

(c) *Execution.* (1) Commanders of Major Commands (or "Responsible Military Commanders") are to ensure that:

(i) 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 region, coordination must be effected with all of the region commanders involved. The NORAD region commander will effect necessary coordination on those tactical operations with the FAA through the Region Air Defense Liaison Officer (RADLO).

(ii) Subsequent to the coordination required in the paragraph (c)(1)(i) of this section, extracts of the air traffic movement section of their plans are to be passed to the appropriate military authorities. The extracts are to be prepared according to the format shown in §245.7. In the NORAD area of responsibility the extracts are to be sent to the Commander of the NORAD region in which the flights originate.

(2) Responsible military authorities will:

(i) During the coordination phase, ensure that proposed aircraft movements do not conflict in time, altitude, route or any other respect with other planned movements. Potential conflicts are to be resolved through negotiations with the commands involved.

(ii) On receipt of the tactical air movement plan extracts, review again their impact on the overall air situation, incorporate the extracts into the unit SCATANA plan, as supplements, and distribute the extracts to appropriate military agencies, FAA regions and ARTCCs.

**§245.7 Extract of Tactical Air Movement Plan.**

(Unit) \_\_\_\_\_  
 (Office symbol) \_\_\_\_\_  
 Address \_\_\_\_\_

Project officer name and phone number \_\_\_\_\_  
 Mission name: \_\_\_\_\_

SCATANA \_\_\_\_\_  
 (NORAD region of flight plan origination)

(Number assigned by region)

(WATPL number)

(a) \_\_\_\_\_  
 (Call sign, or VCSL block/line of flight lead)

(b) \_\_\_\_\_  
 (Number and type aircraft/NAV equip)

(c) \_\_\_\_\_  
 (Departure base, ICAO 4 letters)

(d) \_\_\_\_\_  
 (Level-off point/elapsed time) (direct or airway route)

\_\_\_\_\_ Points to penetration fix

(e) \_\_\_\_\_  
 (Destination/total time enroute) (ICAO 4 letters)

(f) "E" hour plus \_\_\_\_\_  
 (ETD)

(Interval planned between aircraft, cells, or flights)

Altitude Reservation Void on hour after last ETD.

(g) \_\_\_\_\_KT.  
 (TAS)

MARSA within this flight.

(Military assumes responsibility for separation of aircraft)

All other call signs are: \_\_\_\_\_

**§245.8 Wartime Air Traffic Priority List (WATPL).**

(a) *Situation.* When SCATANA is implemented, a system of traffic priorities is required in order to ensure 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.* (i) Aircraft engaged in active continental defense missions.