



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

AC No. 00-7B
August 31, 1987

State and Regional Disaster Airlift (SARDA) Planning

151-77-2000-100T
MAR 98
DTN 151-77-10002

Initiated by: APR-130



U.S. Department
of Transportation
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Subject: State and Regional Disaster
Airlift (SARDA) Planning

Date: 8/31/87
Initiated by: AFR-130

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This Advisory Circular provides guidance to develop and implement State and Regional Disaster Airlift plans governing the use of general aviation aircraft during national emergencies and natural disasters.

State aviation officials should ensure that adequate organization and means are available during emergencies to utilize general aviation aircraft effectively in support of survival operations and recovery of the economy.


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CHAPTER 1. GENERAL INFORMATION

1. BACKGROUND. The FAA, at the direction of the Secretary of Transportation, 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 defense oriented emergencies or emergencies resulting from natural and man-made disasters.
2. CANCELLATION. AC 00-7A dated June 3, 1974, State and Regional Disaster Airlift Planning, is canceled.
3. SCOPE. This circular gives planning guidance to State Emergency Preparedness and Aeronautical Agencies for the development of specific operational plans to handle emergency situations effectively.
4. OBJECTIVE. The objective is to assure the availability and effective use of general aviation aircraft in support of 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, FEMA, 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 (Domestic Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft) or Part 135 (Air Taxi Operators and Commercial Operators) of the Federal Aviation Regulations. (This definition is for disaster and emergency planning only.)
 - c. Air Defense Emergency (ADE). A condition declared by the Commander-in-Chief, North American 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 Navigation Aids (NAVAIDS).

(1) Federal NAVAIDS. Radio beacons, VOR/DME, VORTAC, TACAN, LORAN, and ILS/MLS stations owned and operated by an agency of the Federal Government such as the FAA, military services, and the United States Coast Guard.

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

f. ARTCC, Air Route Traffic Control Center. A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the en route phase of flight.

g. 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, that has volunteered its services to conduct various emergency services.

h. 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.

i. 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.

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

k. CRAF, Civil Reserve Air Fleet. Preselected air carrier aircraft for assignment to the military under emergency conditions. The program makes available commercial airlift resources for both peace time and wartime augmentation of military airlift capability.

l. 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 either by the commander of a unified or specified command 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.

m. 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.

n. DOD, Department of Defense.

o. DOT, Department of Transportation.

p. DVFR, Defense Visual Flight Rules. A flight within on ADIZ conducted under the visual flight rules in FAR Part 99.

q. 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.

r. 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.

s. FEMA, The Federal Emergency Management Agency. FEMA is responsible for carrying out civil preparedness responsibilities.

(1) 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) FEMA activities shall include, but shall not be limited to:

- (a) Measures to be taken to cope with an attack (including the establishment of appropriate in-house FEMA 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 an attack (including the enforcement of passive defense regulations prescribed by duly established military or civil authorities; the evacuation of personnel to shelter areas; the minimizing of panic; the control of traffic; and the control and use of lighting and civil communications).
- (c) Measures to be taken following an 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).

t. FSDO. Flight Standards District Office. A Flight Standards District Office of the FAA includes general aviation and air carrier responsibilities.

u. FSS, Flight Service Station. Air traffic facilities which provide pilot briefing, en route communications, and VFR search and rescue services; assist lost aircraft and aircraft in emergency situations; relay ATC clearances; originate Notices to Airmen; broadcast aviation weather and National Airspace Systems (NAS) information; receive and process IFR flight plans; and monitor NAVAIDS.

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

w. General Aviation Aircraft. All civil aircraft other than those operating under FAR Parts 121 and 135.

x. IFR, Instrument Flight Rules. FAR rules that govern the procedures for conducting instrument flight.

y. National Defense-Oriented 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.

z. 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.

aa. OET, Office of Emergency Transportation. The DOT staff office responsible for emergency transportation preparedness planning.

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

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

dd. 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. The boards will be established when the Emergency Resources Planning Committee (ERPC) has completed its work.

ee. SARDA. State and Regional Disaster Airlift.

ff. SARDA Aviation Resources. All general aviation aircraft based within a State constitute the SARDA aviation resources of that State. However, there are specialized national security related aviation programs which may be designated by the DOT. Upon activation of such programs, the aviation resources involved will be excluded from SARDA.

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

hh. SCATANA, Security Control of Air Traffic and Air Navigation Aids.

ii. 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, rail, trucking and water craft firms and associations.

(b) Local water and airport authorities if appropriate.

(c) Urban transportation companies.

(d) Labor representation.

(e) Military representation or liaison.

jj. USAF, United States Air Force.

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

ll. WASP Fleet. All civil aircraft, both fixed and rotary wing, operating under FAR Parts 121 and 135, after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF) constitute the WASP aircraft fleet.

6-20. RESERVED.

CHAPTER 2. RESPONSIBILITIES

21. OFFICE OF EMERGENCY TRANSPORTATION. The Office of Emergency Transportation of DOT has broad DOT staff 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 for 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 supporting 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 directions and broad guidance for this planning.

23. FEDERAL EMERGENCY MANAGEMENT AGENCY.

a. FEMA is responsible for providing a system of civil preparedness for the protection of life and property in the United States from an attack. FEMA develops and administers the overall national civil preparedness program. In attaining its objectives, FEMA works closely with Federal, State, and local governments in developing their capability for taking effective action in an emergency.

b. FEMA 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 FEMA regional personnel and field organizations in assisting each State to develop reliable emergency operational capabilities.

c. Provisions have been made by FEMA 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. FEMA 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 States and to the Air Force in its capacity as an official auxiliary. Included are: Emergency service; 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, and revised November 14, 1985. This agreement (issued as AC-00-32A) 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) Aerial disaster reconnaissance and appraisal.
- (3) Aerial radiological monitoring.
- (4) Performing radio relay assistance.
- (5) Air support to satisfy essential priority commercial, corporate, industrial, health and welfare, and agricultural requirements in emergency survival and recovery actions.
- (6) Search and rescue.

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 greater exposure to fallout radiation, whereas ground reconnaissance could be slow and possibly hazardous.

(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 Standard Operational Procedures (SOP's) 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 combinations 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 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 innumerable 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 and enhance recovery and reconstitution by State and Federal authorities.

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 DOD 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; aerial 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 a flood, fire, hurricanes, etc., CAP emergency services assistance should be requested from the appropriate number CONUS Army, who will relay its approval/disapproval to the appropriate Air Force Reserve Region. (See Figure 1.)

Flow of Request and Approval Diagram

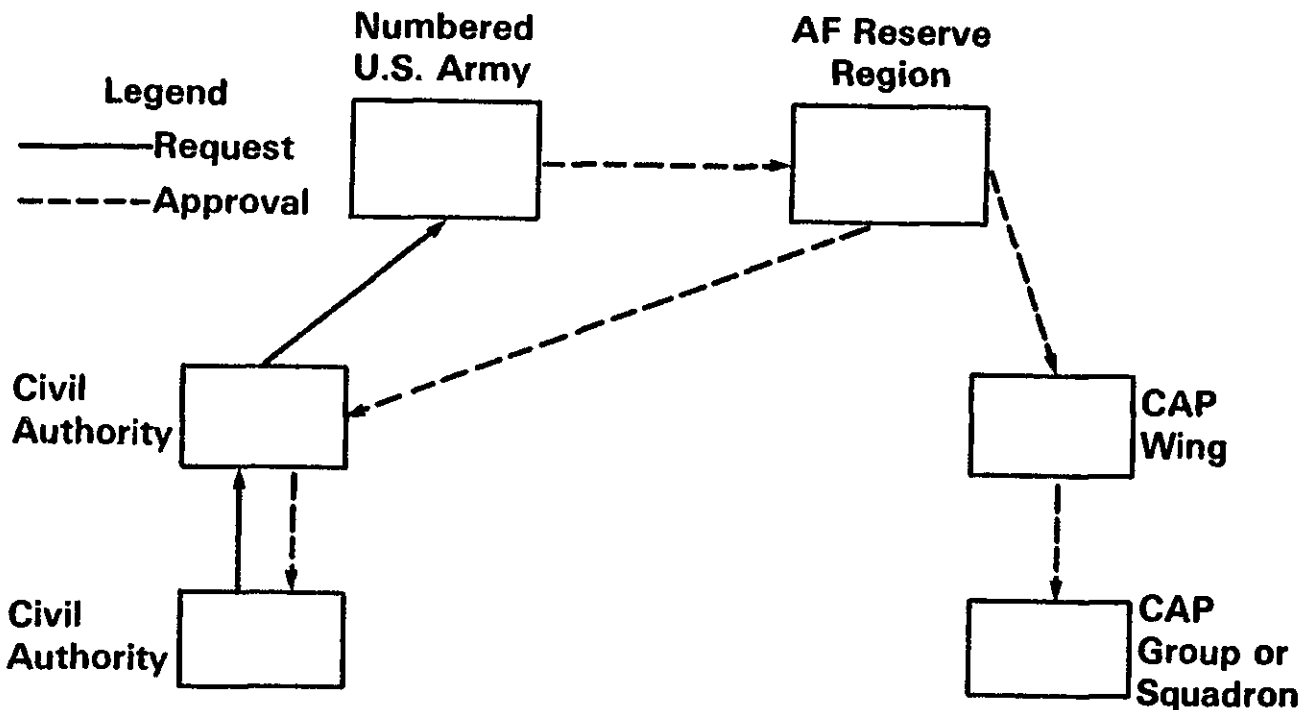


Figure 1.

- (3) 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 Figure 2.)

Flow of Request and Approval Diagram

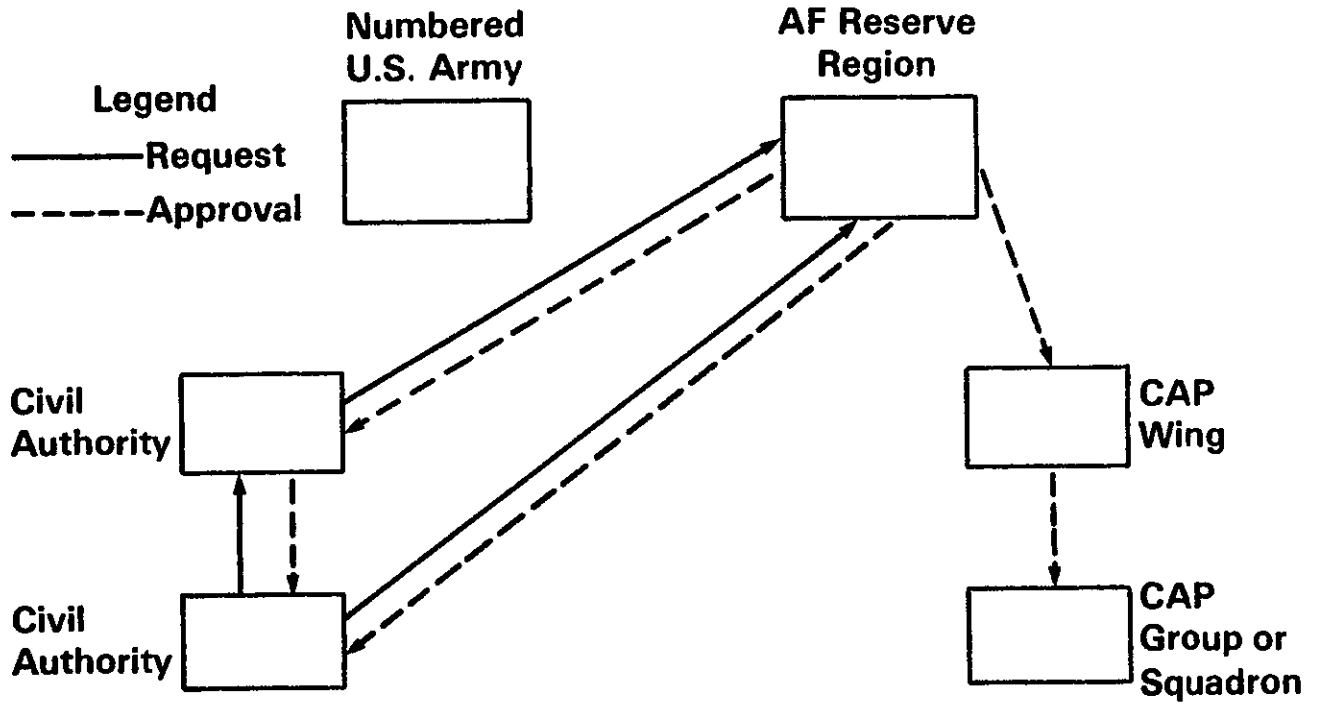


Figure 2.

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 requirements 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 Area Commander (STARC) to the State Civil Preparedness Director.

h. In a declared national defense-oriented emergency, the responsibility for the CAP, to include its supporting resource requirements, becomes solely that of the FAA.

i. 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.

j. 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. FEDERAL EMERGENCY MANAGEMENT AGENCY.

a. Part of FEMA planning is to assist the State and local government 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 accordance with the availability of specialized skills and training of both the flight organization personnel and many unaffiliated pilots.

b. In accordance with the FEMA/FAA Memorandum of Understanding, the States should plan for the emergency utilization of general aviation aircraft support to perform civil defense flight missions. FEMA'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 should 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. Overall direction and support of CAP activities, thru the Wing Commander, by the State SARDA Director are essential if all State aviation resources are to be used as a coordinated whole. The CAP Wing Commander and his headquarters organization 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 at 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 operation of SARDA airports.

(c) Plan priorities and allocations for the use of aviation services to meet the requirements of an emergency situation. However, such use is subject to the overall direction and control of the Secretary of Transportation.

(3) Coordination.

(a) Provide appropriate liaison to assist, advise, plan, and develop guidance, agreements, and standard 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 post-attack operational missions.

- (ii) Furnishing support as available for the operation; and
- (iii) Making financial arrangements for support of post-attack flight missions.

(4) Authority.

- (a) Provide for delegation of authority from State to local levels to carry out post-attack 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 and also the availability 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 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 may request the appropriate FAA region 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 1.)

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 all phases of resource management and the exercise of a survival airlift. Training in specialized aspects such as radiological monitoring will be made available by FEMA 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. FAA CLEARANCE. Proposed State SARDA plans should be coordinated with the FAA through the appropriate GADO/FSDO and the Regional Emergency Preparedness Officer.

38. NORAD CLEARANCE. Proposed SARDA plans should be forwarded to the Commander, appropriate NORAD Region (Appendix 3), ATTN: SCATANA Officer, for approval.

39. PLAN DISTRIBUTION. One copy of approved SARDA plans should be forwarded to FAA, Office of Program and Regulations Management, Washington, DC 20591, ATTN: APR-130, and two copies to the appropriate NORAD Commander.



**U.S. Department of
Transportation**



Department of Defense



**Federal Communications
Commission**

Plan for the Security Control of Air Traffic and Air Navigation Aids Short Title: SCATANA

February 1985

**This plan supersedes: "Plan for the Security Control
of Air Traffic and Air Navigation Aids - August 1975"**

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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 developed in furtherance of the Federal Aviation Act of 1958, as amended, the Communications Act of 1934, as amended, and Executive Order 11940, and supersedes: Plan for the Security Control of Air Traffic and Air Navigation Aids - August 1975. It defines the responsibilities of the Federal Aviation Administration (FAA), the Federal Communications Commission (FCC) and the appropriate military authorities for the security control of civil and military air traffic, as well as Federal and non-Federal air navigation aids.

SCATANA
SECTION I
EXPLANATION OF TERMS

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

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

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

3. Air Navigation Aids (NAVAIDS)

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

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

4. Appropriate Military Authorities. Within the NORAD area of responsibility CINCNORAD and NORAD region commanders.

CINCNORAD has delegated those actions associated with the appropriate military authority to NORAD region commanders.

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

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

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

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

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

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

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

9. Emergency Security Control of Air Traffic (ESCAT) Rules.

Emergency rules for the security control of air traffic prior to the declaration of Air Defense Emergency (see Section III).

10. FAA Region. A geographical subdivision of the FAA area of responsibility.

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

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

13. North American Aerospace Defense Command (NORAD). An integrated United States-Canadian command. NORAD includes as a component command the Canadian Forces Air Defense Command, and is supported by the Strategic Air Command, Air Force Tactical Air Command, Alaskan Air Command, and Air Force Communications Command.

14. NORAD Region. A geographical subdivision of the NORAD area of responsibility.

15. Rerouting. The intended deviation of a flight from its original course without changing its destination.

16. SARDA. State and Regional Disaster Airlift. A plan for the use of non-air carrier aircraft during a national emergency.
17. SCATANA. The short title for the joint DOD/DOT/FCC plan for the Security Control of Air Traffic and Air Navigation Aids.
18. Security Control Authorization. Military authorization for an aircraft to takeoff when Emergency Security Control of Air Traffic (ESCAT) is applied or SCATANA has been implemented (see Sections III and IV).
19. Tactical Air Traffic. Military flights engaged in operational mission against the enemy, flights engaged in immediate deployment for a combat mission, and preplanned combat and logistical support flights contained in Emergency War Plans.
20. 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.
21. Wartime Air Traffic Priority List (WATPL). The list contains eight priorities designed to control the volume of air traffic when SCATANA has been implemented (see Section V).

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

23. List of Acronyms and Abbreviations:

ADIZ - Air Defense Identification Zone

ADLO - Air Defense Liaison Officer *

AMA - Appropriate Military Authority

ARTCC - Air Route Traffic Control Center

ATC - Air Traffic Control

ATCCC - Air Traffic Control Command Center *

CINCNORAD - Commander in Chief, North American Aerospace
Defense Command

CARDA - Continental Airborne Reconnaissance for Damage
Assessment

CRAF - Civil Reserve Air Fleet

DME - Distance Measuring Equipment

DOD - Department of Defense

DVFR - Defense Visual Flight Rules

ESCAT - Emergency Security Control of Air Traffic

EWO - Emergency War Orders

FAA - Federal Aviation Administration

FCC - Federal Communications Commission

ICAO - International Civil Aviation Organization

IFR - Instrument Flight Rules

ILS - Instrument Landing System

JCS - Joint Chiefs of Staff
LF - Low Frequency
MF - Middle Frequency
MLS - Microwave Landing System
NAVAID - Navigation Aid
NDB - Nondirectional Beacon
NORAD - North American Aerospace Defense Command
SCA - Security Control Authorizations
SAC - Strategic Air Command
SARDA - State and Regional Disaster Airlift
SCATANA - Security Control of Air Traffic and Air
Navigation Aids
SIF - Selective Identification Feature (Transponder)
TACAN - Tactical Air Navigation
VFR - Visual Flight Rules
VHF - Very High Frequency
VOR - VHF Omnirange
VORTAC - VHF Omnirange/Tactical Air Navigation
WASP - War Air Service Program
WATPL - Wartime Air Traffic Priority List

SCATANA
SECTION II
GENERAL PROVISION OF THE PLAN

A. Purpose and Scope

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

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

3. It should be emphasized that this plan covers two distinct levels of restraints imposed.

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

criteria for the declaration of a Defense Emergency or Air Defense Emergency.

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

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

B. Amplifying Information

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

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

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

4. Appropriate military authorities will direct the extent of security control of air traffic and air navigation aids as required by the military situation. Such directions will be issued to the FAA Air Traffic Control Command Center for implementation by appropriate FAA ARTCCs. The area of responsibility of the appropriate military authority may not agree with ARTCC boundaries, especially in the NORAD area where one ARTCC's boundaries may lie within two or more NORAD regions. To prevent confusion, agreements will be developed between appropriate military authorities and the ARTCCs concerned to insure that each ARTCC receives direction from one military authority only. Unless operational requirements dictate otherwise, directed SCATANA actions will be consistent throughout an individual ARTCC area.

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

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

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

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

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

C. Authority.

1. Joint Strategic Capabilities Plan (JSCP).
2. Federal Aviation Act of 1958, as amended.
3. Communications Act of 1934, as amended.
4. Executive Order 11490.
5. The National Security Act of 1947, as amended.

D. Responsibilities.

1. CINCNORAD will:

a. Establish the military requirements for ESCAT and SCATANA.

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

2. The Administrator, FAA, will:

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

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

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

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

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

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

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

3. Federal Communications Commission will:

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

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

4. Appropriate Military Authorities will:

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

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

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

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

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

5. The FAA Regional Air Traffic Managers will:

a. Assure FAA participation with the NORAD region 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 appropriate military authorities.

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

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

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

6. Commanders of Unified and Specified Commands will:

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

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

SCATANA
SECTION III
PROCEDURES FOR APPLICATION OF

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)

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

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

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

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

C. Application:

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

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

b. Specifically define the affected area.

c. Define the types of restrictions to be placed in effect. These may require the diverting and rerouting of

traffic, the restricting of traffic to certain areas or corridors, and the initiating of a requirement to obtain a Security Control Authorization prior to takeoff.

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

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

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

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

b. Impose the restrictions on air traffic as directed by the appropriate military authority. Restrictions will apply to those NORAD regions which have implemented ESCAT. The restrictions will automatically include instructions for all VFR

traffic within the affected area to land at the nearest suitable airport and file an IFR/DVFR flight plan.

3. Civil and military air traffic control facilities and other aeronautical facilities will disseminate to air traffic and aircraft operators and will implement those instructions and restrictions received from the ARTCCs. When an IFR or DVFR flight plan has been filed, it will be examined by the appropriate aeronautical facility to insure that it conforms with the ESCAT restrictions placed in effect by the appropriate military authority. When a flight plan does conform with the ESCAT restrictions, the appropriate aeronautical facility will grant a Security Control Authorization and the flight can then be given takeoff clearance. When a flight plan does not conform with the ESCAT restrictions, a Security Control Authorization will not be given and takeoff clearance will be denied.

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

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

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

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

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

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

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

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

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

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

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

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

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

C. Implementation:

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

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

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

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

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

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

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

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

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

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

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

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

diversion or dispersal of traffic, when ordered, will be to airports outside of metropolitan areas or likely target complexes whenever possible. Instructions will be passed over normal air/ground/air radio frequencies.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

D. Movement of Tactical Air Traffic

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

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

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

4. Tactical air traffic will file IFR flight plans and comply with IFR procedures regardless of weather. The appropriate WATPL number will be entered in the Remarks section in the Aircraft Clearance Form DD 175. The WATPL number will

be posted on ARTCC flight strips and passed with flight plan data from one ARTCC to the next, and to the appropriate air defense control facilities.

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

6. Compliance with approved flight plan and position report requirements is important for identification. Aircraft aborting or deviating from an approved flight plan will 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 by defensive weapons.

E. Special Operations

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

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

a. Organized civil defense missions.

b. Disaster Relief flights.

c. Agricultural and forest fire flights.

d. Border patrol flights.

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

SCATANA
SECTION V
WARTIME AIR TRAFFIC PRIORITY LIST (WATPL)

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

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

C. Wartime Air Traffic Priority List

1. Priority One:

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

b. Anchor Annex

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

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

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

2. Priority Two:

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

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

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

3. Priority Three:

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

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

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

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

4. Priority Four:

a. Dispersal of tactical military aircraft.

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

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

d. Dispersal of FAA/DOD flight inspection aircraft.

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

f. Dispersal of public aircraft assigned to FAA and other Federal agencies.

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

5. Priority Five:

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

b. Dispersal of nontactical military aircraft for their protection.

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

6. Priority Six:

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

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

7. Priority Seven: Other military flight operations.

8. Priority Eight: All other flight operations not specifically listed above.

D. Policy for Application of WATPL:

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

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

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

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

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

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

a. Involvement in limited war or execution of contingency plans, to include JCS-directed actions, immediately makes successful completion of such action a primary national objective. Therefore, aircraft movements in support of these actions will be afforded expeditious handling by the ATC system commensurate with the degree of urgency stated by the DOD to the FAA. When directing the execution of a contingency/limited war plan, or other JCS-directed operation which is in pursuit of primary national objectives, the DOD will so advise the FAA (or appropriate Canadian authority if Canadian airspace is involved), requesting that aircraft operating in accordance with such plans be given priority handling over air traffic

except active air defense missions and launch of the strategic alert force and supporting aircraft. Should contingency, limited warfare, or other JCS-directed plans be executed concurrently by more than one operational commander, the JCS will state to the FAA (or appropriate Canadian authority when Canadian airspace is involved) and the military commanders concerned, the relative urgency of each operation and will resolve conflicts that may arise.

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

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

SCATANA
SECTION VI
TACTICAL AIR MOVEMENT PLANS

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

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

C. Execution

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

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

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

2. Responsible military authorities will:

a. During the coordination phase, insure that proposed aircraft movements do not conflict with other known movements

or planned airspace utilization. Possible conflicts are to be resolved through negotiations with the commands involved.

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

SCATANA
SECTION VII
TEST PROCEDURES

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

B. Intention.

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

a. Aircraft will not be grounded or diverted.

b. Air navigation aids will not be shut down.

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

d. Radio communications will not be interrupted.

2. ESCAT Tests

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

"This is _____ with a NORAD exercise
(NORAD Region)

message for _____ . (Repeat) Simulate
(state exercise name)

applying ESCAT for _____ . ATCCC
(Specified Area)

acknowledge when appropriate agencies have been notified. This is an exercise message for _____
(state exercise name).

b. ARTCCs will notify all appropriate civil and military air traffic control and aeronautical facilities. Upon completion of all notifications, a list of facilities/notification times will be provided to the NORAD region by the ATCCC.

3. SCATANA Tests

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

"This is _____ with a NORAD exercise
(Region)

message for _____ . (Repeat)
(state exercise name)

Simulate implementing SCATANA for _____ .
(Specified Area)

Priorities __ thru __ . ATCCC acknowledge when appropriate agencies have been notified. This is an exercise message for _____ ."
(state exercise name)

b. ARTCCs will notify all appropriate civil and military air traffic control and aeronautical facilities. Upon completion of all notifications, a list of facilities/notification times will be provided to the NORAD region by the ATCCC.

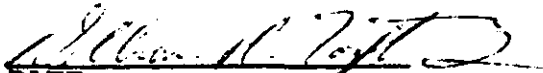
4. ESCAT or SCATANA will be tested periodically but at least semi-annually. Tests will be conducted in conjunction with a Headquarters NORAD or NORAD region exercise. Additionally, tests may be conducted by individual NORAD regions when test objectives are local in nature, with prior coordination with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

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

SCATANA
SECTION VIII
AUTHENTICATION

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


Approved:


DATE 4 FEB 1985

Deputy Secretary of Defense
WILLIAM H TAFFEY


DATE APR 14 1985

Deputy Secretary of Transportation


DATE NOV 04 1985

Defense Commissioner, Federal
Communications Commission

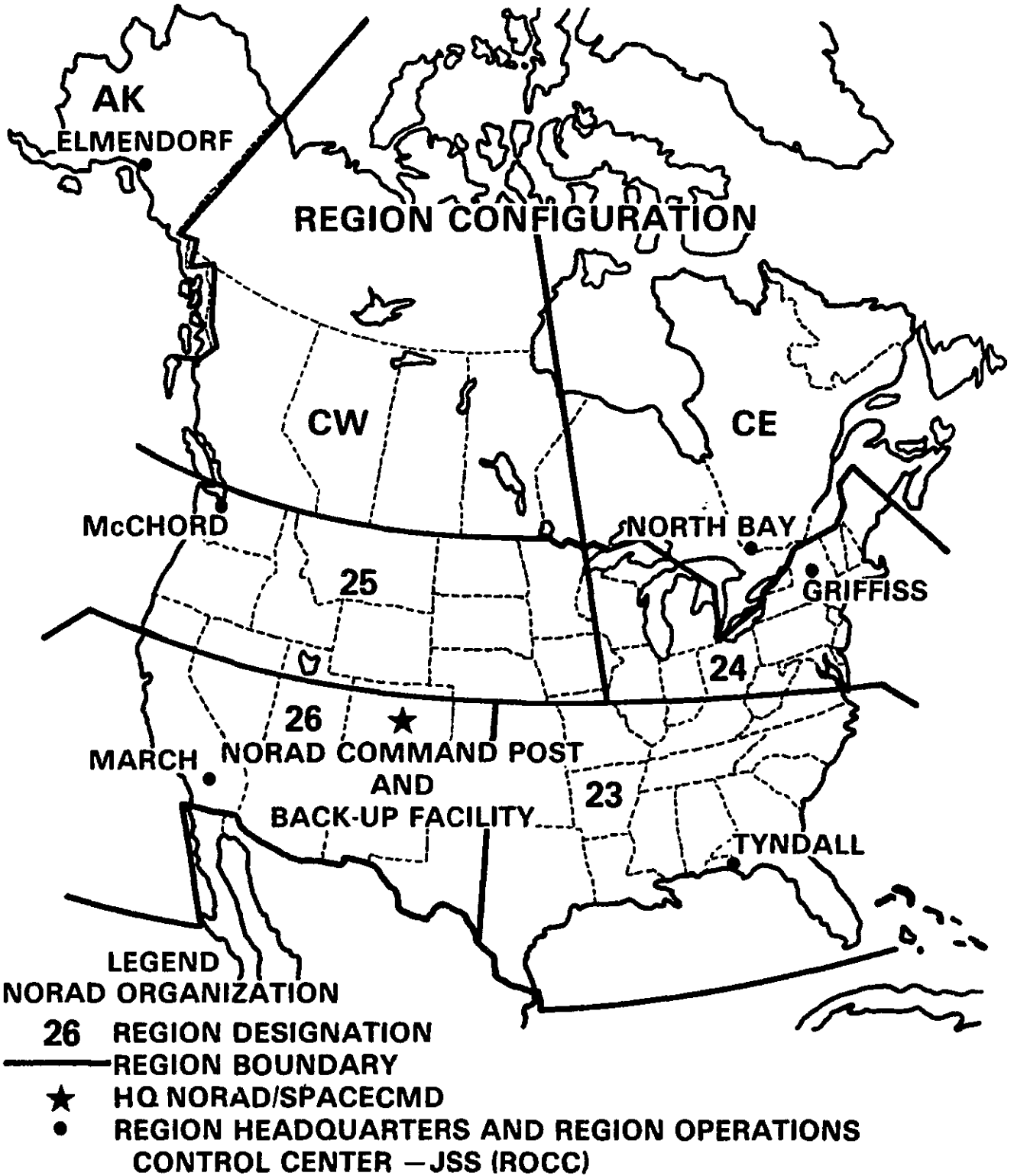
APPENDIX 2

GADO's/FSDO's DESIGNATED AS SARDA LIAISON

Region	State	GADO/FSDO	Region	State	GADO/FSDO
AAL	Alaska	Juneau	ANM	Montana	Helena
				Colorado	Denver
ACE	Iowa	Des Moines		Idaho	Boise
	Kansas	Wichita		Oregon	Portland
	Missouri	St. Louis		Utah	Salt Lake City
	Nebraska	Lincoln		Washington	Seattle
				Wyoming	Casper
AEA	Delaware	Philadelphia, PA	ANE	Connecticut	Westfield, MA
	District of Columbia	Washington, DC		Maine	Portland
	Maryland	Baltimore		Massachusetts	Westfield
	New Jersey	Philadelphia, PA		New Hampshire	Portland, ME
	New York	Albany		Rhode Island	Westfield, MA
	Pennsylvania	Harrisburg		Vermont	Portland, ME
	West Virginia	Charleston			
	Virginia	Richmond	ASW	Arkansas	Little Rock
				Louisiana	New Orleans
AGL	Ohio	Columbus		New Mexico	Albuquerque
	Illinois	Springfield		Oklahoma	Oklahoma City
	Indiana	Indianapolis		San Antonio	Texas
	Michigan	Detroit	AWP	Arizona	Phoenix
	Minnesota	Minneapolis		California	Sacramento
	No. Dakota	Fargo		Hawaii	Honolulu
	So. Dakota	Rapid City		Nevada	Reno
	Wisconsin	Milwaukee			
ASO	Kentucky	Louisville			
	Alabama	Atlanta, GA			
	Georgia	Atlanta			
	Florida	Orlando			
	Miss.	Memphis, TN			
	No. Carolina	Winston-Salem			
	So. Carolina	Winston-Salem, NC			
	Puerto Rico	San Juan			
	Virgin Is.	San Juan, PR			
	Tennessee	Memphis			

APPENDIX 3

Region Configuration Chart



NOTE 1: BOTH CW AND CE ARE LOCATED AT NORTH BAY WITH THE CANADIAN REGION HEADQUARTERS.

SCATANA RESPONSIBILITIES

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

NORAD Region

ARTCC

23rd NORAD Region
Tyndall AFB FL 32403

Atlanta, Fort Worth, Houston,
Indianapolis, Jacksonville,
Kansas City, Memphis, Miami,
Washington

24th NORAD Region
Griffiss AFB NY 13441

Boston, Chicago, Cleveland,
Minneapolis, and New York

25th NORAD Region
McChord AFB WA 98438

Salt Lake City, Seattle

26th NORAD Region
March AFB WA 98438

Albuquerque, Denver, Los Angeles,
Oakland

Alaska NORAD Region
Elemendorf AFB AL 99506

Anchorage