in accordance with written agreements executed at time property, equipment or supplies are loaned and/or issued to Civil Air Patrol units. Civil Air Patrol units will be responsible to Civil Defense Agencies for items for which they have signed memorandum receipts.

9. Standing operating procedure setting forth details or responsibilities, coordination, liaison and operational instructions will be published and made available to all levels of both organizations.

10. All CAP members, when operating in an approved U.S. Air Force Mission (mission approved and mission designator assigned by Eastern Air Force Reserve Region, Dobbins AFB, Georgia), are entitled to U.S. Air Force reimbursement for aircraft and automotive fuels and lubricants and communications expenses. In the event the mission requested does not meet with Air Force requirements for approval and/or reimbursement, Section eight of South Carolina, Act R220, as enacted by the General Assembly of the State of South Carolina, and amended by Act R666, dated 28 June 1973, authorizes funds for reimbursement for unbudgeted disaster expenditures.

11. This statement of understanding supersedes any other statement of understanding between the South Carolina Disaster Preparedness Agency and the South Carolina Wing, Civil Air Patrol.


Colonel E. Lee Morgan, CAP
Commander, South Carolina Wing
Civil Air Patrol


Fred C. Craft, Director
South Carolina Disaster Preparedness Agency

DATE: October 31, 1973

CIVIL AIR PATROL ASSISTANCE DURING NATURAL DISASTER

1. CAP SUPPORT

The Civil Air Patrol (CAP) is a non-combatant auxiliary of the U.S. Air Force (USAF) that has volunteered its services to conduct various wartime and peacetime emergency missions. During wartime emergency the CAP Wing functions as an element of the State's "STATE AND REGIONAL DISASTER AIRLIFT" (SARDA) organization.

This section speaks only to CAP support of emergency operations associated with natural disasters which will be provided through military support to civil authorities or through CAP Wing/State Disaster Preparedness Agreements.

2. PROCEDURES

Procedures have been established requiring that the Eastern Air Force Reserve Region must approve requests for South Carolina CAP assistance by issuing a mission number in order for CAP to be reimbursed for certain expenses and to be covered by the Federal Employee's Compensation Act.

a. There are two correct methods to obtain an Air Force authorization:

(1) *First Method*

When there is sufficient time to fully coordinate the request (i.e., impending hurricanes, spring floods, etc.) requests should be forwarded through

the South Carolina Disaster Preparedness Agency to Headquarters, 1st U.S. Army who will forward the information to the appropriate Eastern Air Force Reserve Region for approval. (See for correct address and phone numbers—Appendix 7, Annex 2, Attachment 1, Tab A)

3. REQUESTS FOR ASSISTANCE

South Carolina CAP Wing Commanders are required to maintain current agreements with appropriate Air Force Reserve Regions to insure successful alerting of requested units. Requests from civil authorities for CAP assistance must include the following information:

a. A date/time for starting the mission.

b. The mission(s) CAP will be expected to perform.

(1) Aircraft: Personnel/cargo transport; damage assessment/surveillance.

(2) Communications: mobile fixed.

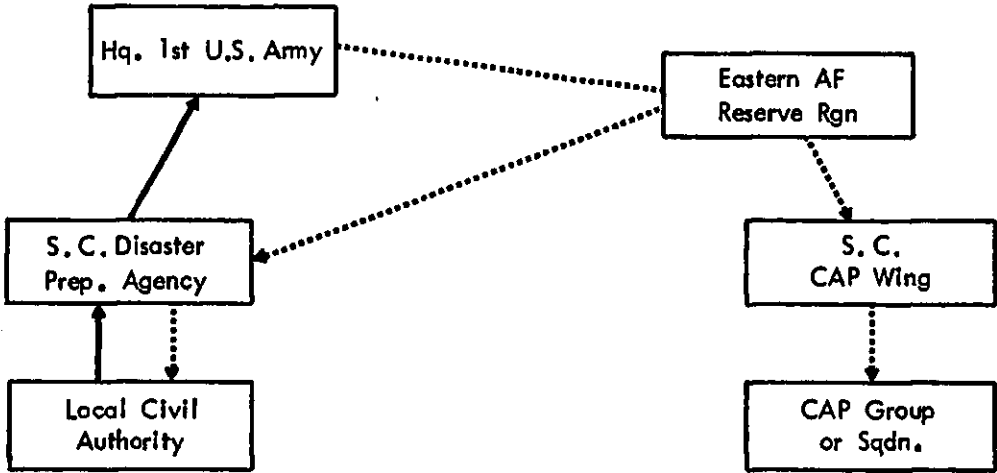
(3) Ground teams: search/rescue/evacuation.

(4) Other.

c. A time limit for the duration of CAP assistance.

d. Name, title and phone number of the individual making the request.

FLOW OF REQUEST AND APPROVAL DIAGRAM

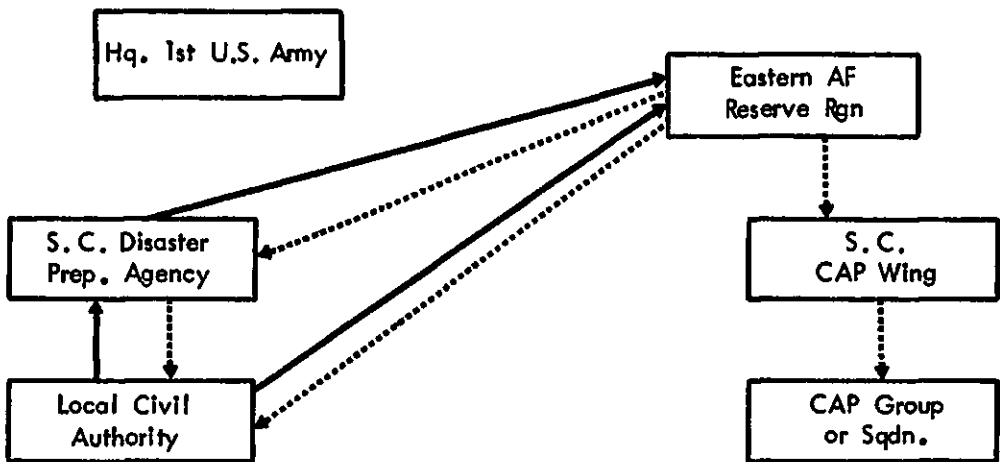


SECOND METHOD:

When a disaster strikes without warning (i.e., tornado, flash flood, fire, etc.) S. C. Disaster Preparedness Director and local civil authorities are authorized direct communications with the Eastern AFRR (1st U.S. Army may be by-passed)

FIGURE 5.

FLOW OF REQUEST AND APPROVAL DIAGRAM



LEGEND

——— Request
 Approval

FIGURE 6.

APPENDIX 7
ANNEX 2
ATTACHMENT 1
TAB A

TELEPHONE NUMBERS FOR NATURAL DISASTER RELIEF MISSION SUPPORT

(Current as of November 1, 1973)

AREA OF RESPONSIBILITY

U.S. ARMY

AIR FORCE RESERVE REGION

Alabama
Florida
Georgia
Mississippi
North Carolina
South Carolina
Tennessee

Kentucky

HQ First U.S. Army
Ft. Meade, Maryland
AV 923-2082, 6535
AC 301 677-6535, 2082
After Duty Hours Staff Duty Officer
AV 923-4805
AC 301 677-4805

HQ Fifth U.S. Army
Ft. Sam Houston, Texas
AV 885-1513 (Duty & After
Duty Hours)

Eastern Air Force Reserve Region
Dobbins AFB, Ga.
AV 925-2627, 2628, 2629
AC 404 424-8811, 2627, 2628, 2629
After Duty Hours, EAFRR Staff Duty Officer
AV 925-2619
AC 404 424-8811, 2619

Central Air Force Reserve Region
Ellington AFB, Texas
AV 954-2532, 2533
AC 713 481-1400, 2532
After Duty Hours, AFRES Staff Duty Officer
AV 954-2110, Ask for CAFRR Staff Duty Officer

NETWORK DIAGRAM

Appendix 7
Annex 3

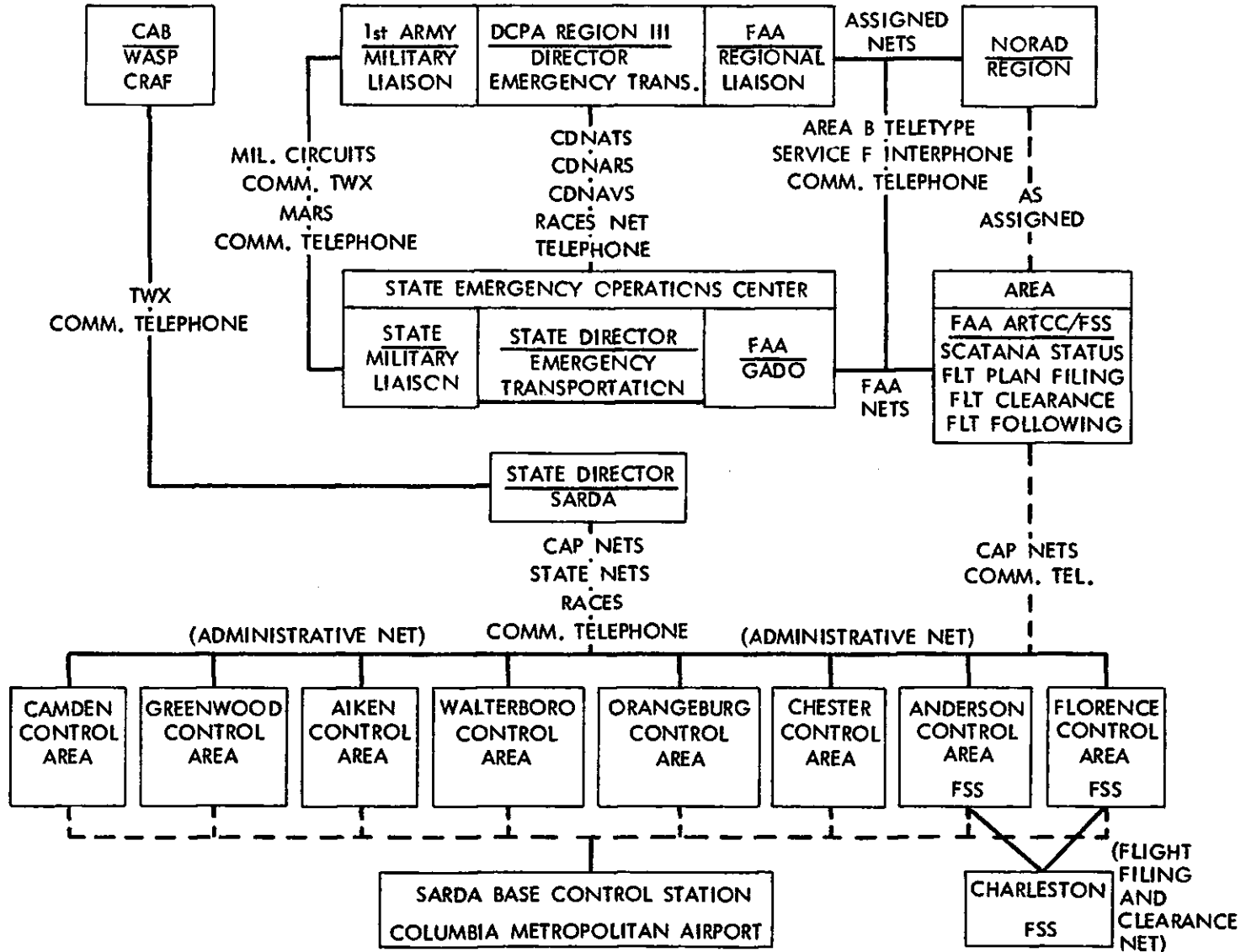


FIGURE 7.

**COMMUNICATIONS RESOURCES AVAILABLE
TO SUPPORT THE SARDA PLAN**

1. South Carolina CAP H.F. Net—4585.0KHz.
2. South Carolina CAP VHF repeaters (reliable coverage of two SARDA airfields—Aiken, Florence, and South Carolina Aeronautics Commission).
3. South Carolina RACES H.F. Net—3933.5KHz.
4. South Carolina Highway Patrol VHF radio system.
5. South Carolina Wildlife Resources VHF radio system.
6. UNICOM radios at all SARDA airfields—122.8 MHz, except Anderson and Florence.
7. South Carolina Search and Rescue radios—122.9 MHz and 123.1 MHz.

SARDA COMMUNICATIONS PLAN

1. Communications to the SARDA airfields from the South Carolina Aeronautics Commission via the South Carolina State EOC may be by the CAP high frequency net, the RACES high frequency net, Highway Patrol mobile units stationed at the SARDA airfields and Wildlife Resources mobile units stationed at the SARDA airfields. Additionally, the SARDA airfields at Aiken and Florence can be reached via CAP VHF repeaters.
2. Ground to air communications from the SARDA airfields will be by UNICOM radio on 122.8 MHz, except at Anderson and Florence, at which CAP communications units will provide air/ground/air communications on 122.9 MHz.

**DEFICIENCIES IN SARDA
COMMUNICATIONS PLAN**

1. All radio systems mentioned above except RACES must have National Defense Emergency Authorization to operate in times of emergency.
2. There are no communications available with NORAD or the Military.

3. The South Carolina CAP H.F. net frequency is shared with other states which creates mutual interference.
4. The South Carolina RACES H.F. net frequency is shared with other states which creates mutual interference.
5. The South Carolina Highway Patrol radio net is currently overloaded with law enforcement traffic.
6. The South Carolina Wildlife Resources radio net is currently overloaded with wildlife traffic.
7. The South Carolina CAP Search and Rescue radios are not authorized to operate on SARDA air/ground/air frequency 122.8 MHz.

STEPS NEEDED TO CORRECT DEFICIENCIES

1. Obtain National Defense Emergency Authorization for all nets and stations involved to operate during times of emergency.
2. Install autovon telephones in the EOC communications center to provide a more rapid means of communications with NORAD and the Military.
3. South Carolina CAP Search and Rescue license must be modified to allow the CAP to operate on the SARDA air/ground/air frequency—122.8 MHz.
4. To provide the best means of radio communications between the airfields listed in the SARDA plan would be to create a statewide repeater network on VHF high band frequencies (150.0 MHz–160.0 MHz) or on the Federal Government frequencies (160.0 MHz–170.0 MHz) adjacent thereto. The ideal frequencies linking the repeaters together will be in the 406.0 MHz–420.0 MHz range currently assigned to the Federal Government. Electro Magnetic Pulse (EMP) would be practical on these frequencies. A net of this type will provide reliable communications over the entire State. Desirable repeater locations are South Carolina Educational Television towers currently located in Columbia, Charleston, Barnwell, Florence, and Greenville.

SOUTH CAROLINA
STATE AND REGIONAL DEFENSE AIRLIFT
(SARDA PLAN)

Damage Assessment Forms

In order to standardize operational and reporting procedures at all echelons of responsibility, standard forms, with appropriate instructions for their use, have been developed for SARDA operations. To better acquaint all personnel with the administration and operational details of these forms, they will be used during test and evaluation exercises as well as for actual operations under disaster conditions.

Listed below are the SARDA Forms (Attached hereto) that shall be used and/or required during all subsequent operations:

<i>SARDA Form Number</i>	<i>Title of Form</i>
Form Number 1	Industry
Form Number 2	Petroleum-Oil-Lubricants (POL)
Form Number 3	Power Plant

Form Number 4	DAM
Form Number 5	Storage Area
Form Number 6	Route Reconnaissance
Form Number 7	Airfields
Form Number 8	Harbor and Port Facilities
Form Number 9	Coastline Features
Form Number 10	Locks
Form Number 11	Military Area
Form Number 12	Troop/Vehicle Concentration
Form Number 13	Gun Emplacements
Form Number 14	Missiles
Form Number 15	Electronic Site
Form Number 16	Railroad Yard
Form Number 17	Railroad Strip

Upon final approval of this plan, distribution of applicable forms to Area and Local level staffs will be made by the State SARDA Headquarters.

INDUSTRY (LOCATION)

A. TYPE.

B. MAJOR BUILDINGS (CONSTRUCTION AND APPROX SIZE)

C. TRANSPORTATION FACILITIES

D. STATUS:

Remarks:

(1) STORAGE AREA: TYPE

SARDA FORM # 1

INDUSTRY

TOT _____ LOCATION _____

ALT _____ HDG _____

A. TYPE _____

B. MAJOR BUILDINGS:

CONSTRUCTION _____ SIZE _____

CONSTRUCTION _____ SIZE _____

CONSTRUCTION _____ SIZE _____

C. TRANSPORTATION FACILITIES _____

D. STATUS:	SERVICEABLE	UNSERVICEABLE
	OPERATIONAL	NON-OPERATIONAL

REMARKS:

(1) STORAGE MATERIAL:

TYPE _____

POL (LOCATION)

- A. TYPE STORAGE: CYL, SPERICAL, SPHEROID, DRUM
- B. APPROX SIZE AND NUMBER.
- C. SITE: TEMPORARY PERMANENT

REMARKS:

1. POL TRANSPORT.
2. POWER SOURCE.
3. BUILDINGS.
4. TANK LOCATION: ABOVE/BELOW GROUND

SARDA FORM # 2

POL

TOT _____ 2 LOCATION _____

ALT _____ HDG _____

A/B. TYPE STORAGE.

CYL _____ SIZE _____

PONTOON _____ SIZE _____

SPHERICAL _____ SIZE _____

SPHEROID _____ SIZE _____

DRUM _____ SIZE _____

OTHER _____ SIZE _____

C. SITE: TEMPORARY PERMANENT

REMARKS:

1. POL TRANSPORT:
TRUCK TANK CAR SHIP
PIPE LINE
2. POWER SOURCE: _____
3. BUILDINGS: _____
4. TANK LOCATION: ABOVE/BELOW GROUND

FIGURE 9.

DAM (LOCATION)

A. TYPE: HIGH/LOW, HYDROELECTRIC, FLOOD CONTROL

B. CONSTRUCTION

C. DIMENSIONS: HEIGHT, LENGTH

D. POWER FACILITIES AND LOCATION: GENERATOR HALL,
TRANSFORMER YARD

REMARKS:

1. NUMBER PENSTOCKS

2. NUMBER ACTIVE TAIL RACES

SARDA FORM # 4

DAM

TOT _____ Z LOCATION _____

ALT _____ HDG _____

A. TYPE: HIGH LOW HYDROELECTRIC
FLOOD CONTROL

B. CONSTRUCTION: CONCRETE EARTH

C. DIMENSIONS: HEIGHT _____ LENGTH _____

D. POWER FACILITIES:

GENERATOR HALL NO _____ LOCATION _____

TRANSFORMER YARD NO _____ LOCATION _____

REMARKS:

1. NUMBER PENSTOCKS _____

2. NUMBER ACTIVE TAIL RACES _____

STORAGE AREA (LOCATION)

A. TYPE: COVERED OR OPEN

B. BUILDINGS: NUMBER

C. TRANSPORTATION FACILITIES

D. SECURITY MEASURES.

E. ACTIVITY.

REMARKS:

1. TYPE MATERIAL.

SARDA FORM #5

STORAGE AREAS

TOT _____ LOCATION _____

ALT _____ HDG _____

A. TYPE: OPEN WAREHOUSE

B. BUILDINGS: NUMBER _____

C. TRANSPORTATION FACILITIES:

RAIL WATER VEH

D. SECURITY MEASURES: _____

E. ACTIVITY: _____

REMARKS:

1. TYPE MATERIAL: _____

FIGURE 12.

ROUTE RECCE (LOCATION)

A. TYPE: ROAD, CANAL, RIVER

B. SERVICEABILITY

C. VEHICLES: TYPE AND NUMBER

D. VEHICLE STATUS: STATIC OR DIRECTION OF
MOVEMENT

E. LOCATION AND TIME

ROUTE RECCE

TOT _____ Z LOCATION _____

ALT _____ HDG _____

A. TYPE: ROAD CANAL RIVER

B. STATUS: SERVICEABLE UNSERVICEABLE

C. TRAFFIC:

TYPE _____ NO _____ TIME _____ LOC _____

TYPE _____ NO _____ TIME _____ LOC _____

TYPE _____ NO _____ TIME _____ LOC _____

D. STATUS: STATIC DIR OF MOVEMENT: _____

AIRFIELDS (LOCATION)

- A. SERVICEABILITY AND ACTIVITY.
- B. AIRCRAFT: TYPE, NUMBER AND GENERAL LOCATION.
- C. WEAPON DEFENSES.

REMARKS:

1. RUNWAY: ORIENTATION, LENGTH, WIDTH AND CONSTRUCTION.
2. MAJOR BUILDINGS: TYPE AND NUMBER (HANGERS AND BUNKERS).
3. POL AREA: LOCATION.
4. AMMO STORAGE AREA.

SARDA FORM #7

AIRFIELD

TOT _____ Z LOCATION _____

ALT _____ HDG _____

A. STATUS: SERVICEABLE UNSERVICEABLE

ACTIVE INACTIVE

B. AIRCRAFT: TYPE NUMBER LOCATION

TYPE	NUMBER	LOCATION
_____	_____	_____
_____	_____	_____
_____	_____	_____

C. WEAPON DEFENSES: _____REMARKS:

1. RUNWAY: LENGTH _____ ORIENTATION 360
 WIDTH _____ 270 90
- RUNWAY CONSTRUCTION: SOD CONCRETE 180
 PSP GRADED ASPHALT
2. NUMBER OF MAJOR BUILDINGS:
- SM HANG _____ MED HANG _____ LG HANG _____
 VR LG HANG _____ BUNKERS _____ OTHER _____
3. POL LOCATION: _____
4. AMMO STORAGE AREA: _____

HARBOR AND PORT FACILITIES (LOCATION)

A. SHIPS: TYPE AND NUMBER

B. SHIP: LOCATION

C. ACTIVITY: LOADING/UNLOADING

HARBOR AND PORT FACILITIES

TOT _____ LOCATION _____

ALT _____ HDG _____

A. SHIPS: TYPE NUMBER

B. SHIP LOCATION:

C. ACTIVITY: LOADING _____

UNLOADING _____

DIR OF MOVEMENT _____

SARDA FORM # 8

FIGURE 15.

COAST LINE FEATURES (LOCATION)

- A. TYPE BEACH AREA: TERRAIN AND INCLINE
- B. LENGTH AND WIDTH OF AREA.
- C. DEFENSES.
- D. OBSTACLES: NATURAL OR MAN-MADE.
- E. TRANSPORTATION ACCESS
- F. ACTIVITY

SARDA FORM # 9

COAST LINE FEATURES

- A. TYPE BEACH AREA: TERRAIN _____
INCLINE _____
- B. AREA SIZE: LENGTH _____
WIDTH _____
- C. DEFENSES: _____
- D. OBSTACLES: NATURAL _____
MAN-MADE _____
- E. TRANSPORTATION ACCESS _____

- E. ACTIVITY:
VEHICLES _____ SHIPS _____
TROOP CONCENTRATION _____
LANDING CRAFT _____

FIGURE 16.

LOCKS (LOCATION)

- A. NUMBER OF LOCKS
- B. LENGTH AND WIDTH OF LOCK
- C. TYPE OF GATE
- D. ACTIVITY

LOCKS

TOT _____ 2 LOCATION _____

ALT _____ HDG _____

A. NUMBER OF LOCKS: _____

B. LOCK SIZE: LENGTH _____

 WIDTH _____

 ENTRANCE _____

C. TYPE OF GATES: _____

D. ACTIVITY:

SARDA FORM #10

FIGURE 17.

MILITARY AREA (LOCATION)

A. APPROX SIZE OF AREA

B. ACTIVITY: NUMBER OF VEHICLES, PERSONNEL

C. NUMBER OF BUILDINGS.

MILITARY AREA

TOT _____ LOCATION _____

ALT _____ HDG _____

A. APPROX SIZE OF AREA: _____ X _____

B. ACTIVITY: NR OF VEHICLES _____

C. NUMBER OF BUILDINGS: _____

SARDA FORM #11

FIGURE 18.

TROOP/VEH CONCENTRATION (LOCATION)

- A. TYPE: INFANTRY, ARMOR, ENGINEER, ARTILLERY,
SUPPLY, COMMAND POST
- B. NUMBER:
- C. STATUS:
- D. TERRAIN:
- E. TIME NOTED:
- F. TYPE TRANSPORTATION:

SARDA FORM #12

TROOP/VEH CONCENTRATION

- TOT _____ Z LOCATION _____
- ALT _____ HDG _____
- A. TYPE: INFANTRY ARMOR ENGINEER
ARTILLERY SUPPLY CP
- B. NUMBER: _____
- C. STATUS: STATIC . DUR IN
DIRECTION OF MOVEMENT: _____
- D. TERRAIN: FLAT HILLY MOUNTAINEOUS
FOREST RIVER CROSSING
- E. TYPE TRANSPORTATION: _____ NO _____
_____ NO _____
_____ NO _____

FIGURE 19.

GUN EMPLACEMENTS (LOCATION)

- A. TYPE AND NUMBER OF GUNS.
- B. STATUS: TEMPORARY OR PERMANENT (REVETTED)
- C. LAYOUT CONFIGURATION.
- D. RADAR: TYPE
- E. ACTIVITY.

GUN EMPLACEMENTS

- TOT _____ Z LOCATION _____
- ALI _____ HDG _____
- A. TYPE AND NUMBER OF GUN:
- AAA _____ MORTAR _____
- ARTILLERY _____
- B. STATUS: TEMPORARY PERMANENT REVETTED
- C. LAYOUT CONFIGURATION:
- D. RADAR PRESENT: YES NO
- TYPE - _____
- E. ACTIVITY:

SARDA FORM #13

MISSILES (LOCATION)

- A. TYPE: OFFENSIVE, DEFENSIVE
- B. SITE: TEMPORARY, PERMANENT (REVETTED)
- C. NUMBER OF LAUNCHERS.
- D. NUMBER AND TYPE OF ANTENNAS.

REMARKS:

1. NUMBER OF VANS
2. NUMBER VEHICLES
3. NUMBER PERSONNEL
4. ACTIVITY

SARDA FORM #14

MISSILES

TOT _____ 2 LOCATION _____

ALT _____ HDG _____

- A. TYPE: OFFENSIVE DEFENSIVE
- B. SITE: TEMPORARY PERMANENT-REVETTED
- C. NUMBER OF LAUNCHERS: _____
- D. NUMBER AND TYPE OF ANTENNAS:

STICK _____ PARA _____

CUT PAR _____ CUT CYL _____

OTHER _____

REMARKS:

1. NO OF VANS: _____
2. NO OF VEHICLES: _____
3. NO OF PERSONNEL: _____
4. ACTIVITY: _____

FIGURE 21.

ELECTRONIC SITE (LOCATION)

- A. ANTENNA TYPE AND NUMBER.
- B. STATUS: TEMPORARY PERMANENT
- C. VEHICLES.
- D. ACTIVITY.

ELECTRONIC SITE

TOT _____ Z LOCATION _____

AZT _____ HDG _____

A. ANTENNA TYPE AND NUMBER:

PARABOLIC _____ CUT PARA _____ POLE _____

YAGI _____ WHIP _____ MASTRESS _____

LATTICE MAST GUYED _____ COUNTER POISED _____

LATTICE SELF SUPPORT _____ LINEAR CONDUCT _____

B. STATUS: TEMPORARY PERMANENTC. NUMBER VEHICLES: _____D. ACTIVITY: _____

SARDA FORM #15

RAILROAD YARD (LOCATION)

A. SERVICEABILITY

B. SIZE: WIDTH AND LENGTH

C. ACTIVITY: NUMBER AND TYPE OF ROLLING STOCK.

RAILROAD YARD

TOT _____ LOCATION _____

ALT _____ HDC _____

A. STATUS: SERVICEABLE UNSERVICEABLE
 ACTIVE INACTIVE

B. SIZE:

WIDTH - NR OF TRACKS: _____

LENGTH - CHOKE PT TO CHOKE PT _____

 CHOKE PT TO END _____

C. ACTIVITY:

LOCOMOTIVES: _____ BOX CARS: _____

TANK CARS: _____ FLAT CARS: _____

GONDOLAS: _____ OTHER: _____

SARDA FORM #16

FIGURE 23.

RAILROAD STRIP (LOCATION)

- A. NUMBER OF TRACKS.
- B. SERVICEABILITY AND ACTIVITY.
- C. NUMBER AND TYPE ROLLING STOCK: LOCOMOTIVES,
FLAT CARS, GONDOLAS, BOX CARS, TANK CARS,
OTHERS.
- D. DIRECTION OF MOVEMENT.

REMARKS:

1. MARSHALLING YARD: NUMBER OF TRACKS, APPROX
LENGTH, LOCATION.
2. SIDINGS: NUMBER AND ACTIVITY.
3. BRIDGES: NUMBER AND SERVICEABILITY.

SARDA FORM #17

RAILROAD STRIP

TOT _____ Z LOCATION _____

ALT _____ HDG _____

A. NUMBER OF TRACKS: _____

B. STATUS: SERVICEABLE UNSERVICEABLE
ACTIVE INACTIVE

C. NUMBER AND TYPE ROLLING STOCK:

LOCOMOTIVES _____ FLAT CARS _____ GONDOLAS _____

BOX CARS _____ TANK CARS _____ OTHER _____

D. DIRECTION OF MOVEMENT: _____REMARKS:1. MARSHALLING YARD OR SIDING:

NR OF TRACKS _____ APPROX LENGTH _____ LOCATION _____

2. BRIDGES:

NR _____ SERVICEABILITY _____

Appendix 4

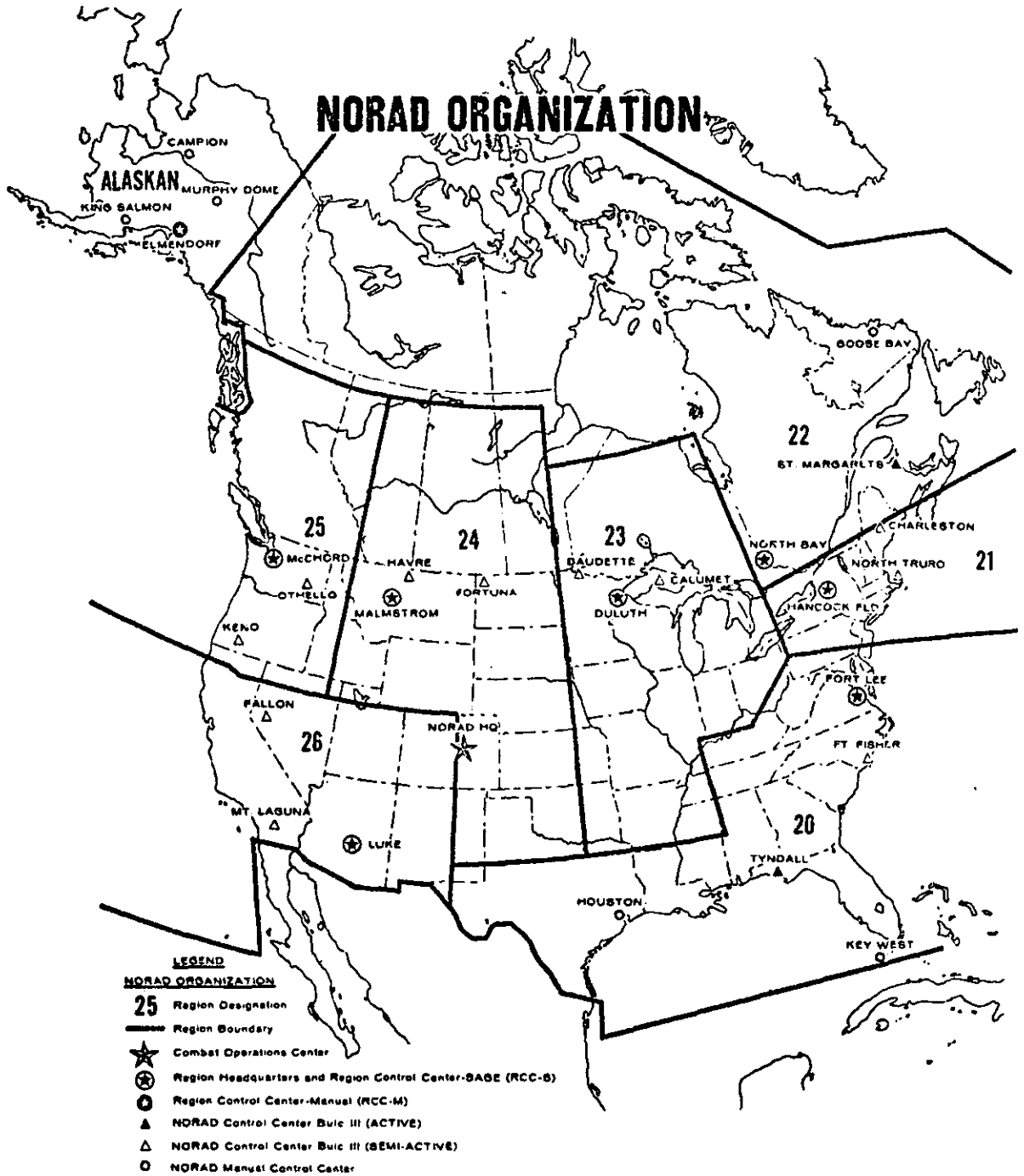


FIGURE 25.

APPENDIX 4

SCATANA RESPONSIBILITIES

NORAD Region Commanders are assigned the responsibility for implementing SCATANA within the FAA/ARTCC areas shown.

Alaska NORAD Region APO Seattle 98742	Anchorage Fairbanks	ARTCC ARTCC
20th NORAD Region Ft. Lee AFS, Ft. Lee, Virginia 23801	Washington Atlanta Memphis Fort Worth Houston Jacksonville Miami	ARTCC ARTCC ARTCC ARTCC ARTCC ARTCC ARTCC
21st NORAD Region Hancock Field Syracuse, New York 13225	New York Boston	ARTCC ARTCC
23rd NORAD Region Duluth Int'l Airport Duluth, Minnesota 55814	Minneapolis Chicago Kansas City Cleveland Indianapolis	ARTCC ARTCC ARTCC ARTCC ARTCC
24th NORAD Region Malmstrom AFB Mt. 59402	Great Falls Salt Lake City Denver	ARTCC ARTCC ARTCC
25th NORAD Region McChord AFB Wa. 98438	Seattle	ARTCC
26th NORAD Region Luke AFB Arizona 85301	Oakland Los Angeles Albuquerque	ARTCC ARTCC ARTCC