

**§ 245.1 Foreword.**

(a) This part is promulgated in furtherance of the Federal Aviation Act of 1958, as amended, 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—June 1971.

(b) This part 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, and control of federal and non-federal air navigation aids.

**§ 245.2 Explanation of terms.**

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

(a) *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.

(b) *Air defense identification zone*. Airspace of defined dimensions within which the ready identification, location and control of aircraft is required.

(c) *Air navigation aid (NAVAIDS)*. (1) Federal NAVAIDS. 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.

(2) Non-Federal NAVAIDS. VOR, VORTAC and TACAN stations licensed by the FCC.

(d) *Appropriate military authorities*. Within the NORAD area of responsibility—CINC NORAD AND NORAD region commanders. CINC NORAD has delegated all 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 unified or specified commands for U.S. areas located within their area of responsibility.

(e) *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.

(f) *Defense emergency*. An emergency condition which exists when:

(1) 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.

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

(g) *Dispersal*. Relocation of aircraft to predesignated dispersed operating bases for the purpose of increasing survivability.

(h) *Diversion*. The intentional change of a flight from its intended destination for operational or tactical reasons.

(i) *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 § 245.4).

(j) *FAA Region*. A geographical subdivision of the area for which the FAA is responsible.

(k) *Implement SCATANA*. The phrase used to direct FAA to commence those actions required in the SCATANA plan (see § 245.5).

(l) *Nontactical air traffic*. Civil or military flights other than tactical air traffic.

(m) *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 and the Canadian Forces Air Defense Command.

(n) *NORAD Region*. A geographical subdivision of the area for which NORAD is responsible.

(o) *Rerouting*. The intended deviation of a flight from its original course without changing its destination.

(p) *SARDA*. State and Regional Disaster Airlift. A plan for the use of nonair carrier aircraft during a national emergency.

(q) *SCATANA*. The short title for the joint DoD/DOT/FCC plan for the Security Control of Air Traffic and Air Navigation Aids.

(r) *Security control authorization*. Military authorization for an aircraft to take off when ESCAT is applied or

SCATANA has been implemented. (See §§ 245.5 and 245.8).

(s) *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.

(t) *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.

(u) *Wartime Air Traffic Priority List (WATPL).* The list comprises eight priorities designed to control the volume of air traffic when SCATANA has been implemented. (See §§ 245.5, 245.6 and 245.8).

(v) *The use of the words "will" and "shall."* For the purpose of this part, use of the words will and shall denotes mandatory compliance by the affected persons or agency(ies).

(w) *List of Acronyms and Abbreviations.*

ADIZ—Air Defense Identification Zone.  
 ARTCC—Air Route Traffic Control Center.  
 ATC—Air Traffic Control.  
 CINCNOAD—Commander in Chief North American Air Defense.  
 CRAF—Civil Reserve Air Fleet.  
 DoD—Department of Defense.  
 DVFR—Defense (ADIZ) 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.  
 JCS—Joint Chiefs of Staff.  
 LORAN—A hyperbolic system of navigation, i.e., LORAN-A and LORAN-C systems of navigation.  
 NAVAID—Navigation Aid.  
 NORAD—North American Air Defense.  
 SAC—Strategic Air Command.  
 SARDA—State and Regional Disaster Air-lift.  
 SCATANA—Security Control of Air Traffic and Air Navigation Aids.  
 TACAN—Tactical Air Navigation.  
 VFR—Visual Flight Rules.  
 VHF—Very High Frequency.  
 VOR—VHF Omnidirectional Range.

VORTAC—VHF Omnidirectional/Tactical Air Navigation.  
 WASP—War Air Service Program.  
 WATPL—Wartime Traffic Priority List.

### § 245.3 The SCATANA Plan.

(a) *Purpose.* The purpose of this part is to establish responsibilities, procedures and instructions for the security control of civil and military air traffic and NAVAIDS which will provide for the most effective use of airspace under various emergency conditions.

(b) *Authority.* (1) The Joint Chiefs of Staff directives which outline NORAD responsibilities for the development of plans and policies in concert with the FAA and FCC for the establishment of a system for identification and security control of air traffic and air NAVAIDS.

(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.

(c) *Scope.* This part applies to all United States territory over which the FAA has air traffic control jurisdiction. For the purpose of this part, the appropriate military authorities within this territory are as follows:

(1) For the NORAD area of responsibility, NORAD region commanders have been designated as appropriate military authority by CINCNOAD.

(2) Outside the NORAD area, the commander, or his designated representative, of the unified-specified command exercising operational control over the area.

(d) *General description of the plan.* This part is intended to meet two types of situations. These are outlined below, together with a general summary of the actions required.

(1) In the first situation, an emergency may develop which does not meet the criteria for the declaration of a Defense Emergency or Air Defense Emergency, but in the interests of hemispheric and national security requires identification and control of all aircraft operating in the defense area, its coastal approaches or any parts of these areas. Under such conditions, the following actions, which are described in more detail in § 245.3, will be taken: