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STATE AND LOCAL

PLAN FOR CIVIL FLYING IN EVENT OF NATIONAL EMERGENCY

WITH the approval of the plan by Charles Sawyer, Secretary of Commerce, and Robert A. Lovett, Secretary of Defense, detailed application can now be started by appropriate civilian and military aviation groups. A plan which the CAA states will permit the maximum of civilian and military flying consistent with national defense requirements during a military emergency. The plan has been adopted by the joint Chiefs of Staff in collaboration with representatives of civil aviation groups.

Three warning conditions are established, Warning White, Warning Yellow, and Warning Red. Under each a set of rules governing civilian and military non-tactical flying inside and outside of the Air Defense Identification Zones is established, with provisions made for keeping the duration of the yellow and red warnings as brief as the actual military situation will allow. Military and civilian representatives on the Air Defense Planning Board have agreed that the rules represent minimum interference with civilian flying while the military is carrying out its duties of Detection, Identification, Interception and Destruction of a potential enemy.

Provisions of this plan follow: During a Warning White condition, automatically in effect when a military emergency is declared, the CAA Regional Administrator, basing his actions upon requirements prescribed by the Air Division Commander, may impose any or all of the following restrictions for the duration of the emergency:

All point-to-point flights entering, departing or within an ADIZ, regardless of altitude shall conduct either an Instrument Flight Rule or Defense Visual Flight Rule operation and the aircraft must be equipped with two-way radio and shall maintain a constant watch on an appropriate frequency to insure reception of security control instructions. This involves mandatory flight plans, but certain flights, such as agricultural and industrial aircraft movements, may be exempted from the two-way radio requirement.

All point-to-point air traffic operating within ADIZ's may be limited by the CAA Regional Administrator to the capacity of the defense system to identify all air traffic. A priority system will be employed to regulate the amount of this kind of traffic, but these provisions probably will not be necessary except in periods and areas of extreme congestion.

All traffic entering or departing ADIZ's may be confined to certain corridors and position reports to appropriate CAA facilities will be required.

All local non-military traffic may be restricted to designated local flying areas and to an altitude below 2,000 feet above the terrain. Under these conditions the aircraft need not have two-way radio, but they may be required to possess some means for visual recall to their fields. Again agricultural and industrial planes may be exempted in this case.

All air traffic entering Continental United States through boundary or coastal ADIZ's may be required to land first at a clearing point outside the U. S. where pilots will be briefed, assigned authentication

codes and, identification and approach procedures before takeoff on the entry flight. There are also three restrictions proposed for air traffic outside ADIZ zones under Warning White conditions:

The aircraft must have a radio receiver and the pilot must maintain a constant watch on an appropriate frequency, or

The flight must be confined to altitudes and time limits prescribed by the Air Division Commander, or

The flight must be conducted in such a manner that it can be recalled to an airport by visual means. Regardless of whether a flight is within or outside an ADIZ, CAA Regional Administrators may divert and control air traffic to permit immediate takeoff and employment of military aircraft in combat operations.

Under Warning Red Conditions, which means "Air Attack Imminent," the following restrictions will apply:

All traffic will be grounded by the CAA Regional Administrator except those flights coordinated with the appropriate military Commanders. This restriction will be as short in duration as possible, depending upon the military situation.

All air traffic in or approaching the affected areas of air defense sectors, whether in an ADIZ or not, will land at the nearest airport if possible, or will be diverted by the CAA Regional Administrator, away from the route or point of attack.

Most navigation radio aids will be shut down in accordance with an established plan. Certain key aids will be kept on the air long enough for friendly aircraft to make safe landings. These restrictions will be lifted as soon as safety permits.

During Warning Yellow, CAA Regional Administrators may impose any or all of the restrictions listed for Warning White and Warning Red, depending upon local conditions and the degree of security control considered necessary by the Air Division Commander. Restrictions, when and if imposed will be of as short a duration as possible, depending upon the military requirement. These restrictions will be lifted as soon as safety permits.

Special legislative authority for control of air traffic was sought and obtained through the passage of Public Law 778, September 9, 1950. This is expressed in Regulations of the Administrator Part 620 entitled "Security Control of Air Traffic" which became effective December 27, 1950. The military counterpart of this civil regulation is a joint Army-Navy-Air Force Regulation entitled "Recognition of Aircraft in Certain Areas."