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TP 1258E
(10/2009)
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Emergency Security Control Of Air Traffic (ESCAT) Plan

*Joint document between
the Departments of Transport
and National Defence, Canada*

Canada

Suggestions for changes or inquiries should be forwarded to:

A3 Aerospace Readiness
1 Canadian Air Division HQ
Box 17000 Station Forces
Winnipeg, MB R3J 0T0
Canada

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Department of National Defence, Canada
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FOREWORD

This unclassified plan, *Emergency Security Control of Air Traffic (ESCAT) Plan*, supersedes TP 1258E, dated April 2000.

The threat to our national security and survival, posed by potential aggressor capability, dictates that the effectiveness of the air defence system must not be adversely affected by non-essential air traffic operating in airspace in which either an air battle or contingency operation is being conducted or is imminent. In addition, provisions have to be made to expedite the handling of aircraft movements that support national contingency plans.

The *ESCAT Plan* has been developed to outline the roles, responsibilities and procedures for Transport Canada, NAV CANADA and Department of National Defence authorities to regulate the movement of friendly, non-tactical aircraft; facilitate the identification, tracking, and interception of, potentially or actually, hostile aircraft; and ensure the preservation of civil and military aircraft for employment in national survival operations. Rules pertaining to the Plan are contained in the *Canadian Aviation Regulations* (CARs) and are reproduced in appropriate military flying orders.

_____ _____

Minister   Minister of
of Transport   National Defence

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List of Abbreviations

1 Cdn Air Div	1 Canadian Air Division
A3 AR	A3 Aerospace Readiness
ACC	Area Control Centre
ADIZ	Air Defence Identification Zone
ADM	Assistant Deputy Minister
ALTRV	Altitude Reservation
AMIS	Aircraft Movement Information System
ANS	Air Navigation Services
ARE	Altitude Reservation East (Gander)
ARTCC	Air Route Traffic Control Centre
ARW	Altitude Reservation West (Edmonton)
ATC	Air Traffic Control
ATM Coord	1 Canadian Air Division Air Traffic Management Coordination Office
ATS	Air Traffic Services
CACO	Civil Aviation Contingency Operations (Transport Canada)
CADS	Canadian Air Defence Sector
Canada COM	Canada Command
CANR	Canadian NORAD Region
CANUS	Canada/United States
CAOC	Combined Air Operations Centre
CARs	*Canadian Aviation Regulations*
CAS	Chief of the Air Staff
CDRNORAD	Commander, North American Aerospace Defense Command
CDS	Chief of the Defence Staff
CFICC	Canadian Forces Integrated Command Centre
CONPLAN	Contingency Plan
CONUS	Continental United States
CSN	Canadian Switching Network
D Air SP	Director, Air Strategic Plans
DCDRNORAD	Deputy Commander, North American Aerospace Defense Command

DND	Department of National Defence
DO	Director of Operations
DoD	Department of Defense (United States)
DOS SJS	Director of Staff, Strategic Joint Staff
DVFR	Defence Visual Flight Rules
EATPL	Emergency Air Traffic Priority List
ECS	Environmental Chief of Staff
ESCAT	Emergency Security Control of Air Traffic
EWO	Emergency War Orders
EZ	Exclusion Zone
FAA	Federal Aviation Administration (United States)
FIR	Flight Information Region
FSS	Flight Service Station
IFR	Instrument Flight Rules
JCC	Joint Command Centre
MACCO	Manager, ACC Operations
MND	Minister of National Defence
MOT	Minister of Transport
NAV CANADA NOC	NAV CANADA National Operations Centre
NORAD	North American Aerospace Defense Command
NOTAM	Notice to Airmen
ROA	Restricted Operations Area
SAR	Search and Rescue
SCA	Security Control Authorization
SIOP	Single Integrated Operational Plan
SJS	Strategic Joint Staff
TC	Transport Canada
USSTRATCOM	United States Strategic Command
VP Ops	NAV CANADA Vice–President, Operations

Explanation of Terms

A3 Aerospace Readiness—The 1 Cdn Air Div/CANR officer responsible for ensuring that safe and timely aerospace control services are provided within Canada and abroad in support of Air Force operations.

Air Corridor—A restricted air route of travel specified for use by friendly aircraft. It is established for the purpose of controlling and selectively identifying friendly aircraft and preventing them from being fired on by friendly forces.

Air Defence—All defensive measures designed to destroy attacking enemy aircraft or missiles in the earth's envelope of atmosphere, or to nullify or reduce the effectiveness of such an attack.

Air Defence Area—Airspace of defined dimensions, designated by the appropriate agency, within which the ready control of airborne vehicles is required in the interest of national security.

Air Defence Emergency—An emergency condition, declared by the CDRNORAD, that exists when an attack upon Canada, the continental United States, Alaska or U.S. installations in Greenland, by hostile aircraft or missiles is considered probable, is imminent, or is taking place.

Air Defence Identification Zone (ADIZ)—Airspace of defined dimensions, in accordance with *Transport Canada TP1820 Designated Airspace Handbook*, within which the ready identification, location, and control of airborne vehicles are required.

Air Defence Warning—Progressive warning condition in response to a national or North American threat.

ATM Coord—Military liaison personnel from 1 Cdn Air Div who are located within NAV CANADA Headquarters in Ottawa, and who are responsible for coordinating airspace/air traffic control issues, on behalf of the Commander 1 Cdn Air Div/CANR, with NAV CANADA, Transport Canada, and Headquarters NORAD. During ESCAT implementation, ATM Coord will coordinate the staffing of temporary military positions at CACO and the NAV CANADA NOC in order to ensure these organisations are provided effective liaison and coordination with DND operations centres.

Canada Command (Canada COM)—Command and control dimension of the Canadian Forces responsible for the conduct of all domestic operations – routine and contingency – and will be the national operational authority for the defence of Canada and North America.

***Canadian Aviation Regulations* (CARs)**—A compilation of regulatory requirements designed to enhance safety and the competitiveness of the Canadian aviation industry. They correspond to the broad areas of aviation which the Transport Canada Civil Aviation Directorate is mandated to regulate (e.g. personnel licensing, airworthiness, commercial air services, etc.).

CANR Director of Operations—Senior Officer in charge of daily operations in the Canadian NORAD Region.

Canadian Forces Integrated Command Centre - Secure command and control facility through which DOS SJS and ECS, on behalf of the CDS, monitor and direct strategic-level operations and strategic-level training activities, 24/7.

Chief of the Air Staff- As the senior Air Force officer in the Canadian military, the Commander of Air Command and Chief of the Air Staff acts as an advisor to the Chief of the Defence Staff on strategic Air Force issues. He is also responsible for training, generating and maintaining combat capable, multi-purpose air forces to meet Canada's defence objectives.

Chief of the Defence Staff-Responsible for the command, control and administration of the Canadian Forces and military strategy, plans and requirements. The CDS is the senior military advisor to the Government as a whole.

Civil Aviation Contingency Operations (CACO)—The Transport Canada, Civil Aviation focal point for emergency preparedness activities. Responsible for contingency planning and occurrence reporting in both the national and regional regulatory and operational fields of Civil Aviation.

Combined Air Operations Centre—Secure 24/7 command and control facility through which, the Commander 1 Canadian Air Division /CANR, on behalf of the CDRNORAD as well as the CAS and CDS respectively, monitors and directs tactical and strategic-level operations and tactical and strategic-level training activities,

Commander CADS—The operational commander of CADS who reports to the Commander CANR, and is responsible for the effective employment of air defence forces within Canadian Domestic Airspace (CDA). This airspace excludes foreign airspace for which control responsibility has been delegated to a Canadian ACC, but includes Canadian airspace for which control responsibility has been delegated to the FAA.

Commander CANR—The operational commander of CANR who reports to the CDRNORAD, and is responsible for the effective employment of air defence forces within Canadian airspace.

Contingency Operations—Military operations resulting from a situation that threatens hemispheric and/or national security interests.

DD Priority—NOTAM message priority indicating exceptional circumstances, and justified by the requirement and special handling in accordance with the International Civil Aviation Organization and as detailed in *Canadian NOTAM Procedures Manual*.

Defence VFR (DVFR)—Rules applicable to flights within an ADIZ conducted under visual flight rules (VFR). When ESCAT has been implemented, the rules are applicable to all Canadian airspace.

Dispersal—Relocation of airborne defence forces for the purpose of increasing survivability.

Diversion—A change made in a prescribed route or destination for operational or tactical reasons.

Emergency Air Traffic Priority List (EATPL)—A list comprising eight priorities designed to control the volume of air traffic when ESCAT has been implemented.

Exclusion Zone (EZ)—Airspace of defined dimensions for the exclusive use of aircraft operating under the authority of the Minister of National Defence for the purpose of conducting air surveillance and interdiction.

Flight Information Region (FIR)—An area of defined dimensions extending upwards from the surface of the earth, within which flight information service and alerting service are provided.

Joint Command Centre (JCC)—Secure command and control facility responsible, through the Commander Canada COM, for the situational awareness in the Command's Area of Responsibility, 24/7.

NAV CANADA—Canada's national provider of civil air navigation services, providing air traffic control, flight information, weather briefings, airport advisory services, and electronic aids to navigation.

NAV CANADA National Operations Centre (NAV CANADA NOC)—NAV CANADA's focal point for operations, including emergency activities. Responsible crisis centre for coordinating with company facilities, including all area control centres (ACC), towers, flight information centres (FIC) and flight service stations (FSS).

North American Aerospace Defense Command (NORAD)—A bi-national integrated Canadian and US command responsible for the surveillance and control of the of Canadian and US airspace; for taking appropriate responses against air attacks; and for providing warning and assessment of an aerospace attack on North America.

NORAD Region—A geographical subdivision of the NORAD areas of responsibility.

NOTAM— International Notice to Airmen (NOTAM) is a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations (reference *DND Flight Information Publication GPH204A Flight Planning and Procedures, Canada and the North Atlantic* and/or the NAV CANADA *Canadian NOTAM Procedures Manual*).

Restricted Operations Area (ROA)—A stationary altitude reservation (ALTRV) for aircraft operating under the authority of the Minister of National Defence.

Security Control Authorization (SCA)—Military authorization for an aircraft to take off when ESCAT has been implemented. This authorization is separate and distinct from the EATPL process; it is not based on the EATPL priority.

Strategic Joint Staff—Provides strategic level military analysis and decision support to the CDS in his role as the principal military advisor to the Government of Canada, and enables the CDS to effect strategic command.

Tactical Air Traffic—Military flights engaged in operational missions against the enemy; flights engaged in immediate deployment for a combat mission; flights engaged in

intercepting non-compliant air traffic; and planned combat and logistical support flights contained in emergency war plans.

Transport Canada (TC)—The regulatory body that implements, through NAV CANADA, the restricted airspace in support of ESCAT.

<u>NOTE</u>: **SHALL**—application is mandatory; construed as being imperative
SHOULD—application is recommended; construed as being informative only.
MAY—application is optional; construed as being permissive.

CHAPTER 1

ESCAT Plan

1.1   Introduction

1.1.1   The purpose of this plan is to establish responsibilities, procedures in general, and instructions for the security control of civil and military air traffic in order to provide effective use of airspace under various emergency conditions.

1.2   Authority

1.2.1   *Aeronautics Act*

1.2.2   Section 601.18 of the *Canadian Aviation Regulations* (CARs)

1.2.3   *Agreement Between the Government of Canada and the Government of the United States of America on the North American Aerospace Defense Command* (NORAD Agreement)

1.3   Scope

1.3.1   **NOTING** that, pursuant to the *Aeronautics Act,* the Minister of Transport (MOT) is responsible for the development and regulation of aeronautics and the supervision of all matters connected with aeronautics and, in the discharge of those responsibilities, the MOT may cooperate with officers of Her Majesty in right of Canada and assist them in providing services under their jurisdiction that may require any aerial work and collaborate with officers employed in aviation services of Her Majesty in such extension of their work as the development of aeronautics require;

AND FURTHER NOTING that the MOT may cooperate with officers of Her Majesty in right of Canada on all matters relating to defence;

AND RECOGNIZING under the *Aeronautics Act* that when the MOT is of the opinion that there is an immediate threat to aviation security or to any aircraft or aerodrome or other aviation authority facility, or to the safety of the public, passengers or crew members, the MOT may direct any person to do, or refrain from doing, anything that in the opinion of the MOT it is necessary to do or refrain from doing in order to respond to the threat, including directions respecting the diversion of aircraft to alternate landing sites and the movement of aircraft or persons at aerodromes or other aviation facilities;

AND MINDFUL that under the NORAD Agreement, the Government of Canada has given the responsibility and authority to the Chief of the Defence Staff (CDS) through the Minister of National Defence (MND) to carry out the missions of NORAD within the Canadian Region to provide: aerospace warning for North America; aerospace control for North America; and Maritime warning for North America;

AND DESIRING to ensure these respective responsibilities are met in various emergencies,

THE MOT AND THE MND HAVE AGREED as follows:

That this ESCAT plan describes the joint actions to be taken by appropriate military authorities, TC, and NAV CANADA, in the interest of national security, to control civil and military aircraft operating in Canadian Domestic Airspace as defined by *Transport Canada TP1820 Designated Airspace Handbook*. This plan excludes foreign airspace for which control responsibility has been delegated to a Canadian ACC, but includes Canadian airspace for which control responsibility has been delegated to the FAA.

1.4   Description

1.4.1   This ESCAT plan provides guidelines for identifying and controlling air traffic within a specified air defence area. This will enhance the use of airspace for defence and defence-supported activities and allow the use of airspace by civil aircraft consistent with air safety. The plan is intended to meet three types of situations:

(1)   When an Air Defence Emergency or Air Defence Warning, as defined in the NORAD CONPLAN has been declared, designated military authorities, as set out at 1.5.1 will authorize the implementation of ESCAT;

(2)   During a contingency operation or asymmetric attack that, in the opinion of a designated military authority as set out at 1.5.1., requires ESCAT implementation; or

(3)   At all other times when designated military authorities as set out at 1.5.1. through coordination with NAV CANADA and TC, request TC to authorize airspace restrictions to the extent necessary to control air traffic operations in airspace that is critical to the conduct of air defence operations.

1.5   Implementation

1.5.1   **Military Authorities:** The following personnel are designated as the appropriate military authorities for the implementation of ESCAT in accordance with the guidelines stipulated in paragraph 1.5.2:

(1)   CDS;

(2)   Commander NORAD (CDRNORAD) / Deputy Commander NORAD (DCDRNORAD);

(3)   Commander CANR / Deputy Commander CANR; or

(4)   Commander CADS.

1.5.2   Conditions for **Implementation:**

(1)   **AIR DEFENCE EMERGENCY WITHIN CANUS AREA:** When an emergency has resulted in the declaration of an Air Defence Emergency as set out in the NORAD CONPLAN, ESCAT will be implemented automatically and remain in effect for the duration of the Air Defence Emergency.

(2)   **AIR DEFENCE WARNING WITHIN CANR OR ADJACENT REGION:** When CANR or an adjacent region or sector has declared an Air Defence Warning as set out in the NORAD CONPLAN, but an Air Defence Emergency has not been declared, then the Commander CANR may direct the implementation of ESCAT. The Commander CADS has this authority only in the event that CADS has assumed control of the region under succession of command responsibility.

(3)   **AIR DEFENCE EMERGENCY OUTSIDE CANUS:** When an Air Defence Emergency has been declared outside the CANUS area as set out in NORAD CONPLAN, the CDRNORAD or the DCDRNORAD may implement ESCAT when deemed necessary.

(4)   **OTHER CONDITIONS FOR NORAD:** In all other conditions deemed necessary, CDRNORAD shall seek authorization to implement ESCAT through the CDS to the MND who will consult with the Governor-in-Council.

(5)   **OTHER CONDITIONS FOR CANADA**: When other conditions exist that threaten or affect vital continental Canadian security or defence interests but do not warrant declaration of an Air Defence Emergency or Air Defence Warning, yet the circumstances require ESCAT, then the CDS through the MND will seek Governor-in-Council approval for implementation.

1.5.3 **ESCAT PHASES:** ESCAT may be executed in phases to facilitate a smooth transition from normal peacetime air traffic identification and control procedures to the more restrictive identification and control procedures that accompany the full implementation of ESCAT. Phase One is considered the preparatory stage of implementation and may be directed by the CDS at any time. Phase Two is considered to be full implementation of the plan and requires the requisite authority, as detailed in paragraph *1.5.2—Conditions for Implementation*. When ESCAT has been implemented, the movement of civil and military aircraft is governed by the implementation of an ESCAT Air Traffic Priority List (EATPL) and/or a Security Control Authorization (SCA) number.

    (1)   Phase One—Requires all aircraft in designated areas to file IFR/DVFR flight plans in accordance with CARs 602.76(1) and (2), CAR 602.145, this plan, and the established procedures detailed in the *GPH205 Canada Flight Supplement* and/or *TP 14371Aeronautical Information Manual (AIM) Canada*.

    (2)   Phase Two—The Commander CANR restricts aircraft movement within designated areas through implementation of the EATPL and SCA process.

1.5.4 **ESCAT ZONES:** For the purpose of implementing ESCAT, Canadian airspace has been divided into seven zones. Once ESCAT has been authorized, the Commander CANR may implement ESCAT by activating one or more zones or portions of zones. These zones are depicted in Annex A.

1.5.5 **LESS THAN ESCAT CONDITIONS - EXCLUSION ZONES (EZ) AND RESTRICTED OPERATIONS AREAS (ROA):** If conditions exist that threaten national security but do not warrant the declaration of an Air Defence Warning or an Air Defence Emergency, then the appropriate military commanders shall consider the effectiveness of EZs and ROAs before implementing ESCAT. As such, the CDS or Commander CANR (through coordination with TC and NAV CANADA), may impose airspace restrictions around major cities and vital points to facilitate military operations. Procedures for the implementation of EZs and ROAs are delineated in the DND/TC/NAV CANADA *A-71 ROA/ALTRV Arrangement*.

1.6   Amplifying Information

1.6.1 Interference with normal air traffic will be minimized, consistent with the requirements of the air defence system.

1.6.2 Military operations vital to national defence shall be given priority over other military and civil aircraft. These operations include civil air carrier flights under mission control of the military, and foreign flag carrier flights operating in support of national defence.

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

1.6.4 To ensure that implementation actions can be taken expeditiously, ESCAT tests shall be conducted in accordance with Annex C of this plan.

1.7 Responsibilities

1.7.1 The CDS shall:

(1) Recommend amendments to this plan to the MND to ensure it is adequate to meet changing requirements;

(2) Maintain continuous liaison, through the Chief of the Air Staff (CAS), with the Assistant Deputy Minister, Safety and Security, Transport Canada; and NAV CANADA, with regard to all pertinent aspects of this plan;

(3) Establish the military requirements for ESCAT under contingency operations; and

(4) Direct the implementation and termination of ESCAT, through the Director of Staff, Strategic Joint Staff (DOS SJS) and Canadian Forces Integrated Command Centre (CFICC), to the CDRNORAD or Commander CANR, as appropriate.

1.7.2 The CDRNORAD shall:

(1) Recommend amendments to this plan to the CAS to ensure it is adequate to meet changing requirements;

(2) Maintain continuous liaison, through the CAS, with the Assistant Deputy Minister, Safety and Security, Transport Canada; and NAV CANADA, with regard to all pertinent aspects of this plan;

(3) Establish the military requirements for ESCAT; and

(4) Direct the implementation and termination of ESCAT, through the Commander CANR, after consultation with the CDS.

1.7.3 The Assistant Deputy Minister, Safety and Security, Transport Canada, shall:

(1) Ensure coordination with the CDRNORAD, through the CAS, regarding all pertinent aspects of this plan;

(2) Maintain continuous liaison, through the CAS and NAV CANADA, with regard to all pertinent aspects of this plan;

(3) Promulgate the necessary CARs to fulfill the requirements of this plan; and

(4)   Administer ESCAT in accordance with the established requirements.

1.7.4   The Commander CANR, via the 1 Cdn Air Div/ CANR CAOC shall:

(1)   Develop procedures for the testing, implementation and termination of ESCAT, in conjunction with TC and NAV CANADA;

(2)   Maintain coordination with the Assistant Deputy Minister, Safety and Security, Transport Canada; NAV CANADA; and commanders of adjacent NORAD Regions, in regard to all pertinent aspects of this plan;

(3)   Direct the implementation of ESCAT, or coordinate with TC and NAV CANADA to impose airspace restrictions to the degree necessary to meet the tactical situation, when authorized to do so by this plan;

(4)   Notify the CFICC if implementing ESCAT, and advise of the circumstances under which ESCAT has been ordered;

(5)   Once ESCAT has been implemented, liaise directly with TC and NAV CANADA for execution of the plan;

(6)   Notify ATM Coord of the implementation or termination of ESCAT; and

(7)   Notify the CFICC when ESCAT has been terminated.

1.7.5   The CFICC, upon direction from either the CDS or the Commander CANR to implement or terminate ESCAT shall:

(1)   Contact the NAV CANADA NOC to advise them of the order to implement or to terminate ESCAT, as directed;

(2)   Notify the Commander Canada COM and JCC of the implementation or termination of ESCAT;

(3)   Notify the TC Civil Aviation Contingency Operations (CACO) operations centre of the implementation or termination of ESCAT, and any requirements for airspace restrictions;

(4)   Update CACO whenever changes are directed to the EATPL authorization in any of the zones, or if there are any required revisions to airspace restrictions; and

(5)   Provide CACO with a daily summary of the current EATPL in effect in each of the zones.

1.7.6   TC, in conjunction with NAV CANADA, shall:

(1)   Coordinate with the Commander CANR in developing detailed procedures and plans for the testing, implementation and termination of ESCAT; and

(2)   Implement airspace restrictions as may be required in support of ESCAT operations, and issue the related NOTAMs through NAV CANADA's International NOTAM Office.

Note: All NOTAMs pertaining to ESCAT shall be "DD" priority.

1.7.7   The NAV CANADA NOC shall:

(1)   Notify the appropriate ACCs upon notification from the CFICC that ESCAT has been implemented or terminated;

(2)   Notify the appropriate ACCs to carry out the directed actions upon direction from the Commander CANR that a phase of ESCAT has been implemented; and

(3)   Notify the Commander CANR when directed actions have been completed.

1.7.8   ATM Coord, in conjunction with A3 Aerospace Readiness, shall:

(1)   Advise the Commander CANR on all matters pertaining to NAV CANADA facilities and services, relating to the implementation of ESCAT;

(2)   Assist in the development and co-ordination of procedures between appropriate agencies on matters concerning the implementation and testing of the ESCAT plan, as required; and

(3)   Coordinate the staffing of temporary military positions at CACO and the NAV CANADA NOC during ESCAT implementation, in order to ensure these organizations are provided effective liaison and coordination with DND operations centres.

1.7.9   The NAV CANADA ACC Shift Managers, upon notification that ESCAT has been implemented, shall immediately:

(1)   Notify all affected ATS units within their respective areas of responsibility to implement ESCAT, as directed;

(2)   Issue instructions to control air traffic, as specified by the appropriate authority;

(3)   Direct appropriate ATS units to limit and/or prohibit departures and/or arrivals at specified airports, or within specified areas;

(4)   Notify the NAV CANADA NOC when ESCAT action has been implemented or terminated, to the degree specified;

(5)   Originate, issue, amend or relay such other instructions and information as may be necessary to meet ESCAT requirements, upon direction by the NAV CANADA NOC;

       (6)   Advise the adjacent ACCs and ARTCCs of the current status of ESCAT in their area of responsibility; and

       (7)   Notify all affected units and agencies when advised that ESCAT is terminated.

1.7.10 NAV CANADA and Military ATS units shall:

       (1)   Develop an ESCAT implementation plan specific to their operation in accordance with this plan (Annex B); and

       (2)   Implement ESCAT as directed, upon notification from the ACC.

1.8   Communication

1.8.1 The communication to be used to implement, conduct, terminate or test ESCAT will be:

       (1)   ATS/AMIS communication systems;

       (2)   CSN; or

       (3)   Commercial telephone.

1.8.2 Secure communication capability, at the Secret level, shall be available for coordination between the CFICC, 1 Cdn Air Div/CANR CAOC, TC and the NAV CANADA NOC. Where secure communication is not available, reasonable measures shall be taken to ensure the validity of the call or identity of the caller.

1.9   Review

1.9.1 This plan shall be reviewed by TC, NAV CANADA, CAS and the Commander 1 Cdn Air Div/CANR at least every two years, and shall be amended or re-issued as required. This review shall be coordinated through 1 Cdn Air Div/CANR Headquarters.

1.9.2 All annexes shall indicate an effective date.

1.9.3 Suggestions for changes or inquiries should be forwarded to:

A3 Aerospace Readiness
1 Canadian Air Division HQ
Box 17000 Station Forces
Winnipeg MB R3J 0T0

CHAPTER 2

Implementation

2.1 **Purpose**

2.1.1   To direct the coordination procedures necessary to fulfill air defence and ANS requirements for the movement of air traffic once ESCAT has been implemented.

2.2 **Notification**

2.2.1   Upon direction to implement ESCAT, CFICC, shall notify the 1 Cdn Air Div / CANR CAOC (as appropriate), the Joint Command Centre (JCC), the NAV CANADA NOC and CACO that ESCAT is being implemented.

2.3 **Coordination**

2.3.1   The Commander CANR via the 1 Cdn Air Div CAOC shall direct the restrictions to be implemented, through CACO and the NAV CANADA NOC/Duty Manager. Examples of restrictions to be considered include:

   (1)   Defining the affected area;

   (2)   Defining routing restrictions on flights entering or operating within the appropriate portions of the affected area;

   (3)   Defining restrictions for the volume of air traffic within the affected area, using the EATPL and SCAs;

   (4)   Setting altitude limitations on flight operations in selected areas;

   (5)   Setting restrictions on aircraft from selected countries; and/or

   (6)   Coordinating with CACO and the NAV CANADA NOC, for the revision or removal of airspace restrictions or air traffic movement as the tactical situation permits.

2.3.2   The 1 Cdn Air Div / CANR CAOC shall inform CACO of the current EATPL status. The Commander CANR shall also coordinate with CACO to ensure the appropriate NOTAM is issued (samples are provided in Annex D).

2.3.3   The NAV CANADA NOC shall direct the appropriate ACCs to implement ESCAT restrictions as specified by the Commander CANR, CACO, and in accordance with published NOTAMs. The NAV CANADA NOC shall advise the 1 Cdn Air Div / CANR CAOC when the restrictions have been implemented, and provide any feedback received from the ACCs.

2.3.4 The ACCs shall take the following actions when directed to implement ESCAT:

    (1)   Impose restrictions on air traffic, as directed;

    (2)   Disseminate ESCAT implementation instructions in accordance with *Annex B ESCAT Implementation Procedures* to the appropriate NAV CANADA and military ATS units. The NAV CANADA NOC will advise adjacent ATC facilities; and

    (3)   Provide the NAV CANADA NOC with feedback on any impact of the restrictions.

2.3.5 All NAV CANADA and Military ATS units shall:

    (1)   Maintain current information on the status of restrictions imposed on air traffic;

    (2)   Process flight plans in accordance with the current EATPL, including flights that have been granted an SCA; and

    (3)   Disseminate instructions and restrictions to air traffic, as directed by the ACCs.

Note: In accordance with CAR 602.146, when notified by an ATC unit that ESCAT is in effect, the pilot-in-command of aircraft entering into and operating within Canadian domestic airspace or the ADIZ shall:

    (4)   Obtain approval for the flight from the appropriate ATC unit or FSS before takeoff;

    (5)   Comply with any instruction to land or change course or altitude that is received from the appropriate ATC unit or FSS; and

    (6)   Provide the appropriate ATC unit or FSS with position reports:

        (a) when operating within controlled airspace, as required pursuant to CAR 602.125; and

        (b) when operating outside controlled airspace, at least every 30 minutes.

2.3.6 CACO shall issue NOTAMs and restrictions through NAV CANADA's International NOTAM Office as required by the Commander CANR.

Note: All NOTAMs pertaining to ESCAT shall be "DD" priority.

2.4. Application

2.4.1 With the exception of aircraft operating under *NORAD Instruction 8044 Rev 08*, a document that is only used for wartime conditions for which special coordination has been effected between USSTRATCOM, NORAD, DND, TC, and NAV CANADA, conflicts of priority in the movement of tactical air traffic shall be resolved by the Commander CANR.

2.4.2 The following applies to the movement of all air traffic:

(1) Air traffic within priorities 1 and 2 of the EATPL will not be delayed, diverted, or rerouted without the approval of the Commander CANR;

(2) Air traffic other than that within priorities 1 and 2 of the EATPL may be delayed, diverted, or rerouted by the Commander CANR, as required;

(3) SAR aircraft may be expedited on their missions without requiring Commander CANR approval. Such aircraft may be diverted to avoid battle areas, or takeoff may be delayed to prevent saturation of airspace; and

(4) Air traffic shall file IFR flight plans and comply with IFR procedures, regardless of weather. DVFR flights may be permitted in specified zones at the discretion of the Commander CANR.

Note: Compliance with approved flight plan routings and mandatory position reports is of the utmost importance in confirming identification and ensuring the effectiveness of the ESCAT plan. The provisions specified in the CARs and DND *GPH 204 Flight Planning and Procedures* and *GPH205 Canada Flight Supplement* for IFR and DVFR flights shall be strictly adhered to and will be rigidly enforced.

CHAPTER 3

Emergency Air Traffic Priority List

3.1   Purpose

3.1.1   To establish a process for the movement of air traffic when ESCAT has been implemented, and to provide policy guidance for the practical application of the system. The EATPL shall be the primary means of controlling the volume of air traffic. The SCA process will be used as a supplement to the EATPL.

3.2   Policy

3.2.1.   The use of the EATPL shall commence upon implementation of ESCAT Phase Two. Precedence shall be from priority one to priority eight. There is no precedence within each priority.

3.3   Priorities

3.3.1   Priority One

(1)   Canadian and NORAD aircraft engaged in active defence missions, including anti-submarine aircraft, interceptors, air refuelling tankers and airborne early-warning and control aircraft;

(2)   Canadian and approved allied aircraft on military offensive missions other than defence operations;

(3)   Canadian and approved allied airborne command element aircraft that provide backup to command and control systems for the combat forces; and

(4)   Aircraft transporting the Prime Minister of Canada, the President of the United States, their respective cabinet or staff members essential to national security, and other members, as approved or designated by the Minister of National Defence or the CDS. Depending on the nature of the emergency, heads of state of other allied countries may also be designated by the same means.

3.3.2   Priority Two

(1)   Canadian and approved allied air forces being deployed for, or in direct support of, combat operations, including any civil augmentation aircraft that they may be used for those purposes;

(2)   Approved allied aircraft in direct and immediate support of Emergency War Orders (EWO); and

(3)   SAR aircraft operating in support of military activities.

3.3.3 Priority Three

(1)   Canadian and approved allied air forces being deployed in support of combat operations;

(2)   Canadian and approved allied aircraft in direct support of immediate combat operations;

(3)   SAR aircraft not included in priority two; and

(4)   Flight inspection aircraft flights in connection with emergency restoration of airway and airport facilities, in support of immediate combat operations.

3.3.4 Priority Four

(1)   Dispersal of Canadian and approved allied tactical military aircraft;

(2)   Dispersal of civil air carrier aircraft supporting Canadian and approved allied military activities;

(3)   Dispersal of TC, FAA, NAV CANADA, DND, and approved foreign flight inspection aircraft; and

(4)   Dispersal of foreign civil air carrier aircraft in Canada and/or the US in accordance with specific international agreements.

3.3.5 Priority Five

(1)   The air transport of Canadian and allied military commanders, their representatives, and DND and DoD sponsored key civilian personnel who are of the utmost importance to national security, or who will have an immediate effect upon combat operations of the Armed Forces;

(2)   Dispersal of non-tactical military aircraft for their protection; and

(3)   Public aircraft assigned to TC, the FAA, and other Canadian and US federal agencies.

3.3.6 Priority Six

(1)   Flight operations in accordance with approved federal or provincial emergency airlift plans, whose immediate missions involve alleviating the effects of disaster; saving human life; air evacuation; restoring essential services; and transporting medical personnel, equipment and supplies pertinent thereto;

      (2)   Flight operations in Canada essential to the development, production and delivery of equipment, personnel, materials and supplies essential to the defence effort;

      (3)   Canadian and allied flight operations in support of disaster airlift operations;

      (4)   Humanitarian and emergency flight, meaning:

            (a)   An air ambulance flight;

            (b)   An aerial fire fighting flight;

            (c)   A SAR flight;

            (d)   A flight in support of police or military activities;

            (e)   A flight to or from a location in Canada requiring designated northern or remote services;

            (f)   A flight incidental to any declared international, national, provincial or local emergency; or

            (g)   Any other flight, or class of flights, declared by the Minister (MOT or MND) in accordance with the Aeronautics Act to be a humanitarian or emergency flight; and

      (5)   Other essential Canadian and approved allied aircraft missions not included in Chapter 3, section 3.3.3

3.3.7 Priority Seven

      (1)   Other military flight operations.

3.3.8 Priority Eight

      (1)   All other flight operations not specifically listed above.
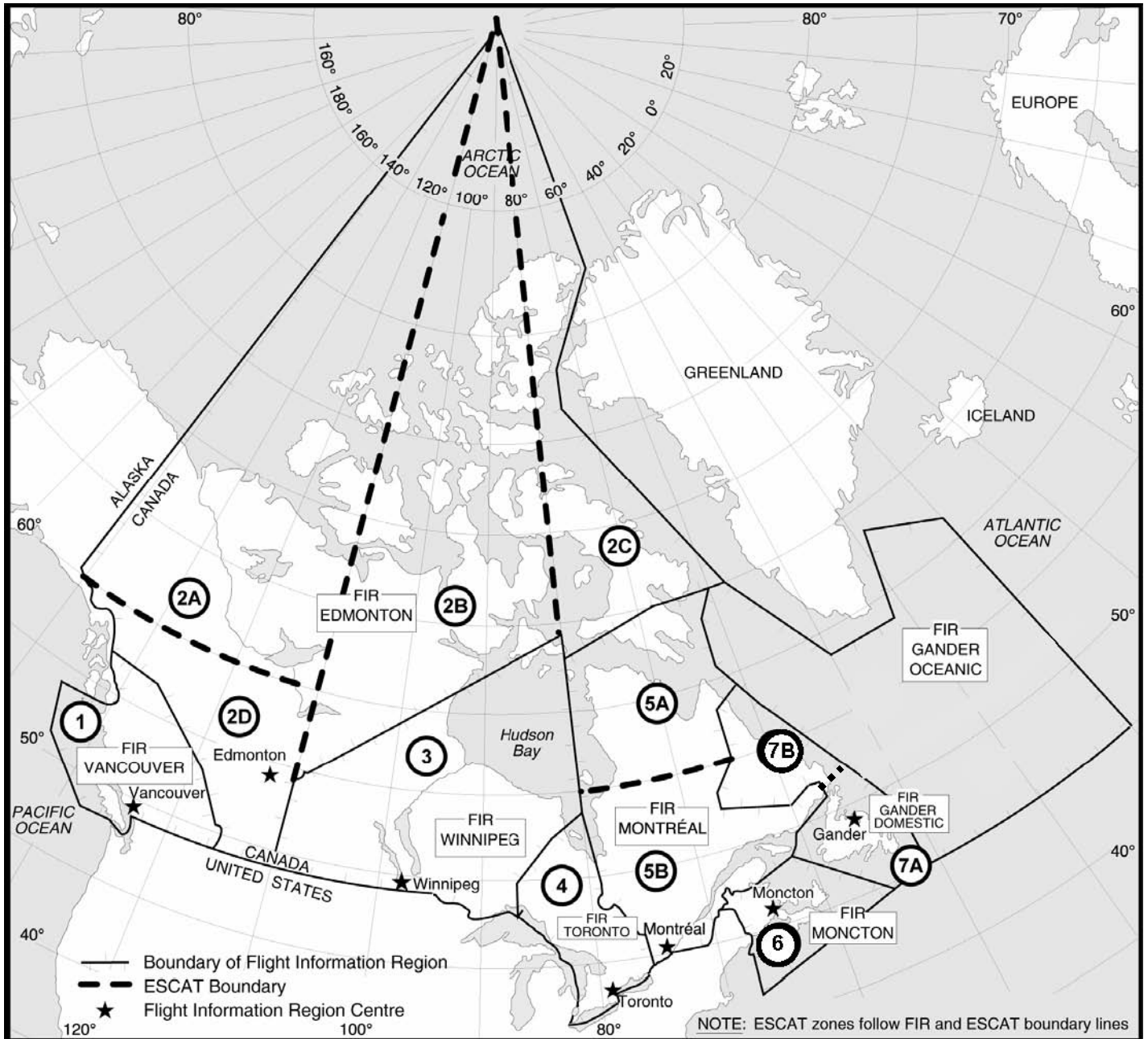
3.4 Procedures

3.4.1 General

      (1)   The EATPL shall be the primary instrument used by the Commander CANR to control the volume of air traffic operating within their area of responsibility when ESCAT has been implemented. Depending on the severity of the situation, the Commander CANR may decide to entertain SCA requests;

      (2)   EATPL and SCA approval request procedures will be promulgated by NOTAM;

      (3)   The restrictions embodied in the EATPL shall apply to all aircraft, except those in receipt of an SCA;

(4)   The pilot-in-command shall be responsible for determining under which EATPL number the flight will request to operate. The pilot-in-command shall include the EATPL priority number in the "Remarks" section the flight plan;

(5)   The pilot-in-command operating a flight under a military SCA shall include the SCA approval number in the "Remarks" section of the flight plan;

(6)   The EATPL priority number or SCA number shall be posted on ATS flight strips and passed with flight plan data from one ATS facility to the next, and to the appropriate air defence control facilities;

(7)   Operational test flights will take the priority of the mission for which the aircraft is being tested; and

(8)   Situations may occur that cannot be addressed by the EATPL or an SCA. Aircraft emergencies and inbound international flights that have reached the point of no return are examples of such situations. These incidents must be treated individually through coordination between ATS units and appropriate military agencies, taking into consideration the urgency of the in-flight situation and existing tactical military conditions.

ANNEX A
Map and Coordinates of ESCAT Zones

ANNEX B

ESCAT Implementation Procedures

Activation

1.   The NAV CANADA NOC will notify the ACCs that ESCAT has been implemented.

2.   The ACCs will notify all appropriate Canadian civil and military ATS units within the boundaries of their domestic FIRs, as well as U.S. civil/military ATS units controlling airspace within the boundaries of Canadian FIRs, as depicted in the *Designated Airspace Handbook* (TP 1820), that ESCAT has been implemented.

3.   Operating positions will take the following actions:

      a.   Broadcast the following message on all frequencies:

          "ATTENTION ALL AIRCRAFT—AIR DEFENCE EMERGENCY—ALL AIRCRAFT WILL COMPLY WITH THE PROCEDURES FOR THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC. VFR TRAFFIC ON THIS FREQUENCY MUST LAND AT THE NEAREST SUITABLE AIRFIELD AND FILE AN IFR OR DVFR FLIGHT PLAN."

      b.   Wait two (2) minutes, and broadcast the message again.

      c.   Wait two (2) minutes, and broadcast the message again.

4.   Notify the agencies that have been identified in the fan-out procedures that ESCAT has been implemented using the following phraseology:

          "ATTENTION—ESCAT IS NOW IN EFFECT."

5.   <u>Note</u>: The instructions and restrictions to air traffic will be provided by the ACCs. This information may include:

      a.   the affected areas;

      b.   routing restrictions on flights entering or operating within the appropriate portions of the affected areas;

      c.   restrictions for the volume of air traffic within the affected areas, using the EATPL priorities and SCA numbers;

      d.   altitude limitations on flight operations in selected areas; and/or

e.   restrictions on aircraft from selected countries.

Termination

6.   The NAV CANADA NOC will notify the ACCs that ESCAT has been terminated.

7.   The ACCs will notify all facilities previously advised of the implementation that ESCAT is terminated.

8.   Operating positions will take the following actions:

a.   Broadcast the following message on all frequencies:

"ATTENTION ALL AIRCRAFT—EMERGENCY SECURITY CONTROL OF AIR TRAFFIC HAS BEEN TERMINATED. ROUTINE AIRSPACE PROCEDURES ARE NOW IN EFFECT."

b.   Wait two (2) minutes, and broadcast the message again.

c.   Wait two (2) minutes, and broadcast the message again.

d.   Relay the message that ESCAT has been terminated to the agencies previously notified, using the following phraseology:

"ESCAT IS TERMINATED"; and

e.   Upon completion of the above actions, notify the NAV CANADA NOC of time of completion.

ANNEX C

ESCAT Test Procedures

Foreword

1.   This Annex to the ESCAT Plan replaces all previous annexes concerning the testing of ESCAT in Canadian Domestic FIRs.

Purpose

2.   To specify the procedures that will allow the Commander CANR to determine the time required and assure the capability to notify all agencies/personnel, that ESCAT has been implemented.

3.   To ensure ESCAT actions can be taken quickly, procedures for the notification of all action echelons shall be tested periodically, but at least annually.

Areas of Responsibility

4.   The Commander CANR is responsible for the testing of the ESCAT Plan. Upon direction from the Commander CANR, the CFICC will contact the NAV CANADA NOC and direct the testing of ESCAT. Similarly, the CFICC will notify CACO of the testing of ESCAT.

5.   The ACCs are responsible for applying the ESCAT testing procedures within the boundaries of their domestic FIRs, as depicted in the *Designated Airspace Handbook* (TP 1820).

6.   The NAV CANADA NOC and respective MACCOs shall design and maintain a workable communication fan-out plan to disseminate ESCAT information.

7.   The Commander CANR shall coordinate all ESCAT requirements with adjacent NORAD Region Commanders.

Test Activities

8.   The NAV CANADA NOC will notify the ACCs.

9.   The ACCs will notify all appropriate Canadian civil and military ATS units within the boundaries of their domestic FIRs, as depicted in the *Designated Airspace Handbook* (TP 1820).

10.   ATS operating positions will take the following actions:

   a.   Notify by landline / interphone the agencies identified in the fan-out procedures that there is an ESCAT test in progress, using the following phraseology:

   "ATTENTION—THIS IS AN ESCAT TEST. I SAY AGAIN, THIS IS AN ESCAT TEST.'"

   b.   The air traffic controller/flight service specialist will forward the implementation completion time to the supervisor or unit manager for forwarding to the MACCO, who will then forward the completion time to the NAV CANADA NOC.

   c.   The NAV CANADA NOC will forward completion times to the CFICC.

   d.   The Commander CANR via the 1 Cdn Air Div / CANR CAOC will coordinate the issuance of appropriate test NOTAMs.

11.   <u>Note</u>:

   a.   ESCAT may be tested on a national or zonal basis in accordance with the conditions specified in this plan;

   b.   Aircraft shall NOT be grounded or diverted; and

   c.   There shall be no test radio broadcast, and radio communications shall NOT be interrupted.

Test Termination

12.   The NAV CANADA NOC will notify the ACCs.

13.   The ACCs will notify all facilities previously advised of the implementation of the ESCAT test, that the test is terminated.

14.   Operating positions will relay the termination message to the agencies previously notified of the ESCAT Test.

15.   The Commander CANR via the 1 Cdn Air Div / CANR CAOC will coordinate the cancellation of any issued NOTAMs.

ANNEX D

ESCAT SAMPLE NOTAM

ESCAT Phase One Implementation

1.   Phase One implementation requires all aircraft operating within activated ESCAT Zones 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A, and/or 7B to file IFR/DVFR flight plans in accordance with CARs 602.76(1) and (2) and CAR 602.145.

2.   The coordinates for ESCAT zones are listed in the *Designated Airspace Handbook* (DAH/TP 1820). A map showing ESCAT Zones as depicted in Annex A is in the Transport Canada *Aeronautical Information Manual* (TC AIM/TP14371) RAC 12-8 – Security Control of Air Traffic, and the *Canada Flight Supplement* (CFS) Section C4—Planning.

3.   NOTAMS for CYHQ and CZUL FIR shall be issued in English and French.

Sample NOTAM

CZVR—Vancouver FIR
CZEG—Edmonton FIR
CZUL—Montreal FIR

YYXXXX NOTAM
CZVR CZEG CZUL EMERG SECURITY CTL OF AIR TRAFFIC (ESCAT) PHASE ONE HAS BEEN INVOKED BY THE CHIEF OF DEFENCE STAFF (CDS). ESCAT PHASE ONE REQUIRES THAT ALL FLT WITHIN ESCAT ZONES 1, 2A, 2D FILE AN IFR OR DEFENCE VFR (DVFR) FLT PLAN. (REFER TO TC AIM, RAC Section 12-8 AND CFS C4—PLANNING FOR ESCAT ZONES AND TC AIM, RAC SECTION 3.9 FOR DEFENCE VFR (DVFR) FLT PLAN.)

TIL APRX YYMMDDHHMM

YYXXXX NOTAM
CZVR CZEG CZUL LE CHEF D'ÉTAT-MAJOR DE LA DÉFENSE (CEMD) A DÉCLENCHÉ LA PHASE UN DU CTL DE SÉCURITÉ D'URGENCE DE LA CIRCULATION AÉRIENNE (ESCAT). EN VERTU DE LA PHASE UN DU PLAN ESCAT, TOUS LES ACFT SE TROUVANT DANS LES ZONES ESCAT 1, 2A, 2D, 5A, ET 5B, DOIVENT DÉPOSER UN PLAN DE VOL IFR OU UN PLAN DE VOL SVFR DE LA DÉFENSE (DVFR). (VOIR LA RUBRIQUE RAC 12.8 DE L'AIM de TC ET LA RUBRIQUE C4 DU CFS — PLANIFICATION, POUR CONNAÎTRE LES ZONES ESCAT AINSI QUE LA RUBRIQUE RAC 3.9 DE L'AIM de TC POUR EN SAVOIR PLUS SUR LES PLANS DE VOL SVFR DE LA DÉFENSE (DVFR).)

JUSQU'À APPROX YYMMDDHHMM

ESCAT Phase Two Implementation

4.   Aircraft movements are restricted within the activated ESCAT Zones 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A, and/or 7B in accordance with the EATPL and/or SCA process (if the Commander CANR has advised that they will entertain SCA requests), as outlined in the ESCAT Plan.

Sample NOTAM

YYXXXX NOTAM CYHQ OPS
CYHQ EMERG SECURITY CTL OF AIR TRAFFIC (ESCAT) PHASE TWO HAS BEEN INVOKED BY MINISTER OF NATIONAL DEFENCE. PURSUANT TO SECTION 5.1 OF THE *AERONAUTICS ACT*, THE MINISTER OF TRANSPORT PROHIBITS ALL FLT WITHIN ESCAT ZONES 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A AND 7B UNLESS OPR UNDER A SPECIFIC PRIORITY WITHIN THE EMERG AIR TFC PRIORITY LIST (EATPL). ESCAT ZONES AND EATPL PRIORITIES ARE LISTED IN TC AIM RAC 12.8 AND IN THE CFS SECTION C — PLANNING. AIR OPR REQUIRED TO OPR FLT IN THE INTEREST OF PUBLIC SAFETY AND SECURITY THAT DO NOT QUALIFY UNDER THE ABOVE-NOTED PRIORITIES WITHIN THE EATPL MAY REQUEST A MIL SECURITY CTL AUTH (SCA) NUMBER. AIR OPR REQUIRING ADDITIONAL INFO OR TO REQUEST A MIL SCA NUMBER: TEL : CANR 204-833-2500 ext 2650.
YYMMDDHHMM TIL APRX YYMMDDHHMM

YYXXXX NOTAM CYHQ OPS
CYHQ LE MINISTRE DE LA DÉFENSE A DÉCLENCHÉ LA PHASE DEUX DU CTL DE SÉCURITÉ D'URGENCE DE LA CIRCULATION AÉRIENNE (ESCAT). EN VERTU DE L'ARTICLE 5.1 DE LA *LOI SUR L'AÉRONAUTIQUE*, LE MINISTRE DES TRANSPORTS INTERDIT TOUS LES VOLS DANS LES ZONES ESCAT 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A ET 7B À MOINS QUE CES ACFT ÉVOLUENT GRÂCE À UNE PRIORITÉ SPÉCIFIQUE ACCORDÉE DANS LE CADRE DE LA LISTE DES PRIORITÉS DE CIRCULATION AÉRIENNE EN SITUATION D'URGENCE (LPCASU). LES ZONES ESCAT ET LES PRIORITÉS DE LA LPCASU SONT ÉNUMÉRÉES À LA RUBRIQUE RAC 12.8 DE L'AIM de TC — CTL DE LA CIRCULATION AÉRIENNE AUX FINS DE LA SÉCURITÉ, ET à LA SECTION C - PLANIFICATION DU CFS. LES OPR AÉRIENS TENUS D'EFFECTUER DES VOLS POUR DES QUESTIONS DE SÉCURITÉ ET DE SÛRETÉ DU PUBLIC QUI NE PEUVENT PRÉTENDRE À UNE DES PRIORITÉS MENTIONNÉES CI-DESSUS DANS LE CADRE DE LA LPCASU PEUVENT DEMANDER UN NUMÉRO D'AUTH DE CTL DE SÉCURITÉ (ACS) MIL. LES OPR AÉRIENS QUI VEULENT PLUS D'INFO OU DEMANDER UN NUMÉRO D'ACS MIL : TEL CANR 204-833-2500 ext 2650.

YYMMDDHHMM TIL APPRX YYMMDDHHMM