1836

DOD
FLIGHT INFORMATION PUBLICATION
(ENROUTE)

SUPPLEMENT

PACIFIC AND SOUTHEAST ASIA

This Supplement is issued MONTHLY

25 MARCH 1969

Next Issue 25 APR 1969

Consult NOTAMs and MANs for latest information

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THE SECRETARY OF DEFENSE

PUBLISHED BY
THE 7651ST
AERONAUTICAL CHART AND INFORMATION SQUADRON
AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE
APO SAN FRANCISCO 96553

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NOTICE TO AIRMEN

Notices to Airmen (NOTAMs) are normally utilized for dissemination of corrective information to this publication. Consult NOTAMs for latest information.

MILITARY AVIATION NOTICES

Military Aviation Notices (MANs) are issued to correct this publication and the FLIP Enroute (charts) P & SEA on a monthly basis and are numbered consecutively beginning with each calendar year. They are normally issued on the 15th day of each month, but interim MANs may be published at any time if the change or changes involved are significant.

UPON RECEIPT, ALL MANS SHOULD BE ATTACHED TO THIS PAGE SO THAT USERS HAVE ALL SIGNIFICANT CHANGES AVAILABLE.

ATTENTION

The enroute charts and this supplement are CORRECTED TO THE FIRST DAY OF EACH MONTH and distributed from the 7651st ACISQ located at Hickam AFB, Hawaii approximately 20 days thereafter. THE DATE ON THE FRONT COVER IS THE ESTIMATED DATE THE PUBLICATION WILL BE IN THE HANDS OF MOST USERS. THIS PUBLICATION IS EFFECTIVE AND MAY BE USED ON RECEIPT.

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A . —	Alfa	*(Al-fah)*	N — .	November	(No-*vem*-ber)
B — . . .	Bravo	*(Brah-voh)*	O — — —	Oscar	*(Oss*-cah)
C — . — .	Charlie	*(Char*-lee)	P . — — .	Papa	(Pah-*pah)*
D — . .	Delta	*(Dell*-tah)	Q — — . —	Quebec	*(Keh*-beck)
E .	Echo	*(Eck*-oh)	R . — .	Romeo	*(Row*-me-oh)
F . . — .	Foxtrot	*(Foks*-trot)	S . . .	Sierra	(See-*air*-rah)
G — — .	Golf	(Golf)	T —	Tango	*(Tang*-go)
H	Hotel	(Hoh-*tell)*	U . . —	Uniform	*(You*-nee-form)
I . .	India	*(In*-dee-ah)	V . . . —	Victor	*(Vik*-tah)
J . — — —	Juliett	*(Jew*-lee-*ett)*	W . — —	Whiskey	*(Wiss*-key)
K — . —	Kilo	*(Key*-loh)	X — . . —	Xray	*(Ecks*-ray)
L . — . .	Lima	*(Lee*-mah)	Y — . — —	Yankee	*(Yang*-key)
M — —	Mike	(Mike)	Z — — . .	Zulu	*(Zoo*-loo)
1 . — — — —	Wun		6 —	Six	
2 . . — — —	Too		7 — — . . .	Sev-en	
3 . . . — —	Tree		8 — — — . .	Ait	
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I. GENERAL:

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II. CORRECT

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U. S. ARMY: R
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I. GENERAL:

A. This Supplement is a DOD publication, published and distributed monthly by the 7651st Aeronautical Chart and Information Squadron (ACIC), USAF, APO San Francisco 96553. It is designed for use with the FLIP Enroute Charts, and Terminal High and Low publications covering Pacific and Southeast Asia.

B. This publication contains an Aerodrome/Heliport/Facility Directory, navigational facilities, radar data, special notices and procedures applicable to the area of coverage. All aerodromes shall be published which have: (1) A terminal instrument approach procedure published. (2) Approved radar minima. (3) At least one 3,000' runway of any surface where U. S. military operations are permitted. (4) Specifically requested by DOD units to meet operational requirements. All heliports operated by one of the DOD military services shall be published; any other heliport shall be published only when specifically requested by one of the DOD military services.

C. Data of more static or planning nature is published in Section II and IIB, FLIP Planning, Pacific, Australasia and Antarctica.

D. New or Changed Information: To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed to the left or right and extending the full length of the new and/or revised data. This will not apply to the Front Cover and the Aerodrome/Heliport/Facility Directory listings.

E. Blank pages in this publication have been intentionally left blank.

F. This publication is intended for U. S. military use, and procedures herein may not be applicable to other users.

NOTE: Information concerning inadequate format or portrayal shall be forwarded to ACIC, ATTN: ACOR, 2nd and Arsenal St., St. Louis, Mo. 63118.

II. CORRECTIONS:

INSPECTING FLIP ENTRIES: Station Commanders are responsible for inspecting entries covering facilities under their jurisdiction, reference, current OPNAVINST 3710.7 or AR 95-14.

REPORTING CORRECTIONS/CHANGES: Station Commanders are to submit corrections or changes to the FLIP Enroute Supplement and Charts as indicated in paragraphs 1 and 2 below except as follows: (a) **OPERATIONAL RESTRICTIONS** AT AIR BASES WILL BE PROCESSED IN ACCORDANCE WITH AFR 60-23, current OPNAVINST P3710.7 or AR 95-14. (b) **RADAR WEATHER MINIMUMS** WILL BE PROCESSED IN ACCORDANCE WITH AFR 60-27, current OPNAVINST 3722.4 or AR 95-9. Other personnel noting errors in FLIPs should send the correction or change to the appropriate FLIP Correction Addressee listed in paragraph 3 below.

1. **NOTAM REQUIRED:** (reference AFM 55-13, current OPNAVINST 2112.2 or AR 95-14).

*TEMPORARY CHANGE (less than 30 days): Originate a NOTAM on USAF/USN NOTAM circuit (Twx: CNF, Fuchu AS Japan or 1964 Communications Group/SEANC Tan Son Nhut AB. Phone 3946/4765) and other appropriate circuits as required

*PERMANENT CHANGE (more than 30 days): Originate a NOTAM as above and send correction to the appropriate FLIP Correction Addressee.

2. **NOTAM "NOT" REQUIRED:** (reference AFM 55-13, current OPNAVINST 3710.7 or AR 95-14).

TEMPORARY CHANGE (less than 30 days): Inform local air traffic control facility. No other action is required.

*PERMANENT CHANGE (more than 30 days): Inform local air traffic control facility and send correction to the appropriate FLIP Correction Addressee.

3. **FLIP CORRECTION ADDRESSES:**

USAF: 7651 ACIS, APO San Francisco 96553. Telephone 44-2100 AUTOVON 831-3460. TWX: 7651 ACIS, Hickam AFB, Hawaii. (South Vietnam: Info copy of all changes to O/L-1, 7651 ACIS APO San Francisco 96307). **Self addressed official correction cards are available in Base Operations to forward FLIP correction and/or recommendations for improvements.**

U. S. NAVY and U. S. MARINE CORPS: Commanding Officers will insure that the entries in this edition concerning facilities under their command are correct. It is also the responsibility of any person noting an error in the facility listing to report it for correction. Report all errors, omissions, or recommended changes directly to: "U. S. Naval Oceanographic Office, Attn: Aeronautical Division, Washington, D. C., 20390."

All Navy fleet commands and fleet activities reporting will also send a copy to the Air Navigation Officer, Commander Fleet Air, Western Pacific, FPO San Francisco 96667.

U. S. COAST GUARD: District Commander and Commanding Officers of Aviation Units will insure that entries in this edition concerning facilities under their command are correct. It is the responsibility of any person noting an error in a facility listing to report it for correction. Locally prepared post cards may be used. Handwritten entries are acceptable but must be signed, and writer must be identified. Report all errors, omissions or recommended changes to the Commandant (OSR-2), U. S. Coast Guard Headquarters, Washington, D. C., 20591.

U. S. ARMY: Report all errors, ommissions or recommended changes to Commanding Officer U. S. Army Flight Information Detachment (PACIFIC), APO San Francisco 96557, TWX address USAFID (PACIFIC) Schofield Barracks, Hawaii. Telephone 65-9621, 65-9531. **Self addressed**

Official Correction Cards are available in Army Airfield Operations to forward FLIP corrections and/or recommendations for improvement.

*In each instance report actual or estimated duration in NOTAM and/or FLIP corrections.

NOTE

CORRECTIONS EXPECTED TO BE INCLUDED IN THE NEXT ISSUE OF THIS FLIP MUST ARRIVE AT THE 7651st AERONAUTICAL CHART AND INFORMATION SQUADRON PRIOR TO THREE WORKING DAYS BEFORE THE FIRST DAY OF EACH MONTH.

III. PROCUREMENT:

As outlined in DOD Catalog of Aeronautical Charts and Flight Information Publications.

A. DOD ACTIVITIES: (SEE SECTION II and III)

U. S. ARMY and NATIONAL GUARD

U. S. NAVY, U. S. MARINE CORPS, and U. S. COAST GUARD

U. S. AIR FORCE and AIR NATIONAL GUARD

B. NON-DOD ACTIVITIES: (SEE SECTION II)

FAA/Other US Government Agencies (Non-Military).

US and Foreign Civilians, Civil Organizations and Non-Military Foreign Government Agencies.

Foreign Governments, International Commands and Department of National Defense—Canada.

IV. BASIS OF DISTRIBUTION:

As outlined in DOD Catalog of Aeronautical Charts and Flight Information Publications—Section III.

A

The following
format used in
self-explanatory,

Notam file Symbo
see bottom of
page for details

Interphone Dro
to Military
Flight Service

◇§MAHALO/

AF (N) 142
JASU - 2(M
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All times are GMT
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AERODROME/FACILITY DIRECTORY LEGEND

The following detailed legend is provided to assist you in becoming familiar with the format used in the Aerodrome/Facility Directory. When the information presented is self-explanatory, it will not be covered in this legend.

SAMPLE

Aerodrome and/or Facility geographically portrayed on appropriate Enroute Flight Information Publication (High Altitude) (Low Altitude)

Notam file Symbol see bottom of page for details — Runway composition — Aerodrome Of Entry — Longest usable landing runway — Interphone Drop to Military Flight Service — Aerodrome Elevation — Alternate or city name — Geographical Location — Daylight Saving Time — Panel

◇§MAHALO AB, VOLCANO I. (Puaa) 26°21'N 127°46'E "DT" **(AOE)** **H-1B, L-5E**

AF (N) 142 BL 8, 9 (Lighting) H121(ASP/CON) (S-155, T-245, TT-364) ICAO code → **(RIZZ)**

JASU - 2(MA-2), (MD-3), (MA-1A), 2(MC-1M) FAA code → **(XYZ)**

FUEL - A+, J4①, A, C1(NC-TB), SP, 0-113, 0-128, LHOX Weight bearing capacity keyed to longest runway **(L-486)** Country Aerodrome nr

J-BAR/A-GEAR

RWY 05R MA-1A, BAK-6(B), BAK-12(B) — BAK-12(B), BAK-6(B), MA-1A RWY 23L
(150' OVRN) (600') (1000') (1200') (600') (150' OVRN)

AERODROME REMARKS - Oval ptn alt 1600 ft jets, 1100 ft rectangular ptn convl acft. (N)-Tran svc aval 1300-1800Z. ① No anti-icing inhibitor.

Jet Aircraft Starting Units — Tenant activity — Operating Agency — Radar Capability — Single Frequency Approach — Pvt Aeronautical Station for Advsy Service — Circled footnote follows the item of information to which it refers — Pilot to Dispatcher — VOR Test Facility — Emerg. Freq. UHF (243.0) — Emerg. Freq VHF (121.5) — Emerg. Freqs UHF (243.0) and VHF (121.5)

COMMUNICATIONS (SFA) **(PTD 385.4)** **(UNICOM 122.8)** **(VOT 111.0)**

A/G (See USAF Global HF Listing)

®**VOLCANO APP CON** - 255.4 135.9 **(V)** **AIRLIFT COMMAND POST** - 349.4⓪ **(U)**

TOWER - 313.8 236.6 126.2 **GND CON** - 275.8 **VOLCANO DEP CON** - 363.8 135.9 **(E)**

PFSV: METRO Freq. 344.6 unless otherwise indicated **ATIS** - 113.5

RADIO AIDS TO NAVIGATION

(H) VOR KAD 112.0 26°22'N 127°47'E 230° 1.4 NM to Field

(H) TACAN OKI Chan 78 At Field

MAIA RBn(HHW) (AO/A2) AKB 216 190° 1.3 NM to Field

RBn(HW) KD 335 26°20'N 127°45'E 053° 1.5 NM to Field

UHF/VHF DF, Call HOMER 118.1 305.6 At Field

ILS Indicates a published instrument approach procedure

➤ILS BRG 320 LCZR 1-EVA 109.5/322.6 Glide Slope 3.0° LOM EV 320

Indicates ILS not used in an approved DOD instrument approach procedure. Authorized only for practice in VFR

■**RADAR** ⓑ IFR - Call VOLCANO APP CON, VFR - Call MAHALO RADAR

No Minima — 317.8 287.8 270.6 261.5 255.4 142.92x 135.9 134.1x 108.3 **(V)** Indicates On Request

Emergency use at Pilot's Discretion — **ASR** Rwy 05R Ceil 500 VIS Day 2 Ngt 2 Min Alt 642

Rwy 23L Ceil 700 VIS Day 2 Ngt 2 Min Alt 842

PAR Rwy 23R, 05R Ceil 200 VIS Day 1 Ngt 1 Min Alt 342 Glide Slope 2.5°

RWY 23R CEIL 300 VIS DAY 1 NGT 1 MIN ALT 442

RADIO/NAV REMARKS - Request pilots report inflight wx at compulsory reporting points. ⓐ On call. ⓑ MP 1500-1800Z dur VFR.

Bold Type Indicates Jet minimum when different from conventional

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Service provided

MALO ACC, **PHILI (Halo) (PCAA)** **(RPAZ)**

CONTROL - 316.2 316.2 227.0 **135.9** Bold Type Indicates High Altitude Frequency

RADIO ⓐ - 17906.5ⓑ 13354.5 2897 Light Type Indicates Low Altitude Frequency

REMARKS - ⓐ SECAL aval. ⓑ Primary contact freq.

All mileages are nautical, except Radar minimums.

All bearings are magnetic

All times are GMT

Unless otherwise indicated

USAF/USN NOTAM SERVICE

◇Aerodrome is covered by USAF/USN NOTAMS and maintains a USAF/USN NOTAM file.

◇Aerodrome is covered by USAF/USN NOTAMS but does not maintain a USAF/USN NOTAM File.

NOTE: All Navigation aids not listed under a base covered by USAF/USN NOTAM system will be carried under appropriate FIR, in NOTAM summary.

DAYLIGHT SAVING TIME

Aerodrome times of operation published reflect standard "Z" time. If daylight time is in effect at an aerodrome, a code "DT" will be shown on the first line of entry. Time period will be footnoted in the aerodrome remarks section.

AERODROME CLASSIFICATION

Aerodromes within the directory are classified into two basic categories, i.e., (1) Military/Federal Government, and (2) Civil aerodromes open to the general public, plus some selected private aerodromes. To readily identify the type of aerodrome, an abbreviation as listed below appears beneath the aerodrome name.

OPERATING AGENCY ABBREVIATIONS

( )	Codes enclosed in parentheses indicate organization is tenant activity.	
A	US Army	(A) US Army on Aerodrome
AF	US Air Force	(AF) US Air Force on Aerodrome
N	US Navy	(N) US Navy on Aerodrome
CG	US Coast Guard	(CG) US Coast Guard on Aerodrome
MC	US Marine Corps	(MC) US Marine Corps on Aerodrome
AFWTR	Air Force Western Test Range	
BAF	Burma Air Force	
BDAC	Burma Department of Civil Aviation	
C of W	The Gilberts and Ellice Islands Colony Commissioner of Works	
CA	Chinese Army	
CAF	Chinese Air Force	
CCAA	Republic of China Civil Air Administration	
CCAB	Controller of Civil Aviation Brunei	
CDCA	Cambodia Directorate of Civil Aeronautics	
CIV	Civil Agencies	
EMDCA	East Malaysia Department of Civil Aviation	
FAA	Federal Aviation Administration	
HKDCA	Hong Kong Department of Civil Aviation	
IAF	Indonesian Air Force	
ICAD	Indonesian Civil Air Director	
JASDF	Japan Air-Self Defense Force	
JCAB	Japan Civil Aviation Bureau	
JGSDF	Japan Ground-Self Defense Force	
JFM	Japan Ministry of Finance	
JMSA	Japan Maritime Safety Agency (Coast Guard)	
JMSDF	Japan Maritime-Self Defense Force	
JUSMAG	Joint U. S. Military Advisory Group	
KMOT	Korean Ministry of Transportation	
LDCA	Laos Department of Civil Aviation	
P	Civil aerodrome for which permit covers use by transient military aircraft.	
PhAF	Philippines Air Force	
PAL	Philippines Air Lines	
PC	Same legal status as P, but closed to all USAF pilots not possessing their own clearance authority in accordance with AFM 60-16 unless on official business with written orders.	
PCAA	Philippine Civil Aeronautics Administration	
PMRF	Pacific Missile Range Facility	
PTG	Portuguese Timor Government	
PVT	Private Air Field	
RAAF	Royal Australian Air Force	
RAF	Royal Air Force	
RAR	Royal Army (British)	
RMAF	Royal Malaysian Air Force	
ROKA	Republic of Korea Army	
ROKAF	Republic of Korea Air Force	
ROKMC	Republic of Korea Marine Corps	
RTA	Royal Thai Army	
RTAF	Royal Thai Air Forces	
RTN	Royal Thai Navy	
SDCA	Singapore Department of Civil Aviation	
TCAA	Thailand Civil Aviation Administration	
VDCA	Vietnam Directorate of Civil Aviation	
VNA	Vietnam Army	
VNAF	Vietnam Air Force	
VNN	Vietnam Navy	
WMDCA	West Malaysia Department of Civil Aviation	
WPHC	Western Pacific High Commissioner	
1 RTAF	1st Royal Australian Task Force	

AERODROME ELEVATION—Feet above mean sea level. When elevation is sea level, elevation will be indicated as "00". When elevation is below sea level, a minus sign(—) will precede the figure.

COUNTRY ABBREVIATIONS

BRUNE — Brunei	HONGK — Hong Kong	PAKIS — Pakistan	THAIL — Thailand
CAMBI — Cambodia	INDON — Indonesia	PHILI — Philippines	VIETM — Vietnam
HAWAI — Hawaii	MALYS — Malaysia	SINGA — Singapore	

AIRFIELD CL

GENERAL: Airfield
aircraft
is of a

TYPE 1
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efficien
will be
used.
capable
TYPE 2
of safe
airfield
loads.
fectiver
TYPE 3
of safe
this ty
withsta

RUNWAY
Length
Width

Gradients
Longtitudinal
Changes
Transverse

Shoulders
Clear Areas
Width
Grades

Overruns
Length
Width

Lateral Safety Zones
Width
Slope

Runway Clear Zones
Length
Width
Max Grade

Runway Approach Zones
Length
Width
Slope

TAXIWAYS
Width
Turn Radius

Gradient
Longitudinal
Traverse

Clearance from Rwy to Edge of Taxiway

Clear Area
Width
Grade (Max)

PARKING AREAS
Dimensions
Capacity
Grade (Max)

Lateral Safety
Zone
Slope

(1) Grades are p
drainage ditches,
(2) Adjacent to t
loading.
(3) The length an
particular instrume
(4) All runway le

AIRFIELD CLASSIFICATION

GENERAL: Airfields in Vietnam and Thailand have been categorized for use by various types of aircraft. The data concerning the type of aircraft which may operate on a given field is of an advisory nature only

CLASSIFICATION OF AIRFIELDS IS AS FOLLOWS

TYPE 1-(MINIMUM OPERATIONAL) The lowest standard of construction utilizing the absolute minimum criteria. Operations on this type airfield will be hazardous, inefficient and limited to good weather and visibility conditions. Take-off gross weight will be limited depending upon runway surface, weather conditions and type of aircraft used. Acceleration to Take-off and stop is not possible. Type 1 airfields should be capable of accepting 700 traffic cycles.

TYPE 2-(MARGINAL OPERATIONS) Airfields constructed to provide a greater margin of safety than type 1, hence greater support and efficiency. Construction of this type airfield will support a maximum of 4000 traffic cycles with less than maximum payloads. Difficult cross winds, poor visibility or inclement weather may reduce the effectiveness of support.

TYPE 3-(FULLY OPERATIONAL) A facility constructed to insure established standards of safety and provide a greater efficiency of operation and support. Operations on this type field are practical under most weather conditions and should be capable of withstanding up to 15,000 traffic cycles

	TYPE 1			TYPE 2			TYPE 3		
	C-130	C-123	C7A	C-130	C-123	C7A	C-130	C-123	C7A
RUNWAY									
Length	2000′	2000′	1000′	2900′	2300′	1500′	3500′	3500′	2500′
Width	60′	40′	40′	60′	60′	60′	60′	60′	60′
Gradients									
Longtitudinal	0-3%	0-5%	0-5%	0-3%	0-4%	0-4%	0-3%	0-3%	0-3%
Changes	0-2% in 100′	2% in 100′	0-2% in 100′	0-1½% in 100′	0-2% in 100′	0-2% in 100′	0-1% in 100′	1.5% in 100′	0-1% in 100′
Transverse	0.5-3%	0.5-3%	0.5-3%	0.5-3%	0.5-3%	0.5-3%	0.5-2%	0.5-2%	0.5-2%
Shoulders	10′	N/R	N/R	10′	10′	10′	10′	10′	10′
Clear Areas									
Width	35′	35′	35′	35′	35′	35′	35′	35′	35′
Grades	0-5%	0-5%	0-5%	0-5%	0-5%	0-5%	0-5%	0-5%	0-5%
Overruns									
Length	100′	N/R	N/R	100′	100′	N/R	300′	300′	300′
Width	60′	N/R	N/R	60′	60′	N/R	60′	60′	60′
Lateral Safety Zones									
Width	40′	40′	40′	75′	75′	75′	75′	75′	75′
Slope	7:1	7:1	7:1	7:1	7:1	7:1	7:1	7:1	7:1
Runway Clear Zones									
Length	300′	300′	300′	500′	400′	400′	500′	500′	500′
Width	150′ Flares to 225′ at 300′	150′ Flares to 225′ at 300′	150′ Flares to 225′ at 300′	150′ Flares to 300′ at 500′	150′ Flares to 300′ at 400′	150′ Flares to 300′ at 400′	150′ Flares to 500′ at 500′	150′ Flares to 500′ at 500′	150′ Flares to 500′ at 500′
Max Grade	5%	5%	5%	5%	5%	5%	5%	5%	5%
Runway Approach Zones									
Length	2 miles	2000′	2000′	2 miles	3000′	3000′	(3)	(3)	(3)
Width	225′ Flares to 2000′ at 2 miles	225′ Flares to 1000′ at 2000′	225′ Flares to 1000′ at 2000′	300′ Flares to 2000′ at 2 miles	300′ Flares to1500′ at 3000′	400′ Flares to1500′ at 3000′	500′ Flares to 2500′ at 2 miles	500′ Flares to 2000′ at 5000′	500′ Flares to 2000′ at 5000′
Slope	20:1	20:1	20:1	25:1	20:1	20:1	(3)	(3)	(3)
TAXIWAYS									
Width	N/R	N/R	N/R	40′	20′	40′	40′	30′	40′
Turn Radius	N/R	N/R	N/R	70′	70′	60′	70′	70′	70′
Gradient									
Longitudinal	N/R	N/R	N/R	0.5-5%	0-5%	0-5%	0.5-5%	0-5%	0-5%
Traverse	N/R	N/R	N/R	0-3%	0.5-5%	0.5-5%	0-3%	0.5-5%	0.5-5%
Clearance from Rwy to Edge of Taxiway	200′	200′	N/R	245′	200′	200′	245′	200′	200′
Clear Area									
Width	N/R	N/R	N/R	65′	60′	60′	65′	60′	60′
Grade (Max)	N/R	N/R	N/R	5%	5%	5%	5%	5%	5%
PARKING AREAS									
Dimensions	N/R	N/R	N/R	150′ x 750′	150′ x 450′	150′ x 450′	150′ x 900′	150′ x 900′	150′ x 900′
Capacity	N/R	N/R	N/R	5 acft	4 acft	4 acft	6 acft	7 acft	8 acft
Grade (Max)	N/R	N/R	N/R	5%	5%	5%	5%	5%	5%
Lateral Safety									
Zone	N/R	N/R	N/R	75′	75′	75′	75′	75′	75′
Slope	N/R	N/R	N/R	10:1	10:1	10:1	15:1	15:1	15:1

(1) Grades are positive and negative and are maximum. Exceptions are authorized for essential drainage ditches, but must not exceed 10%.

(2) Adjacent to the rear parking area will be a 20′ wide compacted earth area for cargo off-loading.

(3) The length and slope of type 3 runway approach zones must meet JAFM 55-9 criteria for the particular instrument approach planned for that airfield.

(4) All runway lengths should be adjusted to compensate for temperature, altitude and grade.

LIGHTING (Specific lighting facilities available are indicated by the following code.)

B Rotating Light (Rotating beacon).
(Includes flashing white; green and white; split beam and other types.)
(Omission of B indicates beacon is not available. At civil aerodromes, ommission may indicate that beacon does not operate standard hours (sunset-sunrise).

L By itself indicates temporary lighting such as flares, smudge pots, lanterns.

— 1 Portable lights (Electrical)
— 2 Boundary lights
— 3 Runway floods
— 4 Runway or strip
— 5 Approach lights
— 6 High intensity runway lights
— 7 High intensity approach lights①
— 8 Sequence flashing lights (3,000 ft out unless otherwise stated)
— 9 Visual Approach Slope Indicator system (VASI)
—10 Rwy End Identifier Lights (REIL) (Threshold strobe lights)
—11 Runway centerline lights

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown the lights are in operation or available sunset to sunrise or by request (radio, or circling the field).
① Includes Portable Approach Strobes (BR lighting) SEA only.

NOTE: Obstructions are usually lighted in accordance with both civil air regulations and military regulations; therefore, these have not been included as a part of the above code. if, however, information indicates there are unlighted obstruction(s) surrounding the aerodrome this will be indicated in the remarks column.

When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a CAUTION note will be included in the Aerodrome Remarks. This is applicable to Air Force, Air National Guard, and Air Force Reserve Bases, and those joint use airfields on which they are tenant.

RUNWAY DATA

GENERAL: Runway surface material is classified as either Hard or Other. A hard surface is considered to be permanent and requires little maintenance. The letter H precedes the length figure at aerodromes considered to have hard surface runways. Absence of an H means other than hard surface. The surface material is shown in parentheses following the runway length and is the visible material or composition of the major landing portion of the runway.

LENGTH: The length of the active landing portion of the longest usable runway shown to the nearest 100 ft (add 00). 70 shall be the division point, e.g., 10769 ft = 107, 10770 ft = 108. The longest usable runway is the runway which has the longest landing area after all restrictions have been applied. Thus, a 10,000 ft runway may be depicted in FLIPS as only 8000 ft when the threshold has been displaced 2000 ft due to sterilization, construction, etc. Variations in runway length for landing and takeoff shall be clarified in the Aerodrome Remarks Section.

SURFACE:
1. **HARD** — (ASP) Asphalt. Hot or cold laid plant mixes of asphalt cement with graded crushed aggregate. Includes crushed stone rolled to form a smooth hard surface and bound with a permanent bitumen binder.
(BED ROCK)
(BRICK) Laid and mortared.
(CON) Concrete: Stone, sand, cement and water mixture.

2. OTHER — (BITUMEN): A coal tar or petroleum product binding, usually with sand and/or gravel. (Do not confuse with bitumen bound macadam.)
(MACADAM) Crushed stone rolled to form a smooth, hard surface and bound with a **temporary** binder such as clay, earth, etc.

(CINDERS)	(EARTH)	(GYPSUM)	(OIL)
(CLAY)	(GRASS)	(LATERITE)	(SAND)
(CORAL)	(GRAVEL)	(LIMESTONE)	(SOD)
			(TURF)

(AM-2) Aluminum Matting
(MX19) Aluminum Matting
(M8A1) Light-duty Steel Matting
(PAP) Pierced Aluminum Plank
(PSP) Pierced Steel Plank
(UNK) Surface Material Unkown

RUNWAY WEIGHT BEARING CAPACITY

S	— Runway weight bearing capacity for aircraft with single wheel type landing gear. (C-47), (F-100), etc.
T	— Runway weight bearing capacity for aircraft with twin wheel type (includes single tandem) landing gear. (C-124), (B-47), etc.
TT	— Runway weight bearing capacity for aircraft with twin tandem wheel type (includes quadricycle) landing gear. (B-52), (C-135), etc.
AUW	— Maximum runway gross weight bearing capacity for all aircraft, irrespective of landing gear configuration.
SWL	— Single wheel loading. (This includes information submitted in terms of Equivalent Single Wheel Loading and Single Wheel Isolated Loading). Tire inflation pressure given when available. e.g. (SWL 00/T.P. 250 PSI.)
PSI	— Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g. (PSI 535).
C-54	— Aircraft by type based on past usage when more specific information is not known.

NOTE: Runway weight bearing capacity (gross weight) is determined by adding 000 to figure following S. T. TT and AUW. A blank space following the letter designation is used to indicate the runway weight bearing capacity is sufficient to sustain aircraft with this type landing gear, although definite figures are not available, e.g. (T). Runway weight-bearing capacity given is for unlimited operations; aircraft weights higher than given require prior permission from the aerodrome controlling authority.

NOTE: Omission of weight bearing capacity indicates information unknown. Footnoted remarks are used to indicate a runway with a weight bearing capacity greater than the longest runway, or weight restriction of taxiways, aprons or other runways.

SEAPLANE

A number preced
1. Beaching gea
2. The number
able. MB & CB
SERVICING
Specific services
JASU, etc. Times
Transient alert se
(Fuel, oil, oxygen,
inspection and po
tenance, or exten
Delays can be an
transient maintena
time periods when
quired for transie
clusively by U. S.
for U. S. military
NO PRIORTY BAS
quirements for mis
NOTE: BASES
EMERGENCY.

JET AIRCRA

The numeral prece
the numeral indic
Number One (1)

USAF TYPE
Electrical Starti
A-1
A-3
A-3A
A-7
AF/M32A-10
B-10
B-10A
B-10B
C-21
C-22
C-22A
C-22C
C-26
C-26B
ECU-9M
MD-3
MD-3A
MD-3M
Air Starting Un
ACE37A
CTC-0-105-2
MA-1
MA-1A
MA-2
MC-1 Modif
MC-2A
MC-11
502-7D
Combination Air
MA-1MP
MA-2MP
MA-3MP
M32A-60
Cartridge Starte
MXU-4A
MC-1
MC-2

US NAVY TYPE
Electrical Starti
NA-5
NC-5
NC-6
NC-6A
NC-7
NC-8
NC-10
NC-12
Air Starting Un
GTC-85
MA-1E
Wells Air Start System
Combined Air c
RCPP/RCPT/NCPP-105

SEAPLANE BASE FACILITIES

A number preceding the parenthetical designation, indicates the number (quantity) available.

1. Beaching gear, consisting of the quantity and type of beaching gear available.

2. The number (quantity) if available, of Mooring Buoys (MB) and Crash Boats (CB) available. MB & CB alone indicate details of quantity are not available.

SERVICING

Specific services available are listed individually under each aerodrome listing, i.e., fuel, oil, JASU, etc. Times of transient alert service availability are given in the Aerodrome Remarks. Transient alert service is considered to include all services for TURN-AROUND, i.e., servicing (Fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect to be serviced for turn-arounds during time periods when servicing or maintenance manpower is not available. Prior permission is required for transient alert service outside normal hours. In case of aerodromes not operated exclusively by U. S. military, the servicing indicated by the remarks will not always be available for U. S. military aircraft. When transient alert services are not shown, facilities are unknown.

NO PRIORTY BASIS—Means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

NOTE: BASES MAY BE USED AT ANY TIME AS WEATHER ALTERNATES OR IN CASE OF EMERGENCY.

JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates 10 or more units available. When the number of units is unknown, the Number One (1) shall be shown.

USAF TYPE

Electrical Starting Units:

A-1 — 7.8 kw, 28v, 280 amp.
A-3 — 22 kw, 28v, 800-1200 amp.
A-3A — 22 kw, 28v, 800-1200 amp.
A-7 — 28v, 1050 amp.
AF/M32A-10 — 28v, 15 kw, 500 amp; 115-200v 15 kw, 400 cycle, 3 phase, 20 kva at .75 P.F., 4 wire.
B-10 — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase 4 wire.
B-10A — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase, 4 wire.
B-10B — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase, 4 wire.
C-21 — 28v, 11 kw, 2 wire, 115-200v, 8 kv, 2 wire, 380-900 cycle.
C-22 — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
C-22A — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
C-22C — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
C-26 — 28v, 45 kw; 115-200v, 15 kw, 380-800 cycle, 1 phase, 2 wire.
C-26B — 28v, 45 kw; split bus; 115-200v, 15 kw, 380-800 cycle, 1 phase, 2 wire.
ECU-9M — 28v, 1000 amp; 220v, 130 amp, 40v, 64 amp.
MD-3 — 28v, 1500 amp, 45 kw, split bus; 115-200v, 3 phase, 400 cycle, 60 kva at .75 P.F., 4 wire.
MD-3A — 28v, 1500 amp, 45 kw, split bus; 115-200v, 3 phase, 60 kva at .75 P.F., 400 cycle, 4 wire, 45 kw.
MD-3M — AC 400 cycle 60 kw, 200v line to line, 115v line to neutral, 3 phase 75 P.F.; DC 15 kw rating, amp 28v.

Air Starting Units:

ACE37A — 3600 psi, 18000 cu in capacity.
CTC-0-105-2 — 236 lb/min. 78 psia, 60°F
MA-1 — 150 Air HP, 115 lb/min 50 psia.
MA-1A — 150 Air HP, 82 lb/min 45 psia.
MA-2 — 250 Air HP, 150 lb/min 65 psia.
MC-1 Modif — 15 CFM, 3500 psia, 5000 cu in.
MC-2A — 15 CFM 200 psia.
MC-11 — 4000 psi, 8000 cu in, 15 CFM.
502-7D — 182 lb/min 52.8 psia.

Combination Air and Electric Starting Units:

MA-1MP — 28v, 500-1000 amp, split bus; 115-200v, 25 kva, 3 phase, 400 cycle, 4 wire, 30 kva; 3500 psi; 40 psia, 150 Air HP, 117 lb/min, 13 CFM.
MA-2MP — 28v, 1000 amp and 28v, 500 amp, split bus; 115-200v, 3 phase, 30 kva, 400 cycle, 4 wire; 3500 psi; 13.5 CFM, 45 psia, 150 Air HP, 110 lb/min.
MA-3MP — 28v, 30 kw, 100 amp, common or split bus; 115-200v, 60 kva at .75 P.F., 400 cycle, 3 PH and 115v, 20 kva at .75 P.F., 400 cycle, single PH; 3500 psi, 15 CFM; 150 lb/min, 60 psi.
M32A-60 — 28v, 15KW DC, 120V, 25KVA, 1 phase; 120/208V, 75 KVA, 3 phase 400 cycle AC pneumatic capability: 120 ± 4 lbs @ 49 ± 2 PISA. **Note:** During combined electrical and pneumatic loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

Cartridge Starters:

MXU-4A
MC-1
MC-2

US NAVY TYPE

Electrical Starting Units:

NA-5 — 500 amp constant, 1000 amp intermittent, 30-35v DC, 15/35 kw.
NC-5 — 200/500 amp constant, 1000 amp intermittent, 28-35v DC, 15/35 kw. 115-200v 3 phase 400 cps AC, 30/45 kva.
NC-6 — 200 amp constant, 28.5v DC, 32/45 kw. 120/208v 3 phase 400 cps AC, 30 kva.
NC-6A — 400 amp, 28.5v DC, 30 kw, 115/200v 400 cps AC, 30 kva.
NC-7 — 750 amp constant, 1000 amp intermittent, 28.5v DC, 45 kw. 115/200v 3 phase 400 cps AC, 30 kva.
NC-8 — 700 amp 28v DC. 120/208v 400 cps AC, 45 kva.
NC-10 — 750 amp constant, 1000 amp intermittent, 28v DC. 115/200v 400 cps AC, 90 kva.
NC-12 — 750 amp constant, 1000 amp intermittent, 28v DC. 115/200v 400 cps AC, 125 kva.

Air Starting Units:

GTC-85 — 120 lbs/min @ 45 psi-USAF equivalent MA-1A and MA-2.
MA-1E — 120 lbs/min @ 45 psi.
Wells Air Start System — 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

Combined Air and Electrical Starting Units:

RCPP/RCPT/ NCPP-105 — 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amps 28v DC, 120/208v 400 cycles AC, 45 kva. USAF equivalent MA-2MP.

FUEL

At joint use aerodromes, bold type in the directory listing denotes US military base supply while Into-Plane Contract fuel is shown in normal type. Listings preceded by NC shows fuel other than military base supply, Into-Plane Contract or reciprocal agreement source, therefore more costly.

U.S. AVIATION FUELS (MIL SPECS)

FLIP CODE	GRADE	NATO CODE
A+	115/145	F-22
A	100/130	F-18
B	91/96	F-15
C	80/87	F-12
J4	JP-4	F-40
J5	JP-5	F-44
J6	JP-6	None
J	Jet Fuel, Type unknown	———

NOTE: MIL JP-4 fuel contains icing inhibitor unless indicated otherwise in Aerodrome Remarks.

COMMERCIAL AVIATION FUELS

FLIP CODE	GRADE	NATO CODE
D	73 NL (Non Leaded)	None
E	80 NL (Non Leaded)	None
C1	80/87	F-12
B1	91/96	F-15
A1	100/130	F-18
G	108/135	None
A+1	115/145	F-22
TA	Jet Fuel ASTM Type A	None
TA1	Jet Fuel ASTM Type A-1	F-34
TB	Jet Fuel ASTM Type B (See Note 2)	F-45
TX	Jet Fuel, Type Unknown	———

(Commercial jet fuels conform to specifications established by the American Society for Testing Materials (ASTM).

NOTE

1. To determine usability and interchangeability of fuels (including fuels not listed), check, the brand name designation of the product available and refer to USAF TO 42B1-1-14 or USN BUWEPS Inst. 10341.1A.

2. Commercial Jet Fuel similar in many respects to MIL-JP-4, however, does not contain icing inhibitor. Freeze Point -60°F.

U.S. AVIATION OILS (MIL SPECS)

FLIP/NATO CODE	GRADE TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	D-1080 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	D-1120 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-O-6081)
O-133	1010, Jet Engine Oil (MIL-O-6081)
O-148	None, MIL-L-7808 (Synthetic Base), Turbine Engine Oil
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines.

SUPPORTING FLUIDS AND SYSTEMS

ADI	Anti-Detonation Injection Fluid — Reciprocating Engine Aircraft
W	Water, Thrust Augmentation — Jet Aircraft
WAI	Water-Alcohol Injection Type, Thrust Augmentation — Jet Aircraft
SP	Single Point Refueling
PRESAIR	Air Compressors rated 3000 PSI or More
De-Ice	T-33 De-Icing Fluid (MIL-A-6091)

OXYGEN

LPOX	— Low pressure oxygen servicing.
HPOX	— High pressure oxygen servicing.
LHOX	— Low and High pressure oxygen servicing.
LOX	— Liquid oxygen servicing.
OXRB	— Oxygen replacement bottles. (Maintained primarily at Naval stations for use in aircraft where oxygen can be replenished only by replacement of cylinders.)

NOTE: Combination of above terms is used to indicate complete oxygen servicing available. i.e., LHOX and RB-Low and High pressure oxygen servicing and replacement bottles; LPOX-RB only—Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

JET BARRIER/ARRESTING GEAR

A-GEAR

The following list identifies current operational tail hook systems identified by both Air Force and Navy Terminology:

Although the Air Force and Navy arresting systems are listed on the same line, this does not mean that the systems' operational characteristics are identical. REFER TO CURRENT AIRCRAFT OPERATING MANUALS FOR SPECIFIC ENGAGEMENT WEIGHT AND SPEED CRITERIA BASED ON AIRCRAFT STRUCTURAL RESTRICTIONS AND ARRESTING SYSTEMS LIMITATIONS.

NOTE: Aerodrome listings may show availability of other than U. S. military arresting systems. This information is provided for emergency requirements only.

Bi-Directional (
AIR FORCE
BAK-6
———
———
———
BAK-9
———
BAK-12
———
———
BAK-13
Uni-Directional
———

J-BAR
Current barrier
Uni-Directional
MA-1A
Safe Bar

COMBINED

Uni-Directional
MA-1A MODIFI
MA-1A/E-5
MA-1A/BAK-9,
BAK-12, or E-27
BAK 11

Location of Gear:
should be read le
portion of the run
the end of the ru
in parenthesis unc
can be utilized f
example A. CAUT
approach end eng
of engagement of
J-Bar/A-Gear (E
RWY 18 M
(150'
(E
RWY 03 ←

AERODROME

GENERAL: Pertin
group of remarks
an activity or act
Restrictions affect

CRITERIA: Aerod
operational use a
make you aware o
which are **NOT** in
for publication of
to the appropriate
tional need .

A. Remarks are li

1. Conditions o
facilities, services
dures, or hazards,

2. Obstructions

3. Occurance o

4. Caution note
flight training, a

5. Traffic patt
which deviate fro

6. Special VFR
actual location in

7. Customs faci

8. When base
effect may be sho

9. Footnotes.

B. The following

1. Any conditio
includes: Presenc
structions on or
not use runway (

2. Data regardi

3. Temporary s

4. Information

5. Data regardi
events, etc.

6. Data regard
billeting, etc.

7. Instructions

8. Instructions

Bi-Directional (B)

AIR FORCE	NAVY	
BAK-6	E-14	Water Squeezer
———	E-6	Reel Type
———	E-16	Metal Bender (series of reels)
———	M-2	Morest-Mobile Arrestment Gear (2 hydraulic units) may be installed on permanent basis
BAK-9	E-27	Rotary Friction Brake
———	E-15	Two E-27 A-Gears
BAK-12	———	Rotary Friction Brake
———	M-21	Rotary hydraulic operational arrestor, short runout
———	E-28	Rotary hydraulic
BAK-13	———	Rotary hydraulic

Uni-Directional

———	E-5/E 5-1	Chain Type

J-BAR

Current barrier systems for aircraft with or without tail hook capability are as follows:

Uni-Directional

MA-1A	Nylon webb barrier between stanchions attached to chain type arresting gear.
Safe Bar	Safeland barrier. Non-US nylon net barrier system used in Europe and Asia (Engage with closed canopy).

COMBINED J-BAR/A-GEAR

Uni-Directional

MA-1A MODIFIED MA-1A/E-5	Nylon webb barrier between stanchions combined with pendant type cable and attached to chain type arresting gear.
MA-1A/BAK-9, BAK-12, or E-27	Nylon webb barrier between stanchions attached to arresting gear and with hook pendant (may be converted to bi-directional on request).
BAK 11	Pop up engaging device used with any type energy absorber (BAK-9, BAK-12, or E-27) to engage main landing gear.

Location of Gear: The arresting gear is depicted as it is located on the runway and the information should be read left or right, depending on the runway in use or landing direction. The middle portion of the runway is indicated by a dash ———, and the distance of the arresting gear from the end of the runway (or into the overrun) on the end on which the gear is located is indicated in parenthesis under the applicable gear. Arresting gear which has a bi-directional capability and can be utilized for emergency approach end engagements is indicated by the symbol (B). See example A. CAUTION: Up to 15 minutes advance notice may be required for rigging A-Gear for approach end engagement. MA-1A gear may not be used for approach end engagements. Direction of engagement of E5/E5-1 chain type gear is indicated by an arrow, i.e., ←E5-1. See example B.

J-Bar/A-Gear (Example A)

RWY 18 MA-1A, BAK-6(B), BAK-12(B)————BAK-12(B), BAK-6(B), MA-1A RWY 36
(150′ OVRN) (600′) (1000′) (1200′) (600′) (150′ OVRN)

(Example B)

RWY 03 ←E5-1, E5-1→, ←E5-1————————————E5-1→ RWY 21
(1465′) (2148′) (3260′) (957′)

AERODROME REMARKS:

GENERAL: Pertinent Aerodrome Remarks have been grouped in order of applicability. The first group of remarks is applicable to the primary operator of the aerodrome. Remarks applicable to an activity or activities on the aerodrome are shown on separate lines, i.e., (AF) (N) (ANG), etc. Restrictions affecting the operational status of the aerodromes are the first entry within each group.

CRITERIA: Aerodrome remarks are limited to those items of information determined essential for operational use and are outlined under paragraph A. Another list (paragraph B) is also shown to make you aware of the type data that normally is not published. Remarks received for publication which are **NOT** in accordance with paragraph "A" will **NOT** be published. If a special need exists for publication of data not covered in this list, Station Commanders should forward their requests to the appropriate office listed in General Information Section with full justification of their operational need .

A. Remarks are limited to those items that fall within the following criteria:

1. Conditions of a permanent or indefinite **(more than 30 days)** nature, regarding aeronautical facilities, services to include transient/alert maintenance available to US military aircraft, procedures, or hazards, knowledge of which is essential for safe and efficient operation of aircraft.
2. Obstructions to aircraft operations on or near the aerodrome/seadrome landing area.
3. Occurance or correction of defects or changes in the landing or operation area.
4. Caution notes relating to extensive aircraft maneuvers which may affect air navigation, i.e., flight training, aircraft testing, flights of uncontrolled or unmanned aircraft.
5. Traffic pattern data for those SAC bases, bases on which SAC is a tenant and USN bases which deviate from the standard.
6. Special VFR arrival procedures (these may be included in their entirety or by reference to the actual location in the FLIP).
7. Customs facilities, seasonal availability, all weather station designation.
8. When base commanders authorize the use of overruns for take-off purposes, a note to this effect may be shown.
9. Footnotes.

B. The following type data is not normally published.

1. Any condition which is expected to remain in effect for **less than 30 days.** This type data includes: Presence or removal of hazardous conditions due to snow, ice, water, or temporary obstructions on or adjacent to the landing area, remarks such as, "runway slippery when wet," "do not use runway (Nr.) or taxiway," etc.
2. Data regarding IFR arrival and departure procedures.
3. Temporary shortages of certain types of fuel, starting equipment or other aircraft services.
4. Information concerning permanent closing of a runway.
5. Data regarding closures or restrictions at stations due to air shows, close proximity to athletic events, etc.
6. Data regarding availability of box lunches, hotel reservations, government transportation, billeting, etc.
7. Instructions as to how to fly the VFR traffic pattern.
8. Instructions for ground control and/or ground handling of aircraft.

Offl Bus Only indicates the aerodrome is closed to all transient military aircraft except on official business at or near that installation or in an emergency. USAF aircraft require written orders. Official business within the meaning of AFR 60-23 and current OPNAVINST 3710.7 is further defined as the necessity of personnel aboard an aircraft to contact personnel, units, or organizations (including civilian) at or near the aerodrome most conveniently located for landing for the purpose of conducting transactions in the service of and in the interest of the United States Government. This definition does not provide for the use of an aerodrome by transient aircraft for the purpose of obtaining clearance, service, or other items attendant to itinerant operations. "Prior Permission Required" (PPR): Indicates the aerodrome is closed to all transient acft unless prior permission is obtained from approving authority. Prior permission must be requested and confirmation received before the flt departure for the base concerned. Base restrictions do not preclude the use of the base in an emergency for military acft.

AF Offl Bus Only or NAVY Offl Bus Only indicates applicability of restriction to service indicated only.

RADIO NAVIGATIONAL DATA

VOICE CALLS: Pilots should use facility or aerodrome name as listed in this directory with designations as given in following examples when calling air/ground facilities.

Control Towers	**"NAHA TOWER"**
	"NAVY ATSUGI TOWER"
Approach Control	**"YOKOTA APPROACH CONTROL"**
Center	**"TOKYO CENTER"**
Departure Control	**"YOKOTA DEPARTURE CONTROL"**
Ground Control	**"NAHA GROUND CONTROL"**
Pilot to Forecaster	**"MISAWA METRO"**
Communication Station	**"ITAZUKE RADIO"**
	"NAVY ATSUGI RADIO"
	"USAF GLOBAL HF STATION—HICKAM"
VFR Advisory Service	**"YOKOTA VFR ADVISORY SERVICE"**
Airlift Command Post	**"TACHIKAWA AIRLIFT COMMAND POST"**
Base Operations (PTD)	**"KADENA OPERATIONS"**

COMMUNICATION FREQUENCIES

Frequencies within this supplement are listed gradationally in groups following the Call Sign, i.e., UHF, VHF, HF, LF/MF, with primary frequencies listed first, followed by secondary in descending order. Frequencies published are those indicated by the base and/or traffic control facilities which are required to be made known to the operational user to conduct necessary flying/ground operations.

Frequencies published are transmitted and received and are monitored unless otherwise indicated by the letter "X" following the applicable frequency. This means that frequency with an "X" can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, these will be indicated in a footnote.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation frequencies are transmit only.

ATTENTION SIGNALS: On simultaneous FAA LF/MF ranges, the attention signal, consisting of a series of dots, is transmitted for a period of one second preceding all non-scheduled broadcasts to alert pilots that a voice transmission is about to be made.

SCHEDULED WEATHER BROADCAST: NAVAIDs providing scheduled weather broadcasts are indicated by Radio Class Code B. FAA and Navy stations broadcast at 15 and 45 minutes past the hour. Exceptions to this will be noted in the Radio/Nav Remarks. Those NAVAIDs providing continuous automatic transcribed weather broadcasts are indicated by Radio Class Code AB.

RADIO CLAS

AB — Co
scr
ice

B — Sch

DME — TA
Me
rly

GCA — Gro
ten

H — No
(ho
less

(H) — No
enc
ft
NM
onl
130
NM

HH — No
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or

ILS — Ins

L — Co
com

(L) — No
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LMM — Co
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LOM — Co
ins

MA — Ra
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MH — No
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RADIO BEAC

Type of emission
with the table bel

POSITION O

TYPE STATION
A1
A0/A2
A2 & A3

NOTE: Always use

RADIO CLASS CODE

AB — Continuous automatic transcribed weather broadcast service.

B — Scheduled Weather Broadcast.

DME — TACAN compatible Distance Measuring Equipment (formerly DMET).

GCA — Ground Control Approach system.

H — Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts.

(H) — Normal anticipated interference-free service below 18,000 ft 40 NM; 14,500-17,999 100 NM (continguous 48 states only); 18,000 ft to FL 450—130 NM; above FL 450 100 NM.

HH — Non-directional radio beacon (homing), power 2,000 watts or more.

ILS — Instrument Landing System.

L — Compass Locator. (May be component of ILS system.)

(L) — Normal anticipated interference-free service 40 NM up to 18,000 ft MSL.

LMM — Compass locator station when installed at middle marker site.

LOM — Compass locator station when installed at outer marker site.

MA — Range (Adcock, vertical radiators),power less than 50 watts.

MH — Non-directional radio beacon (homing), less than 50 watss.

ML — Range (Loop radiators), power less than 50 watts.

MM — Middle Marker of ILS.

MRA — Range (Adcock, vertical radiators), 50 to 150 watts.

MRL — Range (Loop radiators), power 50 to 150 watts.

OM — Outer Marker of ILS.

RA — Range (Adcock, vertical radiators), power 150 watts or greater.

RL — Range (Loop radiators), power 150 watts or greater.

S — Simultaneously range, homing and/or voice signals available.

(T) — Normal anticipated interference-free service 25 NM up to 12,000 ft MSL. (Not to be confused with TVOR equipment category).

TACAN — (Tactical Air Navigation) UHF pulse type Omni Range and Distance Measuring Equipment (DME).

TVOR — Low power Terminal VOR.

UHF — Ultra High Frequency.

VHF — Very High Frequency.

VOR — VHF omni directional range.

VORTAC — Combination VOR and TACAN.

W — Without voice facilities.

Z — VHF station location marker.

RADIO BEACON EMISSIONS

Type of emission of radio beacons is shown on the data pages and should be used in accordance with the table below when tuning and identifying these facilities.

POSITION OF VOICE/CW SWITCH ON RADIO COMPASS

TYPE STATION	TO HEAR TONE FOR TUNING USE*	TO HEAR IDENTIFIER USE
A1	CW Position	CW Position
A0/A2	CW Position	VOICE Position
A2 & A3	VOICE Position	VOICE Position

NOTE: Always use CW position to check interference first.

GROUND CONTROLLED APPROACH FACILITIES AND PROCEDURES

RADAR

1. TERMINAL RADAR CONTROL SYSTEM: An instrument approach and departure system employing surveillance radar (ASR) and precision radar (PAR) equipment. Acquisition of radar data is the basis for all procedures used in the system.

a. **Radar Approach Control:** A service provided to increase and expedite aircraft movement in a terminal area by application of radar separation standards.

(1) **Surveillance Radar (ASR):** Area radar used to vector aircraft from outer fixes, sequence and position aircraft at the final approach gate for completion of approach by the continued use of ASR or PAR, ILS, VOR, TACAN or RBn.

NOTE: ASR, as used to control an aircraft on final approach, provides azimuth, range and recommended altitudes each mile on final until reaching minimums. Recommended altitudes are not furnished each mile on final at USAF locations where surveillance minimums are published as MDA. ASR may be used when PAR is not available or during weather conditions which do not require the accuracy afforded by PAR service.

(2) **Precision Radar (PAR):** Final approach radar used to furnish extremely accurate azimuth, elevation and range guidance until an aircraft is over the end of the runway.

NOTE: A modified PAR (MPAR) is one in which the glidepath has been displaced in such a manner as to cause the ground intercept point to be relocated. This is done to accommodate approach characteristics of certain high speed tactical aircraft.

b. **Final Approach Monitor:** The use of PAR to monitor an approach on other facility such as ILS, TACAN, etc. Radar advisories are issued passing the final approach fix, exceeding runway alignment and glide slope safety limits (ILS), and passing ILS middle marker or point where glidepath intercepts 200′ elevation, whichever is near end of runway.

c. **Radar Controlled Departure:** The use of ASR to issue radar vectors to establish an aircraft on the enroute track and to expedite the departure by use of radar separation standards.

d. **Radar Monitored Departures:** The use of ASR to monitor departing aircraft for the purpose of issuing advisories concerning other radar observed air traffic which may conflict with the departing aircraft.

2. HOURS OF OPERATION: Precision approach radar (PAR) equipment and airport surveillance (ASR) equipment operates continuously during IFR conditions unless otherwise indicated under "RADIO/NAV Remarks". During VFR, contact Tower or Approach Control for availability, as VFR hours of operation are not included in "RADIO/NAV Remarks".

a. **Contact Under IFR:** Pilots desiring Radar assistance during IFR conditions should call the nearest Air Traffic Control facility (Radio, Tower, Center, Approach Control, etc.) requesting Radar assistance.

b. **Contact Under VFR:** VFR check out or training flights should be arranged locally through Base Operations or the Control Tower.

3. WEATHER MINIMA: Radar weather minima will be specified in the Aerodrome/Facility directory of this Enroute Supplement for precision and surveillance approaches only where the procedures and minima comply with established criteria. These minima are applicable to Jets, Turbo-Prop and Conventional type aircraft unless otherwise specified. Where different, Jet minima will be published in bold type (Navy Pilots should consult current OPNAVINST 3710.7 for minima restrictions by aircraft type). When the aircraft reaches published precision approach minima, the radar controller will so advise the pilot. Surveillance radar approaches will include recommended altitudes each mile on final approach. USAF/USN facilities will advise the pilot when reaching surveillance or precision minima. USAF locations where surveillance minimum altitude is published as MDA do not furnish recommended altitudes on final approach nor advise when reaching surveillance minimum. FAA and US Army facilities are not required to furnish minimum altitude information when reaching either precision or surveillance minimum. (USN facilities shall issue instructions relative to missed approach procedures prior to starting final approach). The weather minima listed are ceiling and visibility minima which have been established to provide an adequate margin of safety for an aircraft making a radar approach. These minima should not be construed as an indication of the capability of the radar unit to assist in executing an approach.

■ **4. NO MINIMA:** Radar facilities prefixed by a solid box symbol are those which have no approved minima due to training of radar personnel, lack of equipment, or incomplete operational procedures. Facilities may be used in emergency with EXTREME CAUTION,

5. IFF/SIF CAPABILITY: IFF/SIF Service is considered to be an integral part of the radar system. Where this capability does not exist at an individual installation, the remarks, "IFF/SIF svc not avai", are included in RADIO/NAV REMARKS.

6. EMERGENCIES: Terminal radar systems use all available means to assist aircraft in emergencies. This system normally has access to enroute radar systems, ADC (GCI) radar, Direction Finding Net, IFF/SIF and primary terminal radar.

THE FOLLOWING
SUPPLEMENT. A
USAF/USN NOTA

AAF .....Army
AB .....Air B
abm .....abeam
ACC .....Area
acft .....aircra
ACP .....Airlift
Post
A/D .....Aerod
ADA .....Advis
ADR .....Advis
advs .....advise
advsy .....advis
afld .....airfie
AFR .....Air F
Regul
A/G .....Air G
(Comm
AGL .....Above
Level
AHP .....Army
ajo .....adjac
ALCC .....Airlift
Cente
ALCE .....Airlif
Eleme
ALF .....Auxili
Field
alt .....altitu
altn .....alterr
AM .....Ampli
Modul
ant .....anten
app .....appro
APP
CON .....Appro
appr .....appro
aprt .....airpo
aprx .....appro
arng .....arran
ment
arr .....arrive
ARSR .....Air R
lance
ARTCC .....Air R
Contr
ATC .....Air T
Contr
ATIS .....Autor
Inform
attn .....atten
auth .....autho
autho
AUX AF ....Auxil
Field
aval .....avail

bcn .....beac
bcst .....broac
bdry .....boun
bldg(s) .....buildi
brg .....beari
btwn .....betwe
bus .....busin

cen .....cente
CH or
Chan .....Chan
chg .....chang
civ .....civil,
ck .....check
clkwz .....clock
clnc .....clear
clsd .....close
cntclkwz .....coun
CO .....Com
Offic
Co .....Comp
coml .....comm
comm .....Com
comsn .....comm
comm
con .....contr
contr
const .....const
cont .....conti
ed, c
convl .....conv
crs .....cours
cstms .....custo
CTA .....Cont
ctc .....cont
ctn .....cauti
CTZ .....Cont
cvge .....cove
CW .....Cont
Carri

DASC .....Direc
Cente
daylt .....dayli

THE FOLLOWING LIST OF ABBREVIATIONS ARE THOSE COMMONLY USED WITHIN THIS SUPPLEMENT. A COMPLETE LIST OF ABBREVIATIONS INCLUDING THOSE AUTHORIZED FOR USAF/USN NOTAM USAGE IS LOCATED IN FLIP PLANNING— SEC. I.

AAF ..... Army Air Field
AB ..... Air Base
abm ..... abeam
ACC ..... Area Control Center
acft ..... aircraft
ACP ..... Airlift Command Post
A/D ..... Aerodrome
ADA ..... Advisory Area
ADR ..... Advisory Route
advs ..... advise, advised
advsy ..... advisory
afld ..... airfield
AFR ..... Air Force Regulation
A/G ..... Air Ground (Comm)
AGL ..... Above Ground Level
AHP ..... Army Heliport
ajo ..... adjacent
ALCC ..... Airlift Control Center
ALCE ..... Airlift Control Element
ALF ..... Auxiliary Landing Field
alt ..... altitude
altn ..... alternate
AM ..... Amplitude Modulation
ant ..... antenna
app ..... approach
APP CON ..... Approach Control
appr ..... approve, approval
aprt ..... airport
aprx ..... approximate(ly)
arng ..... arrange, arrangement
arr ..... arrive, arrival
ARSR ..... Air Route Surveillance Radar
ARTCC ..... Air Route Traffic Control Center
ATC ..... Air Traffic Control
ATIS ..... Automatic Terminal Information Service
attn ..... attention
auth ..... authorized, authority
AUX AF ..... Auxiliary Air Field
aval ..... available

bcn ..... beacon
bcst ..... broadcast
bdry ..... boundary
bldg(s) ..... building(s)
brg ..... bearing
btwn ..... between
bus ..... business

cen ..... center
CH or Chan ..... Channel
chg ..... change
civ ..... civil, civilian
ck ..... check, checked
clkwz ..... clockwise
clnc ..... clearance
clsd ..... closed
cntclkwz ..... counterclockwise
CO ..... Commanding Officer
Co ..... Company, County
coml ..... commercial
comm ..... Communication(s)
comsn ..... commission, commissioned
con ..... control, controls, controlled
const ..... construction
cont ..... continue, continued, continuous
convl ..... conventional
crs ..... course
cstms ..... customs
CTA ..... Control Area
ctc ..... contact
ctn ..... caution
CTZ ..... Control Zone
cvge ..... coverage
CW ..... Continuous Wave, Carrier Wave

DASC ..... Direct Air Support Center
daylt ..... daylight
decom ..... decommission(ed)
dep ..... departure, depart
DEP CON ..... Departure Control
direc ..... directional
destn ..... destination
dist ..... distance, district
div ..... division
dly ..... daily
DT ..... Daylight Time
dur ..... during

eff ..... effect, effected, effective
elev ..... elevation
emerg ..... emergency
eqpt ..... equipment
ev ..... every
ex ..... except
extv ..... extensive

fac ..... facility, facilities
FIR ..... Flight Information Region
FL ..... Flight Level
fld ..... field
flt(s) ..... flight(s)
FOC ..... Flight Operations Center
FOD ..... Foreign Object Damage
fr ..... from
freq ..... frequency, frequent
FSS ..... Flight Service Station
F/W ..... Fixed Wing

gnd ..... ground
GND CON ..... Ground Control

hdg ..... heading
heli ..... helicopter
HICOM-TERPAC- ..... High Commissioner Territory of the Pacific
hol ..... holiday
hr ..... hour(s)
HS ..... Service available during hours of scheduled operations
hvy ..... heavy
HX ..... Station with no specific working hours
Hz ..... Hertz (cycles per second)

I ..... Island
IFF ..... Identification Friend or Foe
IFSS ..... International Flight Service Station
inbd ..... inbound
info ..... information
inop ..... inoperative
inst ..... instrument
intl ..... international
intsv ..... intensive
intxn ..... intersection
Is ..... Island

kHz ..... Kilo Hertz
KMR ..... Kwajalein Missile Range

lctd ..... located
lczr ..... localizer beacon
ldg ..... landing
lgtd ..... lighted
lt ..... light
ltd ..... limited

maint ..... maintenance
max ..... maximum
MHz ..... Mega Hertz
mil ..... military
min ..... minimum, minutes
mkr ..... marker
MP ..... Maintenance Period
mt ..... mountain or mount

ngt ..... night
NM ..... nautical miles
No or Nr ..... number
ntc ..... notice

obsn ..... observation
obst ..... obstruction(s)
OLS ..... Optical Landing System
opr ..... operator, operate, operated
Ops ..... Flight Operations (coordinated)
O/R ..... on request
O/S ..... out of service
OT ..... other times
ovrn ..... overrun

perm ..... permanent
perms ..... permission
PFSV ..... Pilot to Forecaster Service
PPR ..... Prior Permission Required
prkg ..... parking
proh ..... prohibited
ptn ..... pattern

qtrs ..... quarters
quad(s) ..... quadrant(s)

rad ..... radius, radial
RAPCON ..... Radar Approach Control Center
RBn ..... Radio Beacn
rcvr ..... receiver
rdo ..... radio
req ..... request
rgt ..... right
RON ..... Remain Overnight
rpt ..... report, reporting
rqrd ..... required
RSDU ..... Radar Storm Detection Unit
rstd ..... restricted
ruf ..... rough
R/W ..... Rotary Wing
rwy ..... runway

SECAL ..... Selected Calling System
secd ..... secondary
S.F. ..... Special Forces
SIF ..... Selective Identification Feature
sked ..... schedule
SM ..... statute miles
SOI ..... Signal Operations Instruction
SR ..... Sunrise
SS ..... Sunset
SSB ..... Single Side Band
std ..... standard
sur ..... surround(ing)
svc ..... service
svcg ..... servicing

TALO ..... Tactical Liaison Officer
tel ..... telephone
tfc ..... traffic
thld ..... threshold
thru ..... through
til ..... until
tng ..... training
tkof ..... take-off
tran ..... transient
trans ..... transport, transportation
twr ..... tower
twy ..... taxiway

UFN ..... Until Further Notice
unlgtd ..... unlighted
unrel ..... unreliable
unsvc ..... unserviceable
USB ..... Upper Side Band

vert ..... vertical
vic ..... vicinity
vis ..... visibility

WIP ..... Work in progress
wk(s) ..... week(s)
wkd(s) ..... weekday(s)
wng ..... warning
wt ..... weight
wx ..... weather

xmit ..... transmit
xmsn ..... transmission

LAOS

L-Nr.	Name
L-1	Muong Sung
L-2	Muong Ou Tay
L-3	Xiang Khoung Ville
L-4	Sam Neua
L-5	Paksong
L-6	Ban Ken Thao
L-7	Khong
L-8	Vientiane
L-9	Paklay
L-10	Attopeu
L-11	Pakse
L-13	Muong Het
L-15	Phong Saly
L-16	Vang Vieng
L-17	Sop Hoa
L-19	Muong Nong
L-20	Bun Tai
L-21	Phong Savan
L-22	Xieng Khouang
L-23	Sayaboury
L-25	Ban Houei Sai
L-26	Muong Ou Neua
L-27	Muong Sai
L-30	Boun Neua (Old)
L-31	Muong Peun
L-34	Muong Houn
L-35	Paksane
L-38	Tchepone
L-39	Savannakhet City
L-40	Thakhek New
L-40A	Thakhek
L-41	Muong Hai
L-42	Muong Sing
L-44	Saravane
L-45	Soukhouma
L-46	Seno
L-47	Sam Teu
L-49	Ban Sanakham
L-50	Ban Na Tai
L-52	Nong Khang
L-53	Ban Phan Hop
L-54	Luang Prabang
L-56	Ban Houei Kong
L-57	Mahaxay
L-59	Muong Son
L-60	Muong Soi
L-61	Muong Phalane
L-100	Luong Nam Tha
L-105	Ban Tham Lay
L-106	Muong Phanh
L-107	Ban Nong Vien
L-108	Muong Soui
L-109	Muong Kheung
L-110	Ban Na Khai

LS-Nr.	Name
LS-1	Muong Mgat
LS-2	San Tiau
LS-3	Nong Het
LS-4	Ban Pho Kham
LS-5	Ban Tom Tieng
LS-6	Phou Vieng
LS-7	Nam Lan
LS 8	Khang Khai
LS-9	Lat Houang
LS-10	Ban Ban
LS-11	Tha Thom
LS-12	Boneng
LS-13	Ban Ta Viang
LS-14	Pha Khao
LS-15	Ban Na
LS-16	Phou Fa
LS-17	Nam Chong
LS-18	Tha Lin Noi
LS-19	Phou Khe
LS-20	Ban San Tong
LS-21	Pha Peung
LS-22	Ban Na Nio
LS-23	Huei Sa An
LS-24	Moung Sam
LS-25	Ban Pho Beui
LS-26	Xieng Dat
LS-27	Muong Lap
LS-28	Ban Dong
LS-29	Ban Song
LS-30	Ban Nam Tia
LS-31	Ban Tine Pha
LS-32	Bouam Long
LS-33	San Pau Ka
LS-34	Ban Bouac
LS-35	Kha Phu
LS-36	Na Kouang
LS-37	Moung Phun
LS-38	Ban Nam Pit
LS-39	Ban Khami
LS-40	Tiong Cone
LS-41	San Luang
LS-42	Som Seo
LS-43	Nape
LS-44	Ban Keun
LS-45	Ban Mac Vai
LS-46	Moung Moc
LS-47	Nam Thom
LS-48	Ban Ko Kieng
LS-48A	Muong Hiem
LS-49	Lak Sao
LS-50	Phu Cum
LS-50A	Phu Cum
LS-51	Pa Ka
LS-52	Ban Tha
LS-53	Phou Khao Khouai
LS-54	Ban Dong Hene
LS-55	Bolovens
LS-56	Muong Chim
LS-57	Phou So
LS-58	Hua Moung
LS-59	Phu Pha Kouk
LS-60	Ban Sapi
LS-61	Ban Tha Si
LS-62	Hong Sa
LS-62A	Hong Sa #2
LS-63	Muong Nham
LS-64	Toum Lane
LS-65	Pha Phai
LS-66	Ban Na Luong
LS-67	Ban Hat Sok
LS-68	Khang Hong
LS-69	Ban Xieng Lom
LS-70	Na Dao
LS-71	Phou Nong
LS-72	Tha Tam Bleung
LS-73	Nam Thang
LS-74	Tham Sorn Yai
LS-75	Sop Hiem
LS-76	Ban Beng Tong
LS-77	Ban Song Khone
LS-78	Ban Na Muong
LS-79	Naw Nuen
LS-80	Phu Sang Nao
LS-81	Ban Tham Tat
LS-82	Phu Se Bott
LS-83	Ban Nong Dao
LS-84	Ban Keng Sai
LS-85	Phu Pha Thi
LS-86	Hong Non
LS-87	Phia Khan
LS-88	Boun Loum
LS-89	Ban Vieng
LS-90	Tin Bong
LS-91	Muong Tiouen
LS-92	Muong Pak Beng
LS-93	Muong Mounge
LS-94	Ban Kha
LS-95	Ban Peung
LS-96	Phu Miang
LS-97	Ban Pha En
LS-98	Long Tieng
LS-99	Ban Phia Louang
LS-100	Ban Hin
LS-102	Phu Fa Noi
LS-103	Ban Nong One
LS-104	Ban Nam Hin
LS-105	Phu De Me
LS-106	Nong Sakhe
LS-107	Ban Cha Thao
LS-108	Ban Nam Keng
LS-109	Ban Na Woua
LS-110	Ban Nam Deng
LS-111	Ban Sao Si
LS-112	Ban Nam Lao #2
LS-113	Ban Xam Koang Nhay
LS-114	Phoung Sam
LS-115	Phou Kheo
LS-116	Ban Bouac #2
LS-117	Xieng Dat East
LS-118	Then Ka Sue
LS-118A	Nam Lieu
LS-119	Ban Sa Noi
LS-120	Muong Phanh #3
LS-121	Lao Ta
LS-122	New Hong Non
LS-123	Ban Houei Dioun
LS-124	Moung Khiem
LS-125	Nam Bu
LS-126	San Soak
LS-127	Huei Sa An #2
LS-129	Borikhane
LS-130	La Ta Sin
LS-131	Mok Lok
LS-132	Long Pot
LS-133	Ban Phon Ngam
LS-134	Ban Nong Boua
LS-135	Ban Vieng
LS-136	Ba Phu Lun
LS-137	Ban Song Cha
LS-138	Mok Kong
LS-139	Keng Kok
LS-140	Phou Houang
LS-141	Grove Jone
LS-141A	Grove Jone #2
LS-142	Ban Ta Keo
LS-143	Ban Nam Dua
LS-144	Ban Da Dom
LS-145	Muong Pott
LS-146	Phou Nam Nhiou
LS-147	Ban Houei Lao
LS-148	Ban Nou Kha Chok
LS-149	Ban Nam Nhion
LS-150	Ban Nam Kueung
LS-151	Ban Sa Pouk
LS-152	Vien Pou Kha
LS-153	Muong Kassy
LS-154	Nong Pet
LS-155	Phia Chan
LS-156	Ban Tau Bouapha
LS-157	Muong Soum
LS-158	Moung Met
LS-159	La Khong Pheng
LS-160	Ba Sen Kham
LS-161	Ban Nam So
LS-162	Sen Sai
LS-163	Ban Done
LS-164	Ban Photin
LS-165	Ban Nam Tieng
LS-166	Phou Kham Phouk
LS-167	Tong Hung
LS-168	Muong Ngeun
LS-169	Ban Tom East
LS-170	Phou Pha Lang Mou
LS-171	Ban Khok Mai
LS-172	Ban In Thi
LS-173	Tong Hang
LS-174	Boum Lao
LS-175	Ban Saphat
LS-176	Ban Hua Na
LS-177	Ban Mouang
LS-178	Phou Sa Ly
LS-179	Pong Sa Thone
LS-180	Paksong Old
LS-181	Ban Nam Long
LS-182	Muong Mo
LS-183	Ban Nong Bok
LS-184	Muong Son SW
LS-185	Phou Tia
LS-186	Tong Too
LS-187	Ban Nam Lam Neua
LS-188	Xing Than
LS-189	Ban Houei Sane
LS-190	Ban La Tee
LS-191	Thong Kheun
LS-192	Khieu Manang
LS-193	Mok Plai
LS-194	Ban Bo Mei
LS-196	Huie Thong
LS-197	Phou Vieng
LS-198	Houie Hok
LS-199	Nam Song
LS-200	Houie Hong
LS-201	Sam Song Hong
LS-202	Thung Peeut
LS-204	Khang Kho
LS-205	Pha Hang
LS-206	Houei Song
LS-207	Nam Moh
LS-208	Nam Keo
LS-209	Ban Nong Tong
LS-210	Thateng
LS-211	Phone Sai
LS-212	Phu Moun
LS-213	Pha Hong
LS-214	Ban Nongla
LS-215	Houie Hinsa
LS-216	Ta Fa
LS-217	Yung Tuia
LS-218	Nam Pha Noi

LS-Nr.	Name
LS-219	Don's Strip
LS-220	Phou Pha Louom
LS-221	Ban Houay Tat Noy
LS-222	Ban Poungmay
LS-223	Ban Nam Feng
LS-225	Ban Se
LS-226	Ban Houei Keng
LS-227	Muong Ao Neua
LS-228	Phou Pha Louom
LS-229	Pong Ta
LS-230	Pha Poun
LS-231	Phou Sam Soum
LS-232	Phou Ngieu
LS-233	Ban Lee
LS-235	Keng Kaboa
LS-236	Ban Moung Ngan
LS-237	Ban Na Tan
LS-238	Tham Heup
LS-239	Ban Phang
LS-240	Ban Nam Xao
LS-241	Pha Hom
LS-242	Buam Vang
LS-243	Nam Houn
LS-244	Phu Sang Noi
LS-245	Pha Ka
LS-246	Ban Son
LS-247	Ban Pha Thong
LS-248	Ban Lou
LS-249	Ban Na Then
LS-250	Ban Rosie
LS-251	Phu Khan Hua
LS-252	New Na Luang
LS-253	Ban Lee 2
LS-254	Muang Mane
LS-255	Phu He
LS-256	Phou Dam
LS-257	Ban Laong
LS-258	Mary's Strip
LS-259	Jennifer's Strip
LS-260	Sala Phou Koun
LS-261	Muang You
LS-262	Thung Peeut
LS-263	Pha Du
LS-264	Happy's Strip
LS-265	Old San Soak
LS-266	Thong Miang
LS-267	Van Pak Len

THAILAND

T-Nr.	Name
T-1	Phitsanulok
T-2	Roi Et
T-3	Muang Lampang
T-4	Tak
T-5	Takhli
T-6	Mae Hong Son
T-7	Phrae
T-8	Udorn
T-9	Bangkok Intl
T-10	Ban Hua Hin
T-11	Chiang Mai
T-12	Khun Yuam
T-13	Korat
T-13A	Usom Center
T-14	Muang Nakhon Sawan
T-15	Koke Kathiem
T-16	Muang Chiang Rai
T-17	Loei
T-18	Ban Sattahip
T-18A	U-Tapao
T-19	Muang Ubon
T-20	Muang Lom Sak
T-21	Ban Me Sariang
T-22	Nong Khai
T-23	Na Nian
T-24	Ranong
T-25	Surat Thani
T-26	Nakorn Sri Thamarat
T-27	Phuket
T-28	Trang
T-29	Songkhla
T-30	Pattani
T-31	Prachinburi
T-32	Chanthaburi
T-33	Phet Buri
T-34	Prachuab Khiri Khan
T-35	Ban Mae Sot
T-36	Pai
T-37	Ban Na Khu
T-38	Sakhon Nakhon
T-39	Yan Hee
T-40	Khon Kaen
T-50	Muang Nakhon Phanom
T-55	Nakhon Phanom West
T-57	Phu Khieo
T-58	Chaiyaphum
T-59	Ban Ko Kha
T-60	Chieng Khrua
T-61	Ban Khut Khae Don
T-62	Loeng Nok Tha
T-63	Watthana Nakhon
T-64	Rat Buri
T-65	Satun
T-66	Ya La
T-67	Uttaradit East
T-68	Pak Chong
T-69	Narathiwat
T-201	Ban Sangae
T-202	Khao Nai
T-203	Ban Bau Rai
T-204	Ban Non Mak Mun
T-205	Ban Pung Chanang
T-207	Ban Khlong Yai
T-209	Aranyaprathet
T-210	Phanom Sarakham
T-211	Kabin Buri
T-212	Sara Buri
T-213	Banko Khet
T-214	Raynong
T-301	Ban Dan
T-302	Ban Don Chik
T-303	Nong Saeng
T-304	Ban Song Hong
T-305	Ban Bara Nae
T-306	Chong Mek
T-307	Poom Salom
T-308	Surin
T-308A	Surin B.P.P.
T-309	Khok Mai
T-310	Ban Pru Yai
T-311	Ban Khae Don
T-312	Ban Si
T-313	Ban Chanuman
T-314	Ban Nong Kheo
T-315	Sisaket
T-316	Nong Manao
T-317	Ban Kemmarat
T-318	Ban Laharn Sai
T-319	Buriram
T-320	Ban Nong Mek
T-321	Ban Pak La
T-322	Ban Nong Khan
T-323	Dean's Strip
T-324	Joe's Strip
T-325	Ban Kapchoeng
T-326	Ran Gamey
T-327	No Name
T-328	Ban Hin Khon Dong
T-328A	Ban Plackham
T-334	Ban Nang Nu
T-336	Ban Prasat
T-401	Ban Tha Bo
T-402	Phon Phisai
T-403	Ban Bung Kla # 1
T-404	Bung Kan
T-405	Kaeng Nang
T-406	Sri Chiang Mai
T-407	Ban Khok Huai
T-408	B.P.P. Camp #1
T-409	Ban Phon Phaeng
T-410	Pak Huei
T-411	Chiang Khan
T-412	Ban Chai Buri
T-413	Ban Bung Kla #2
T-415	Maha Sarakham
T-417	Mukdahan
T-419	That Phanom
T-420	Pha Tang
T-422	No Name
T-423	Ban Sibilai
T-424	Ban Kut Khaen
T-425	Sawang Daen Din
T-426	Ban Pak Chom
T-427	Ban Na Kham
T-428	Ban Chuang
T-429	Nong Sone
T-430	Wanon Niwat
T-431	Ban Pong Don
T-432	Nam Pong Dam North
T-433	Ban Si Yaek
T-434	Phon Thong
T-435	Kalasin
T-436	Camp
T-437	Na Khon
T-438	Kuchinarai
T-439	Nam Pong Dam South
T-501	Muang Ngup
T-502	Ban Ai
T-503	Mae Lana
T-504	Chiang Klang
T-505	Ban Muang Lim
T-506	Ban Pua
T-507	Chiang Saen
T-508	Ban Yao
T-509	Muang Nan
T-510	Huai Khrai
T-511	Ban Mae Raeng
T-512	Ban Sa
T-513	Ban Na Wai
T-514	Ban Chiang Kham
T-515	Uttaradit
T-516	Chiang Khong
T-518	Theong
T-519	Ban Boyuak
T-520	Pong Hong
T-521	Ban Tha Phang
T-522	Mai Sai
T-523	Lao U
T-525	Fi Kuk
T-526	Chiang Khong Military
T-527	Ban Pang Tham
T-528	Pai
T-529	Huei San
T-530	Phu Lang Ka
T-531	Doi Luang
T-533	Pang Kop
T-534	Hung Haw
T-535	Huai Han
T-537	Pang Nong
T-538	Ton Du
T-539	Pu Meun
T-540	Thoeng
T-541	Sen Chai
T-542	Doi Chang
T-543	Huai Mae Khum
T-544	Ja Ju La Ba
T-545	Sam Meum
T-545A	Sam Meum New
T-546	Khun Khong
T-547	Pha Yang Mai
T-548	Pang Nun
T-549	Huai Fuang
T-550	San Kham Leu
T-551	Muang Puk
T-552	Meo Now
T-553	Muang Ngam
T-554	Mae Rim
T-555	Huai Khu
T-556	Hin Taek
T-557	Tha Kham
T-558	Zang Kai
T-559	Ban No So Phit
T-560	Huai Khon
T-562	Steele's Strip
T-566	Ngao
T-567	Bo Klua Tai
T-569	Nan (Ban Kweng)
T-570	Chiang Saen New
T-571	Hin Taek New
T-601	Ban Poeng Khloeng
T-602	Ban Nam Maup
T-603	Surat Sena
T-604	Mae Usu
T-605	Ban Mai
T-606	Ban Mae Kon Ken
T-608	Mae Ramat
T-609	Pua Pa
T-610	Na Bua
T-611	Ban Moung
T-612	Pa Wai
T-613	Sao Nong
T-614	Lao Na
T-615	Khi Thao
T-616	Pa Yaab
T-618	Na Wiang
T-619	Muang Phrae
T-620	Ban Maeo Thap Boek
T-621	Sadieng
T-622	Ban Mae Tan
T-624	Pawai
T-701	Satyai
T-702	Kanchanaburi
T-703	Maruk
T-704	Baw
T-705	Pattani (Old)

Unnumbered A/Ds

J & B Site
Kanchanaburi (military)
Pran Buri
Rangek
Trat

◇**A-102,** KOREA BS973525 37°30'N 126°42'E **SKETCH**

A 60 BL4① H19(ASP) 10-28 60' wide (SWL-15, U-6, CH-37)
H17(ASP) 01-19 60' wide

FUEL - A+, J4

AERODROME REMARKS - OFFL BUS ONLY. Use extreme caution due to proximity of fences and buildings to rwys. Unlgtd poles and stacks surrounding A-102. Ditches both sides and along ends. Soft asphalt, avoid sharp turns. No ovrns. Ngt ops emerg only. Compound security lgts may cause deception all apps. ① 10-28 lgts not std, 01-19 unlgtd.

ASCOM TOWER ⓑ - 233.8 122.5 47.3 44.8 40.6 **(E)**

■ **RADAR** ⓑ - Call ASCOM GCA 238.2 235.3 31.55

RADIO/NAV REMARKS - ⓐ Opr 2200-0830Z, OT ctc ops 44.8. ⓑ O/R Ascom Twr or Ops.

◇**A-112,** KOREA CS104843 37°47'N 126°51'E **SKETCH** **H-1B, L-4E**

A 80 L4① H20(ASP) 02-20 60' wide (SWL-7, CH-37)

FUEL - A+, JP4

AERODROME REMARKS - W tfc ptn. Turb 300' ridge ¼ mile W, 700' ridge E of rwy. 60' ant vic Ops, 60' poles and wires 150' E along rwy. Rwy 20 dep hdg 225° due hosp 1 mile S. Rwy and ramp soft, minimize braking action. VIP spot PPR. ① Rwy lighting aval only O/R call Stanton Field Ops 3013.

TOMAHAWK TOWER ⓐ - 233.8 44.8

RBn(HW) TH 370 37°48'N 126°51'E

RADIO/NAV REMARKS - ⓐ 2200-0900Z Mon-Sat, OT ctc ops on 44.8

◇**A-206,** KOREA CS322762 37°43'N 127°06'E

A 271 H5(ASP) 18-36 75' wide (SWL-8, CH-37)

AERODROME REMARKS - Clsd to F/W acft. Unattended. No fuel, lighting, tower. 400' PSP ovrn ea end.

◇**A-210,** KOREA CS278783 37°45'N 127°03'E **SKETCH** **H-1B, L-4E**

A 174 H23(ASP) 10-28 60' wide (SWL-7, U-8, CH-37)
H17(ASP) 17-35 60' wide (SWL-7, U-6, CH-37)

FUEL - A+①

AERODROME REMARKS - Lighted twr 125' ¼ mile NE control twr. No heli ldg in front of Ops. E tfc ptn for 17-35, N for 10-28. 10' fence close S side, W end of 10-28. Holes and ditches along S side of Rwy 17 and 28. 150', 240' ants 200'-500' E of 17-35. S dep Rwy 28 auth O/R. ① 1 hr ntc after duty hrs, tel Red Cloud 3751/3674.

BULLSEYE TOWER ⓐ - 233.8 40.6 47.2 **(U)**

RBn(HW) RC 230 At Field

RADIO/NAV REMARKS - ⓐ 2200-0800Z Mon-Fri, 2200-0300Z Sat, OT ctc ops 47.2.

◇**A-220,** KOREA CS293978 37°55'N 127°03'E **SKETCH**

A 196 L① H22(ASP) 18-36 75' wide (SWL-20, U-6, CH-37) **(RKST)**

FUEL - ⓐ A+

AERODROME REMARKS - E tfc ptn. 750' mtn ½ mile W. 200' ant 1/3 mile E. Many TV ants 25 yds S app. 6' fence rwy ends, 10' fence aprx 50' fr rwy along E side. Tfc to brigade pads, Div area must ctc Bayonet Twr prior to ldg. Bayonet Parade PPR. ① Sundown to 1200Z, OT 1 hr ntc. ⓐ 1 hr ntc after normal duty hrs. Ops tel 3465/3466.

BAYONET TOWER - 257.8 233.8 50.0

RADIO/NAV REMARKS - ⓐ 2200-0800Z Mon-Fri, 2200-0300Z Sat, OT ctc ops 47.2.

◇**A-228,** KORE
A 228 L2, 4
AERODROM
Rwy 18 t
Arty Firin
PROJECTILE
PROJECTILE
RADIO/NAV

◇**A-306,** KORE
A 250 BL4
FUEL - A+,
AERODROM
Ants 800'
45' poles
ROCKET TO
CHUN CHON
RADIO/NAV

◇**A-511,** KORE
A 52 H60(C
FUEL ① - A-
AERODROM
Dip in rwy
OSAN APP
COUNTRY C
P'YONG'TAE
■ **RADAR** ⓑ -
RADIO/NAV
Club Twr

◇**A-805,** KORE
A 230 L4①
FUEL ⓐ - A-
AERODROM
stacks ½
18' Rwy 1
ⓐ 1 hr nt
IDLEWILDE
RADIO/NAV
4452.

AEBANO, J
JGSDF 390 2
AERODROM

◇A-228, KOREA CT371102 38°02'N 127°09'E
A 228 L2, 4 H19(ASP) 18-36 60' wide (SWL-7, OV-1, CH-37)
AERODROME REMARKS - W tfc ptn. Turbulence off both ends of rwy. 30' hill 200' SSE Rwy 18 thld. Firing rng 1 mile NE. 5"-12" drop both sides of rwy. Cp St Barbara Arty Firing Rng tfc, land at A-228 first to ck Range Map.
PROJECTILE OPS ⓐ - 47.2
PROJECTILE TOWER ⓐ - 257.8 233.8 122.5 47.2 **(E)**
RADIO/NAV REMARKS - ⓐ Opr Summer 2230-0730Z Mon-Sat. Winter 2300-0800Z Mon-Sat.

◇A-306, KOREA (Chun Chon) CS874930 37°53'N 127°43'E **L-4E**
A 250 BL4 H35(ASP) 03-21 (SWL-7, U-8, CH-37, C-46) **(RKNC)**
FUEL - A+, J4
AERODROME REMARKS - W tfc ptn, F/W 1200', R/W 800'. Mtn 1030' MSL ½ mile NE. Ants 800' MSL 1½ miles N, 600' MSL 1 mile E, 120' AGL 200' W rwy center. 3 unlgtd 45' poles 150' left Rwy 21 thld. Avoid KO/P-518 6 miles N.
ROCKET TOWER ⓐ - 257.8 233.8 122.5 40.6 **(E)**
CHUN CHON RBn(HW) (A2) CJ 360 At Field
RADIO/NAV REMARKS ⓐ - 2300-0800Z Mn-Fri, 2300-0300Z Sat, OT ctc Ops 40.6.

SKETCH
◇A-511, KOREA, (P'yong'taek) CR245915 36°57'N 127°02'E **H-1B, L-4E**
A 52 H60(CON) (SWL 26)
FUEL ① - A+, 0-148
AERODROME REMARKS - Over-flights 2500'. Clsd to jet acft. Ants to 210' just E of rwy. Dip in rwy. ① No fuel to ROK acft ex emerg.
OSAN APP CON - 321.0 120.7 **(E)**
COUNTRY CLUB TOWER ⓐ - 233.8 241.0 126.2 50.0 44.8 **(E)**
P'YONG'TAEK RBn(HW) (A2) RE 1700 At Field MP 0600-0700Z Thu.
■ **RADAR** ⓑ - Call COUNTRY CLUB GCA 226.8 47.2
RADIO/NAV REMARKS - ⓐ Opr 2230-0800Z Mon-Fri, 2230-0300Z Sat. ⓑ O/R Country Club Twr or Ops. Practice.

SKETCH
◇A-805, KOREA (Taegu South) DQ640655 35°50'N 128°35'E **L-4F**
A 230 L4① H40(ASP) 10-28 150' wide (SWL-7, U-8, CH-37)
FUEL ⓐ - A+, J4
AERODROME REMARKS - N tfc ptn at 1000', overflts 2000'. 555' ant ¾ mi N, 480' unlgtd stacks ½ mi E, 300' S of centerline, 400' ant ½ mi S Rwy 10 thld. 3' concertina fence, 18' Rwy 10 thld. Rwy 10 clsd to all F/W acft ex O1A, U6A and U21. ① 1 hr ntc rqrd. ② 1 hr ntc after duty hrs. A+ ltd.
IDLEWILDE TOWER ⓐ - 233.8 122.5 44.8 **(E)**
RADIO/NAV REMARKS ⓐ - 2230-0830Z Mon-Fri, 2300-0300Z Sat, OT O/R, Tel Ops 4766/4452.

AEBANO, JAPAN, Honshu I. NK9218 35°24'N 136°01'E
JGSDF 390 20(EARTH) 06-24 100' wide (U-6)
AERODROME REMARKS - Lctd E end of Aebono Firing Range (R-101).

◇AGANA NAS, GUAM I. 13°29'N 144°48'E "DT"ⓒ (AOE) T-2G

N(CG) 298 BL6 H100(ASP/CON) (SWL-59, S-125, T-214, TT-372) (PGUM)

JASU - 6(GTC-85) (NC-5), 2(NC-7), 4(NC-10), 2(NCPP 105)

FUEL - A+, J4, J5①, 0-117, 0-128, 0-133, 0-148, 0-156, SP, ADI, PRESAIR, LOX, OXRB, LHOX, JATO

A-GEAR

RWY 06L E-15-1(B) (1550') — E-15-1(B) RWY 24R (1650')

AERODROME REMARKS - Tran Alert/Maint aval 24 hrs. CAUTION: Twr 741' MSL lctd 1 mi ENE from end of Rwy 06L. Acft depart 06L or 06R should not make rgt turn until 1000 ft. Left ptn 06L and 06R, right ptn 24L and 24R. Do not exceed 1300' in tfc ptn. Medium ints lgts Rwy 06R-24L. ① Aval for transient carrier acft only. 2 hr ntc rqrd. ② DT cont.

COMMUNICATIONS

NAVY AGANA RADIO - 6723 USB@ 3109 USB©

A/G ANDERSEN - (See USAF Global HF Listing)

®**GUAM APP CON** - 322.5 306.2 269.0 119.7 **(E)**

TOWER - 340.2 360.2 142.74 126.2 118.1 **(E)**

®**GUAM DEP CON** - 269.5 118.9 **(E)**

VFR ADVISORY SVC - Call GUAM APP CON - 269.0 119.7

RADIO AIDS TO NAVIGATION

(H) BVORTAC@® GUM 112.1 Chan 58 13°27'N 144°44'E 062° 3.3 NM to Field

GUAM RBn@®(BHH) (A2/A3) GUM 385 13°22'N 144°44'E 024° 7.5 NM to Field

RBn@(MHW) (A2) NGM 276.2 MHz At Field

UHF/VHF/DF, Call TOWER 340.2 360.2 118.1 **(E)** 13°28'N 144°46'E

RADAR ®, Call GUAM APP CON 305.2 299.6 270.8 142.02 134.1 118.1

ASR	RWY	CATEGORY	MDA	RVR	HAA	CEIL-VIS
	06L, 06R	A, B, C, D, E	560		262	(300-1)
	24R	A, B	1000		702	(800-1)
	24R	C	1000		702	(800-1¼)
	24R	D, E	1000		702	(800-1½)

PAR	RWY	CATEGORY	DH	RVR	HAT	CEIL-VIS
	06L	A, B, C, D, E	457		200	(200-¾) G.S. 3.0°

RADIO/NAV REMARKS - ⓐ Opr 2000-0800Z. ⓑ 15 min ntc all times. Be prepared for freq shift and hand off by Guam APP CON to GCA in 12 mi final. PAR/ASR MP 2100Z Thu - 0130Z Fri. ASR PAR IFF/SIF out 14 Jan 69 for aprx six weeks. ⓒ Opr 0800-2000Z. ⓓ Wx bcst H+15 and 45. ⓔ Severe ADF needle oscillation and false station passage may occur 7 NM S of RBn. Use extreme caution in determining station for apps. ⓕ TACAN portion unusable 200° thru 240° clkwz below 2800' beyond 10 NM. ⓖ Unusable UFN.

AGARTALA, INDIA 23°53'N 91°15'E L-7D

CIV 47 BL4, 5 H55(CON) 05-23 (VEAT)

FUEL - (NC-AI, TX)

AERODROME REMARKS - 2230-1400Z, OT O/R 2 hr Ldg fees rqrd. Customs.

RADIO - 8939ⓒ 5514ⓑ 2913xⓐ

APP CON - ⓐ 119.7 **TOWER** ⓐ - 118.1 3023.5

RBn(1150W-W) (AO/A2) AT 237 At Field A/D Times

VHF/DF - Call APP CON

RADIO/NAV REMARKS - ⓐ A/D times. ⓑ 0030-0300Z, 1100-1200Z OT O/R 2 hr. ⓒ 0600-1100Z. ⓓ O/R 2 hr.

AINOURA, JAPAN, (Sasebo) Kyshu I. 33°10'N 129°40'E

JGSDF 10 23(EARTH) 08-26 66' wide (U-8)
12(EARTH) 18-36 59' wide

AERODROME REMARKS - Tkofs to N restricted. 600' hill S of rwy. Troops may be tng on rwy. 30 NM NNW of Nagasaki. Inside Cp Ainoura.

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§AIRAI AIRPORT, BABELTHUAP I. 07°22'N 134°34'E T-2H

P 180 *L 60(CORAL) 09-27 200' wide

AERODROME REMARKS - PPR from HICOMTERPACIS, Saipan.

KOROR RADIO - 118.1 9009.5x 6708 2182ⓐ

KOROR RBn®(HW) (AO/A2) ROR 371 07°21'N 134°29'E 070° 5.0 NM to Field O/R only.

RADIO/NAV REMARKS - ⓐ Emerg only. ⓑ Excessive needle oscillations may occur 1.2 NM prior to final app fix. Use caution in determining station for apps.

AKASHI, JAPAN, Honshu I. MJ9634 34°39'N 134°58'E

PVT 59 H15(CON) 12-30 80' wide (U-6)

FUEL - (NC-A1)

AERODROME REMARKS - Kawasaki Acft Co inside factory compound. PPR.

AKENO, JAPAN, Honshu I. 34°32'N 136°40'E **SKETCH** **L-3A**

JGSDF 18 BL4 H16(CON) 13-31 100' wide (SWL 2) **(RJOE)**

16(SOD) 04-22 100' wide

FUEL - (NC-A1, B1, C1, J4)

AERODROME REMARKS - CAUTION: Flt tng of variable type acft within 5 NM radius.

TOWER ⓐ - 138.06 126.2 140.5 **(V)**

RBn(HW) (A2)ⓐ AK 380 34°31'N 136°42'E 310° 1.3 NM to Field

VHF/DF, Call D/Fⓑ 136.06 126.2 125.5 At Field

RADIO/NAV REMARKS - ⓐ 2300-0800Z Mon-Fri, 2300-0300Z Sat, OT O/R 1 hr ntc rqrd. ⓑ Opr 2300-0800Z Mon-Fri 2300-0300Z Sat OT O/R 1 hr ntc. Tng only. Unrel 315°-330°, 083°-095° to sta. Ant top of twr.

°AKITA, JAPAN, Honshu I. 39°42'N 140°04'E **L-3C**

CIV 49 H49(ASP/CON) 17-35 100' wide (SWL-18) **(RJSK)**

FUEL - (NC-A1, C1)

AERODROME REMARKS - Opr 0001-0800Z.

RADIOⓐ - 126.2 122.7 0001-0800Z

RBn(HW)ⓑ (A2) AT 376 At Field Opr 0001-0800Z

RADIO/NAV REMARKS - ⓐ App svc provided by Sapporo Control thru twr 2300-0700Z. ⓑ Excessive needle swing beyond 20 NM in mountainous area.

AKYAB, BURMA 20°08'N 92°52'E **L-7D**

BDCA 30 L① H60(ASP) (AUW 62) **(VBRA)**

FUEL - (NC-A1, C1, E, O-117) By arrangement only.

AERODROME REMARKS - 0001-1100Z. Customs. SEE FOREIGN CLEARANCE GUIDE. ① Ngt landings emerg only.

COMMUNICATIONS

RADIO - 126.7 8930.5 6725ⓐ 6649.5ⓐ 5671.5

TOWER ⓐ - 118.7 **APP CON** ⓐ - 119.7 118.7

RADIO AIDS TO NAVIGATION

RBn(HHW) (AO/A2) AKB 216 At Field

VHF/DFⓐ, Call HOMER 119.7 118.7 At Field

RADIO/NAV REMARKS - ⓐ Opr A/D times.

ALABAT, PHILI, Alabat I. 14°13'N 121°56'E **H-2F, H, T-2F**

RBn(HW) (A2) AL 340 **(RPXT)**

ALLAH VALLEY, PHILI XH9304 06°04'N 124°46'E

PCAA 590 46(SAND) 16-34 98' wide (S-30, T-37) **(RPWA)**

AERODROME REMARKS - SR-SS.

ALOR STAR, MALYS 06°12'N 100°24'E **L-7B**

WMDCA 15 L H66(ASP)① **(WMKA)**

FUEL - (NC-A1)

AERODROME REMARKS - Opr SR-SS Mon-Sat. Clsd Sun. CAUTION: Construction, twys unusable. ① May be used as unattended landing ground when closed. Tkof Rwy 04 5738 ft, landing 6440 ft. Tkof Rwy 22 6440 ft, landing 5900 ft.

TOWER - 126.1 124.3 A/D Times

RBn(HW) (AO/A2) AT 385 At Field

ALTO, PHILI, (Tarlac) 15°29'N 120°35'E **T-2F**

P 175 H33(ASP) 13-31 98' wide (S-10)

AERODROME REMARKS - SR-SS. CAUTION: 200 ft tower 393 ft fr end of Rwy 13.

AMAMI, RYUKYU IS. Amami I. 28°25'N 129°42'E **L-5D**

CIV 76 H41(ASP-CON) (SWL 18) **(RJKA)**

AERODROME REMARKS - Opr 0030-0830Z.

TOWER - 126.2 122.7 0030-0830Z

RBn(HW) (A2) AL 346 At Field 0030-0830Z

AN HOA, VIETM 15°47'N 108°05'E **T-1D**

TACAN@ AHA Chan 121

RADIO/NAV REMARKS - @ Unusable 081-014 RAD clkwz. Unusable beyond 15 NM below 2500'. Unusable beyond 25 NM.

◇**AN KHE,** VIETM BR478447 13°58'N 108°40'E **T-1C**

A 1380 L4 H43(CON) 03-21 72' wide **(VVAK)**

FUEL ① - A+, J4② **JASU** - 1(MA-1A)③ **(VA2-29)**

AERODROME REMARKS - Extv Heli tfc NW of Golf Course AHP lctd 2 NM from afld. Crash eqpt aval: Foam. Tfc ptn E of fld 2500' MSL F/W, 2000' MSL R/W. 200' ovrn ea end. Ramp const, taxi on PSP. Steep drop-off beyond ovrn S end. Twy and ramp deteriorating. S parallel twy closed to C-130 and C-123. 650' X 300' DBST prkg area (7 C-130's). Type 3 for C-130. ① Limited. ② J4 aval for helis only. ③ Ctc ALCE prior to engine shutdown.

COMMUNICATIONS

RADIO - 339.2 122.5 46.3 **(E)** VFR flight following

®**APP CON** - 287.3 227.3 130.0 37.7 **(E)** **DEP** - 130.0

TOWER - 266.1 241.0 119.8 31.1 **(E)**

GND CON - 311.1 121.7

ALCE ® - 291.8 139.9 8134 USB

ARTILLERY ADVISORY - Ctc RED LION 39.0 45 NM out

RADIO AIDS TO NAVIGATION

RBn(MHW) (A1) XS 266 At Field

RADAR - LUCKY GCA 250.0 239.0 120.2 33.5 **(E)** For ASR PAR Call APP CON

	RWY	CATEGORY	MDA RVR	HAA	CEIL-VIS
ASR	21	A, B, C	1980	600	(600-1)
	21	D	1980	600	(600-1¼)
	03	A	2100	720	(800-1)
	03	B	2100	720	(800-1¼)
	03	C	2100	720	(800-1½)
	03	D	2100	720	(800-1¾)
	RWY	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
PAR	03	A	1630	250	(300-¾) G.S. 4.24°
	03	B, C, D	1880	500	(500-1) G.S. 4.24°
	RWY	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
CIRCLING	21	A	2020-1	640	(700-1)
	03	A	2100-1	720	(800-1)
	21	B	2340-1	960	(1000-1)
	03	B	2340-1¼	960	(1000-1¼)
	03-21	C	2520-1½	1140	(1200-1½)
	03-21	D	2660-2	1280	(1300-2)

USAF MINIMA

	RWY	CATEGORY	MDA RVR	HAA	CEIL-VIS
ASR	21	A, B, C	1980	600	(600-1)
	21	D	1980	600	(600-1¼)
	03	A	2100	720	(800-1)
	03	B	2100	720	(800-1¼)
	03	C	2100	720	(800-1½)
	03	D	2100	720	(800-1¾)
	RWY	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
PAR	03	A, B, C, D	1880	500	(500-1) G.S. 4.24°
	RWY	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
CIRCLING	21	A	2020-1	640	(700-1)
	03	A	2100-1	720	(800-1)
	21	B	2340-1	960	(1000-1)
	03	B	2340-1¼	960	(1000-1¼)
	03-21	C	2520-1½	1140	(1200-1½)
	03-21	D	2660-2	1280	(1300-2)

RADIO/NAV REMARKS - ® Airlift acft ctc 15 min prior to ldg.

AN LOC, VIETM 10°56'N 107°11'E **L-6E, 8E, T-1B, T-2E**

RBn(HW) (AO/A2) AC 318 070° 2.0 NM to Field

◊ANDERSEN AFB, GUAM I. 13°35'N 144°55'E **(AOE)** **L-1B, T-2H**
AF 624 BL6, 7, 8③, 9, 10 H112(CON)⑤ (S100, T200, TT400) **(PGUA)**
JASU ③ - 1(A-1) (MD-3) 8(MC-1)
FUEL - A+, J4, 0-123, 0-128, 0-148, SP, AD1, W, WAI④, LOX, LPOX, OXRB
A-GEAR
RWY 06L BAK-12(B)① (950') ——— BAK-12(B)① (350') RWY 24R
RWY 06R BAK-12(B) (950') ——— BAK-12(B) (950') RWY 24L

AERODROME REMARKS - All acft must ctc Base ops thru Andersen Airways 2 hrs prior to arr for immigration checks which are required on all Foreign Nationals; and on US civilians arr fr other than US departure pt. Pilots will also add in rmks section of flt plan "IMG" fol by nr of personnel requiring immigration check. During periods of controlled tkofs or SAC alerts inbd acft may expect up to 1 hr delays in ldg. Expect RCR of 14 when showers are forecast. Tfc pattern altitude 360 overhead 2300' MSL; Rectangular 1800' MSL; Rwy 06L, 06R left, Rwy 24R, 24L right. CAUTION: para-jumps conducted dur VFR cond, 5 NM SW of fld fr 1300 ft MSL. Advisories issued by Twr. Hazardous air turbulence on final app to Rwy 24L, 24R. All acft ctc METRO prior to initiating inst app to Rwy 24L, 24R. Tran maint aval 24 hrs dly. ① Manual ops only. 30 min ntc rqrd. ② MA-1A Air Starter units in limited quantity only. Starter Cartridges should be brought or prepositioned to avoid delay. ③ 1500 ft 06R, 400 ft 24L. ④ 6 hr ntc rqrd. ⑤ Rwy 24R thld displaced 600', 10,600' aval for ldg.

COMMUNICATIONS
®GUAM APP CON - 322.5 306.2 269.0 120.5 119.7 **(E)**
A/G ® (See USAF Global HF Listing)
TOWER ⑥ - 236.6 126.2 **(E)** **GND CON** - 275.8 **®GUAM DEP CON** - 269.5 118.9 **(E)**
AIRLIFT COMMAND POST - 349.4 128.0 **PFSV: METRO -**
SWAN CONTROL⑨ - 264.7
VFR ADVISORY SVC - Call GUAM APP CON - 269.0 119.7

RADIO AIDS TO NAVIGATION
VORW⑥ UAM 114.5 13°32'N 144°49'E 064° 6.8 NM to Field.
(H)TACAN UAM Chan 54 At Field MP 2200-2400Z Wed.
RBn⑦(HW) (AO/A2) UA 212 13°33'N 144°51'E 064° 4.6 NM to Field.
ILS ④ - MP 2200-2400Z Mon

RADAR ©, Call GUAM APP CON

ASR	**RWY**	**CATEGORY**	**MDA RVR**	**HAA**	**CEIL-VIS**
	06L-24R	A, B, C, D, E	**880**	256	(300-1)
	06R-24L	A, B, C, D, E	**880**	256	(300-¾)
PAR®	**RWY**	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
	06L	A, B, C, D, E	**785**/40	250	(300-¾) G.S. 2.99°
	24R	A, B, C, D, E	**874**/40	250	(300-¾) G.S. 2.99°
CIRC	**RWY**	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
	06L, 06R-24L, 24R	A	**980-1**	356	(400-1)
	06L, 06R-24L, 24R	B	**1080-1**	456	(500-1)
	06L, 06R-24L, 24R	C	**1080-1½**	456	(500-1½)
	06L, 06R-24L, 24R	D, E	**1180-2**	456	(600-2)

RADIO/NAV REMARKS - See PGUM and PGUA NOTAMS for latest info on Andersen AFB and Guam CERAP. In case of airborne comm failure, tune OMNI to freq 118.5 and standby for Con inst. ® Mil acft unable to contact Andersen airways, See Guam Listing. ⑥ MP 2200-2400Z Thu. Unusable below 1500' beyond 20 NM, below 3500' beyond 35 NM, 180°-290° below 4000' beyond 40 NM, 290°-150° below 4500' beyond 40 NM, 150°-180° below 5500' beyond 40 NM. 260°-280° below 6000' beyond 20 NM. © Circling not authorized SE of Rwy 06R-24L. ④ Glide Slope unreliable below 687 ft MSL. Back course unusable. ⑧ MP 1800-2000Z Mon Fri. ⑦ MP 2200-2400Z Fri. ⑨ Wx recon acft only. Phone patch SWAN CONTROL via ANDERSEN AIRWAYS. ⑥ Tower visual blind areas aprx 35% of Rwy 06R/24L and 60% of Rwy 06L/24R is not visible from control tower.

ANDUKI, MALYS, (Seria) PD855120① 04°39'N 114°23'E **L-8F**
PVT 7 52(SOD) 05-23 300' wide (AUW-76) **(WBGU)**
FUEL ③ - (NC-A1)
AERODROME REMARKS - 2230-0800Z Mon-Fri, 2230-0330Z Sat, Unburnt gases up to 1000 ft. CAUTION: Helicopter activity in vicinity. CAUTION: 2 radio masts 60 ft high 1461 ft from threshold of Rwy 05. Lighted during ngt ops. ① Malay GRID. ② 2345-0830Z, OT 2 hrs ntc rqrd.
TOWER - 118.3 A/D Times
RBn(HW) (AO/A2) AK 250 04°38'N 114°22'E 045° 1.5 NM To Field

ANGAUR, ANGAUR I. 06°54'N 134°09'E **T-2H**
CG 20 *L H70(ASP) **(ANG)**
AERODROME REMARKS - CAUTION: CLOSED, emerg landing only due to limited crash fac. PPR From HICOM TERPAC IS, SAIPAN.
A/G(CG) **VOICE, RADIO** - 2686ⓒ **CW, CALL NRV4**ⓒ 8734 2698
RBn(HW) (A1)ⓐ NRV4 332 At Field O/R
RADIO/NAV REMARKS - ⓐ Not flt checked nor provided with standby eqpt, the fac is for local operations and not intended as a general purpose aid to nav. ⓑ If not equipped, contact Koror Radio 2724 (crash boat). ⓒ O/R 5 min days, OT O/R 15 min.

ANISAKAN, BURMA F9460① 21°57'N 96°24'E
BDCA 3000 45(SOD) 03-21 150' wide (AUW-30) **(XZAS)**
AERODROME REMARKS - ① British Grid.

ANTIPOLO, PHILI., Luzon I. 14°35'N 121°10'E **H-2F, H, L-6H, T-2F**
RBn(HW) (A2) AN 375 242° 9.6 NM to Manila Intl Aprt.

◇**AOMORI,** JAPAN, Honshu I. 40°44'N 140°42'E **H-1D, L-3C**
CIV 650 BL4, 9 H39(ASP/CON) 10-28 100' wide (SWL 14) **(RJSA)**
FUEL - (NC-A1, C1, TX)
AERODROME REMARKS - Opr 0001-0800Z.
RADIO - 126.2 122.7 Opr 0001-0800Z
VORW MRO 114.1 40°44'N 140°43'E At Field
RBn(HW) (A2) MR 340 40°45'N 140°42'E At Field Opr 0001-0800Z

AOMORI, JAPAN, Honshu I. 40°49'N 140°43'E
JGSDF 40 20(EARTH) 09-27 100' wide (U-6)
AERODROME REMARKS - Inside Cp Aomori. 65 ft high comm twr N of fld.

APRA HARBOR - SEAPLANE, GUAM I. 13°27'N 144°40'E "DT" ① **T-2H**
(In Apra Harbor 8 NM WSW of Agana NAS)
N 00 (—)82 CB
FUEL - (See Agana NAS)
SEADROME REMARKS - 48 hrs ntc rqrd due to extv shipping in harbor. Tran Alert/maint aval 24 hrs, dly fr Agana NAS. Daylgt ops only. Sealane unmarked and unlgtd. No buoys or beaching gear aval. Ctc Agana NAS for ldg instructions. ① DT cont.
COMMUNICATIONS
CRASH BOATS - 340.2 (See Agana NAS)

ARANYAPRATHET, THAIL TA3115 13°42'N 102°30'E **(T-209)**
150 40(SOD) 18-36 100' wide
30(SOD) 10-28 100' wide
AERODROME REMARKS - CAUTION: Field is rough and rutted. Unsafe in rainy season.

◇**ASAHIKAWA,** JAPAN, Hokkaido I. 43°40'N 142°27'E **L-3D**
CIV 685 H39(ASP/CON) 16-34 100' wide (SWL-18) **(RJEC)**
AERODROME REMARKS - Opr 0001-0800Z.
RADIO - 126.2 122.7 0001-0800Z
RBnⓐ(HW) (A2) AW 334 At Field 0001-0800Z
RADIO/NAV REMARKS - ⓐ Interference exist beyond 30 NM between SW and NW quad.

ASAHIKAWA
JGSDF 377 E
FUEL - (NC-
TOWER - 138
hr ntc rqr

◇§**ASHIYA,**
JASDF 97 BI
JASU - (A-3
FUEL - (NC-
J-BAR - Rwy
Rwy
AERODROME
inhibitor.
COMMUNICATIO
ⓡ**ITAZUKE AF**
TOWER ⓒ -
RADIO AIDS TO
RBnⓐ(HW)
UHF/DFⓒ, C
RADAR ⓑ,
335.6 30
ASR
PAR
CIRCLING
RADIO/NAV
below 10,0
MP 2200-
for jet ac

◇**ATSUGI NA**
N 204 BL6,
JASU - (GTC
FUEL - A+,
A-GEAR
RWY 01
AERODROM
with flush
chute dro
const on
SPECIAL
on twy ar
COMMUNICATIO
A/G(N) **VOI**
ⓡ**YOKOTA AF**
TOWER - 34
VFR ADVISO
118.5ⓒ
RADIO AIDS TO
(H)TACANC
RBn(MHW)
RBnⓑ(HW)
UHF/DF - C
RADAR,① Call
134.1x
ASRⓐ Rwy
Rwy
PAR Rwy
RADIO/N
roughness
to 340° b
descent b
0100-070
basis.

ATTOPEU,
LDCA 344
AERODROM

ASAHIKAWA, JAPAN, Hokkaido I. 43°48'N 142°22'E **(RJCA)**
JGSDF 377 B 26(SOD) 08-26 164' wide (SWL-1)
FUEL - (NC-C1, A1, J4)
TOWER - 138.06 126.2 140.5 **(V)** 2300-0800Z Mon-Fri, 2300-0300Z Sat OT O/R 1 hr ntc rqrd.

◇§**ASHIYA,** JAPAN, Kyushu I. 33°53'N 130°39'E **H-1A, L-4G**
JASDF 97 BL6 H54(ASP/CON) (SWL 28) **(RJFA)**
JASU - (A-3), (A-3A), (C-1), (C-3), (C-22A), (D-3)
FUEL - (NC-A1, B1, C1, J4①, Presair, LHOX)
J-BAR - Rwy 12 Safe Bar 5414'
Rwy 30 Safe Bar 5414'
AERODROME REMARKS - Opr 2100-1300Z. ① 1 hr ntc rqrd. J4 may not have anti-icing inhibitor.
COMMUNICATIONS
®**ITAZUKE APP CON** - 261.4 261.2 139.4 **(E)**
TOWER ⓒ - 316.6 247.8 236.8 138.06 126.2 **(E)** **GND CON** ⓒ - 275.8
RADIO AIDS TO NAVIGATION
RBn@(HW) (A2) AH 232 At Field
UHF/DF©, Call HOMER At Field
RADAR ⓑ, IFR - Call ITAZUKE APP CON, VFR - Call ASHIYA TOWER
335.6 307.0 304.8 270.8 245.3 134.1 125.3 **(E)**

ASR	**RWY**	**CATEGORY**	**MDA RVR**	**HAA**	**CEIL-VIS**
	12	A, B, C, D, E	**500**	403	(500-1)@
PAR	**RWY**	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
	12	A, B, C, D, E	**400**	303	(400-1)@ G.S. 3°
CIRCLING	**RWY**	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
	12, 30	A, B	**700**-1@	603	(700-1)@
	12, 30	C	**700**-1½@	603	(700-1½)@
	12, 30	D, E	**700**-2	603	(700-2)

RADIO/NAV REMARKS - ⓐ Excessive needle swing + or — 20° at 220°-240° at 20 to 30 NM below 10,000 ft. ⓑ ASR unusable above 10,000'. Opr 2200-1000Z, OT O/R 1 hr ntc rqrd. MP 2200-1000Z Sat dur VFR. AN/CPN-4. ⓒ 2100-1300Z, OT 1 hr ntc rqrd. @ Ngt vis for jet acft, 2 SM.

◇**ATSUGI NAS,** JAPAN, Honshu I. (Tokyo) 35°27'N 139°27'E **H-1C, T-2F**
N 204 BL6, 7, 11 H80(CON) (SWL-52, S-110, T-180, TT-335)① **(RJTA)**
JASU - (GTC-85) (NC-5) 7(NC-7) 2(RCPP-105)
FUEL - A+, J5, SP, 0-128, 0-132, 0-133, 0-148, LOX, LHOX, OXRB
A-GEAR
RWY 01 E-14(B), E-14(B) (1400') (1600') ——— E-28(B), E-14(B), E-14(B) (3500') (1600') (1400') RWY 19
AERODROME REMARKS - Limited Trans Alert/Maint aval 24 hrs dly. West Heliport equipped with flush white perimeter lgtg. No tng flts on Sun or dly 1300-2100Z. CAUTION: parachute drops fr 12,000 ft SR-SS Sat, Sun and Hol. Right pattern Rwy 19. CAUTION: Extv const on and near twys, rwy and ovrns UFN. Expect remote and limited parking. SEE SPECIAL NOTICE. ① Max gross weight on airport: C-141 335,000 lbs on rwy, 280,000 lbs on twy and ramp; C-121 and C-124, 180,000 lbs on rwy and 150,000 lbs on twy and ramp.
COMMUNICATIONS
A/G(N) VOICE, RADIO - 360.2 340.2 6723ⓐ **CW, CALL NJA** 9035 4710.5
®**YOKOTA APP CON** - 270.6@ 261.4© 120.7© 118.5@
TOWER - 340.2 360.2 236.8 142.74 126.2 **(E)** **GND CON** - 299.7
VFR ADVISORY SVC - Call YOKOTA APP CON - 270.8@ 270.6@ 261.4© 261.2© 120.7© 118.5©
RADIO AIDS TO NAVIGATION
(H)TACAN® NJA Chan 98 At Field
RBn(MHW) (A2) NJA 276.2 MHz At Field
RBn®(HW) (A2) AG 257 35°27'N 139°28'E
UHF/DF - Call DF, At Field - 360.2 340.2 **(U)**
RADAR,ⓓ Call YOKOTA APP CON 310.6x 305.1x 291.5x 285.8x 270.8x 258.6x 142.02x 134.1x 128.7x 119.7x 117.0Tx **(E)**
ASR® Rwy 01 Ceil 300 VIS Day 1 Ngt 1 Min Alt 504
Rwy 19 Ceil 400 VIS Day 1 Ngt 1 Min Alt 604
PAR Rwy 01-19 Ceil 200 VIS Day ½ Ngt ½ Min Alt 404 Glide Slope 3.0°
RADIO/NAV REMARKS - ⓐ Unusable fr 120°-140° fr 5 NM to 10 NM below 3000 ft due to roughness and azimuth blocks. Unusable 020° thru 045° beyond 9 NM. ⓑ Homer unrel 260° to 340° beyond 6 mi. © High alt above 19,000'. @ Low alt 19,000 and below. ⓔ ASR descent below 700 ft not auth until within 2 mi of app end Rwy 19. ⓓ MP ASR/PAR 0100-0700Z Sunday when weather 5000-5. ⓔ Bcst local wx info H+15 hourly on trial basis.

ATTOPEU, LAOS XB9737 14°48'N 106°50'E **(VLAP)**
LDCA 344 44(LATERITE) 13-31 37' wide (AUW 29) **(L-10)**
AERODROME REMARKS - CLOSED. Unfriendly.

BA PHU LUN, LAOS QC2283 20°38'N 101°08'E (LS-136)
3000 UNK
AERODROME REMARKS - CLOSED.

BACOLOD, PHILI, Negros I. 10°39'N 122°56'E L-8G
PCAA 20 BL4, 5 H50(CON) 04-22 98' wide (S-75, T-110) (RPVB)
APP CON - 118.3
RBn(HW) (A2) BC 393 10°38'N 122°56'E At Field

BAGABAG, PHILI UU1339 16°37'N 121°15'E
PCAA 820 33(GRAVEL) 09-27 98' wide (S-30, T-37) (RPUZ)
AERODROME REMARKS - Opr SR-SS.

BAGUIO, PHILI, Luzon I. TU4511 16°23'N 120°37'E L-6G
PCAA 4200 H52(ASP) 09-27 98' wide (S-65, T-85) (RPUB)
FUEL - (NC-A1, C1)
AERODROME REMARKS - Opr 2300-0700Z.
TOWER - 118.7 Opr 2200-1000Z
PAL BAGUIO - 130.0 6597 3165

BALER, PHILI UT4040 15°45'N 121°31'E
PCAA 30 30(SOD) 05-23 98' wide (S-30, T-37) (RPUR)
AERODROME REMARKS - Opr SR-SS. Clsd to acft 22,000 lbs. or more when rwy is wet.

BAN AI, THAIL NB140743 19°40'N 99°03'E (T-502)
1840 10(GRASS) 15-33 60' wide
AERODROME REMARKS - CLOSED.

BAN BAN, LAOS UG4972 19°38'N 103°34'E (LS-10)
1888 12(EARTH) 14-32 80' wide
AERODROME REMARKS - Unfriendly elements.

BAN BARA NAE, THAIL TA8172 14°16'N 102°58'E L-6E, 7C
1000 5(EARTH) 11-29 55' wide (T-305)
FUEL - (NC-A1)
RBn@(W) 1650 At Field
RADIO/NAV REMARKS - @ Opr on prior request to Air America, Inc.

BAN BAU RAI, THAIL TU3392 12°35'N 102°32'E (T-203)
75 9(SOD) 18-36 50' wide
AERODROME REMARKS - Reduced load on tkof. 200' hill off S end with tall trees.

BAN BENG TONG, LAOS, (Pha Bong) UH3653 20°24'N 103°25'E (LS-76)
4600 6(CLAY) 17-35 50' wide
AERODROME REMARKS - CLOSED.

BAN BO MEI, LAOS QD0161 20°53'N 100°56'E (LS-194)
3100 7(EARTH) 11-29 65' wide
AERODROME REMARKS - CLOSED.

BAN BOUAC, LAOS UG5932 19°17'N 103°40'E **(LS-34)**
4400 8(EARTH) 10-28 50' wide
AERODROME REMARKS - Unfriendly.

BAN BOUAC #2, LAOS, (New Ban Bouac) UG5831 19°16'N 103°39'E **(LS-116)**
4300 9(GRADED EARTH) 07-25 55' wide
AERODROME REMARKS - Unfriendly.

BAN BOYUAK, THAIL QB3241 19°21'N 101°13'E **(T-519)**
5400 7(EARTH) 15-33 45' wide

BAN BUNG KLA #1, THAIL UF9324 18°18'N 103°59'E **(T-403)**
600 8(SOD) 15-33 100' wide
AERODROME REMARKS - Closed during rainy season.

BAN BUNG KLA #2, THAIL UF9320 18°16'N 104°00'E **(T-413)**
600 8(EARTH/SOD) 03-21 78' wide
AERODROME REMARKS - Trees on NE end of strip.

BAN CHA THAO, LAOS, (Houei Ma) UH6455 20°24'N 103°42'E **(LS-107)**
4000 8(EARTH/SOD) 03-21 75' wide
AERODROME REMARKS - CLOSED

BAN CHAI BURI, THAIL VE4251 17°39'N 104°28'E **(T-412)**
400 8(SOD) 03-21 60' wide
AERODROME REMARKS - 650' can be used to land, additional 150' can be used for take-offs.

BAN CHANUMAN, THAIL WC0193 16°14'N 105°00'E **(T-313)**
400 7(SOD) 03-21 75' wide
AERODROME REMARKS - Trees at both ends. Reduce tkof load.

SKETCH
(T-514)

BAN CHIANG KHAM, THAIL, (Chiang Kham) PB348584 19°31'N 100°17'E
RTA (A) 1275 L 18(SOD) 03-21 75' wide
AERODROME REMARKS - Opr SR-SS. For Security ctc JUSMAG. Land past fences when ldg Rwy 21. Do not land when water on rwy. Holes on rgt side of Rwy 03 near touch-down point. CAUTION: Uncontrolled vehicles, animals and pedestrians near rwy. App to Rwy 03 - 60' trees aprx 600' fr rwy, 6' dirt piles in clear zone rgt of centerline. App to Rwy 21 - 60' trees aprx 500' fr rwy, 6' fence 39' fr rwy, 2' ditch 15' fr rwy and a 6' dirt pile aprx 45' fr rwy to left of centerline. Lateral clnc - Several 10' dirt mounds within lateral safety zones both sides. 15' bushes within safety zone NW side. 18" ditch and 6' fence 19' fr edge of rwy extending fr end of Rwy 21 down 283'. 1-2' high lighting barrels 20' fr both sides. 100' ovrn S end. Type 1 for C7A with the following exceptions: Lateral safety zone hazards, clear zone hazards and rwy marking non-standard.
RADIO - Ctc as per JUSMAG SOI

BAN CHUANG, THAIL TE1199 18°04'N 102°16'E **(T-428)**
550 11(EARTH) 12-30 75' wide

BAN DA BOM, LAOS VF5500 18°05'N 104°35'E **(LS-144)**
650 10(CLAY) 03-21 95' wide
AERODROME REMARKS - CLOSED.

BAN DAN, THAIL WB5393 15°19'N 105°30'E **(T-301)**
580 8(EARTH/ROCK) 16-34 80' wide
AERODROME REMARKS - Low trees S end—Rising terrain to North.

BAN DON CHIK, THAIL WB2983 15°14'N 105°16'E **(T-302)**
500 9(EARTH) 18-36 80' wide

BAN DONE, LAOS SF9767 18°41'N 102°08'E **(LS-163)**
700 14(EARTH) 18-36 75' wide (Caribou)①
AERODROME REMARKS - Land Rwy 18, tkof Rwy 36. ① Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 25,000 lbs.

BAN DONG, LAOS VF2270 18°43'N 104°16'E **(LS-28)**
1000 16(EARTH/SOD) 17-35 100' wide (Caribou)①
AERODROME REMARKS - ① Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 28,000 when dry, 26,000 when wet.

BAN DONG HENE, LAOS WD3047 16°42'N 105°17'E **(LS-54)**
500 8(EARTH) 09-27 100' wide
AERODROME REMARKS - CLOSED.

BAN HAT SOK, LAOS, (Phu Hua Moui) QB8265 19°32'N 101°40'E **(LS-67)**
3400 9(GRADED EARTH) 16-34 40' wide (Porter)
AERODROME REMARKS - Land Rwy 16, tkof Rwy 34.

BAN HIN, LAOS, (Ban Beecher) TG4132 19°17'N 102°32'E **(LS-100)**
4500 5(EARTH) 03-21 40' wide
AERODROME REMARKS - CLOSED.

BAN HIN KHON DONG, THAIL TA425955 14°26'N 102°37'E **(T-328)**
600 16(LATERITE) 07-25 65' wide (C7A)
AERODROME REMARKS - App to Rwy 07 over trees 2000' from threshold. App to Rwy 25 over trees and houses 3000' from threshold. CAUTION: Opp end of rwy cannot be seen from touchdown point.

BAN HOUAY TAT NOY, LAOS (Houei Moun) UH5845 20°18'N 103°38'E **(LS-221)**
4000 7(UNK) 18-36 60' wide (Porter)
AERODROME REMARKS - Unfriendly.

BAN HOUEI DIOUN, LAOS TG6948 19°24'N 102°48'E **(LS-123)**
3650 7(EARTH) 07-25 35' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN HOUEI KENG, LAOS UH8714 20°02'N 103°56'E **(LS-226)**
4000 5(UNK) 06-24 81' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN HOUEI KONG, LAOS, (Houei Kong) XB6373 15°08'N 106°32'E **(L-56)**
2930 18(EARTH) 07-25 80' wide (Porter)

BAN HOUEI LAO, LAOS PB5986 19°46'N 100°31'E **(LS-147)**
1700 8(GRASS/CLAY) 08-26 65' wide
AERODROME REMARKS - Unfriendly.

BAN HOUEI SAI, LAOS PC5141 20°15'N 100°26'E **L-6E, 7D**
LDCA 1198 49(LATERITE)① 16-34 118' wide (AUW 30) **(L-25)**
FUEL - A+1, 0-123, 0-128, (NC-J4) **(VLHS)**
AERODROME REMARKS - Trees and steep upslope on app to Rwy 16. Sharp drop-off on app to Rwy 34. Closed to C-123. ① Only 1500' usable.
RBn(HW) RK 340 At Field Opr SR-SS

BAN HOUEI SANE, LAOS XD6536 16°36'N 106°32'E **(LS-189)**
480 30(UNK) 09-27 100' wide
AERODROME REMARKS - Unfriendly.

BAN HUA HIN, THAIL ,(Hua Hin) PP0496 12°38'N 99°57'E **SKETCH** **L-7B**
TCAA 10 L① H27(ASP) 16-34 98' wide (SWL-30) **(VTBH)**
AERODROME REMARKS - Opr SR-SS. 1180' ovrn Rwy 34, laterite prime coated. **(T-10)**
① 2 hrs ntc rqrd.
RADIO - 6672 5491.5 SR-SS
TOWER - 118.1 SR-SS
RBn(HW) (AO/A2) HN 213 At Field

BAN HUA NA, LAOS, (Nam Thuam) TH2567 20°29'N 102°22'E **(LS-176)**
1300 12(SANDY LOAM) 09-27 75' wide
AERODROME REMARKS - Unfriendly.

BAN IN THI, LAOS, (Long Keo) XB7940 14°49'N 106°37'E **(LS-172)**
3100 10(EARTH) 10-28 70' wide (Caribou)①
AERODROME REMARKS - ① Land Rwy 10, tkof Rwy 28. Clsd to Caribou when wet. Max ldg wt 26,000; max tkof wt 22,000.

BAN KAPCHOENG, THAIL UB5000 14°28'N 103°32'E **(T-325)**
650 7(EARTH) 12-30 45' wide
AERODROME REMARKS - Soft spot at E end.

BAN KEMMARAT, THAIL WC2574 16°02'N 105°14'E **(T-317)**
400 5(SOD) 08-26 45' wide
AERODROME REMARKS - Max tkof weight 4500 pounds.

BAN KEN THAO, LAOS, (Ken Thao) QV5364 17°45'N 101°23'E **(L-6)**
LDCA 875 27(LATERITE) 09-27 132' wide (C-123)①
AERODROME REMARKS - Land Rwy 27, tkof Rwy 09. Closed to large acft dur rainy season.
① Max ldg wt 52,000; max tkof wt 48,000.

BAN KENG SAI, LAOS UH8322 20°06'N 103°53'E **(L-84)**
UNK UNK
AERODROME REMARKS - Unfriendly.

BAN KEUN, LAOS TF4430 18°21'N 102°35'E **(LS-44)**
600 50(LATERITE) 16-34 40' wide (C-123)
AERODROME REMARKS - 100' trees bordering SE end of rwy. C-46 and C-123 land and tkof Rwy 16.

BAN KHA, LAOS UG5728 19°15'N 103°38'E **(LS-94)**
4300 8(EARTH) 14-32 50' wide
AERODROME REMARKS - Unfriendly.

BAN KHAE DON, THAIL WA1293 14°25'N 105°07'E **(T-311)**
350 5(SOD) 03-21 75' wide
AERODROME REMARKS - Use caution dur rainy season.

BAN KHAMI, LAOS UH7723 20°06'N 103°50'E **(LS-39)**
3800 5(EARTH) 04-22 50' wide
AERODROME REMARKS - Unfriendly elements.

BAN KHLONG YAI, THAIL TU6902 11°46'N 102°52'E **(T-207)**
10 8(SAND/GRASS) 15-33 100' wide
AERODROME REMARKS - Power line on SW side of rwy.

BAN KHOK HUAI, THAIL TF0112 18°11'N 102°11'E **(T-407)**
300 6(SOD) 09-27 45' wide
AERODROME REMARKS - Village at West end.

BAN KHOK MAI, LAOS XC5839 14°49'N 106°28'E **(LS-171)**
600 7(GRAVEL/SAND) 10-28 75' wide (Porter)

BAN KHUT KHAE DON, THAIL VC415997 16°17'N 104°27'E **(T-61)**
500 44(SOD) 02-20 200' wide
AERODROME REMARKS - CAUTION: Small holes. North end slopes on last 600' of rwy.

BAN KO KHA, THAIL, (Ko Kha) NA4412 18°12'N 99°25'E **(T-59)**
582 52(SOD/LATERITE) 05-23
AERODROME REMARKS - ABANDONED. Use new field at Muang Lampang.

BAN KO KIENG, LAOS, (Chong Ha) UH2816 20°03'N 103°22'E **(LS-48)**
2100 14(GRASS) 01-19 85' wide (Caribou)①
AERODROME REMARKS - ① Clsd to Caribou when wet. Land Rwy 01, tkof Rwy 19. Max ldg wt 26,000; max tkof wt 24,000.

BAN KUT KHAEN, THAIL VF1093 18°01'N 103°13'E **(T-424)**
700 11(EARTH) 17-35 125' wide
AERODROME REMARKS - Soft spots midfield.

BAN LA TEE, LAOS XB9168 15°05'N 106°47'E **(LS-190)**
2800 26(GRAVEL) 15-33 80' wide (Caribou)
FUEL - (NC-A+1, J4①)
AERODROME REMARKS - Land Rwy 15, tkof Rwy 33. Trees and rising terrain off SE end of rwy. Turbulence may be encountered on final app. Rstd to Caribou when wet. ① Emerg only.

BAN LAHARN SAI, THAIL TA6995 14°25'N 102°52'E **(T-318)**
900 6(SANDY LOAM) 18-36 60' wide
AERODROME REMARKS - CLOSED.

BAN LAONG, LAOS WD0310 16°22'N 105°02'E **(LS-257)**
600 13(LATERITE) 15-33 70' wide (Porter)

BAN LEE, LAOS UH1013 20°00'N 103°11'E **(LS-233)**
3800 12(EARTH) 11-29 75' wide (Porter)
AERODROME REMARKS - Land Rwy 29, tkof Rwy 11.

BAN LEE 2, LAOS TG5260 19°31'N 102°38'E **(LS-253)**
4000 15(SANDY LOAM/GRASS) 16-34 40' wide (Porter)
AERODROME REMARKS - CAUTION: First 450' unusable. Full length of rwy rough with soft spots, very soft when wet. Land Rwy 16, tkof Rwy 34.

BAN LOU, LAOS UH3042 20°17'N 103°22'E **(LS-248)**
3800 8(UNK) 14-32 45' wide
AERODROME REMARKS - Unfriendly.

BAN MAC VAI, LAOS, (Gang Sa Ni) VF1989 18°53'N 104°14'E **(LS-45**
1200 8(EARTH) 15-33 125' wide
AERODROME REMARKS - Tkof Rwy 15.

BAN MAE K
820 7(SOD)
FUEL - (NC-
AERODROME

BAN MAE R
1400 7(SOD)

BAN MAE S
TCAA 1030
AERODROME
larger acft
RADIO - 667
RBn@(HW)
RADIO/NAV

◇**BAN MAE S**
TCAA 690 3
AERODROME
Rwy 05 ov
Rwy fair,
cattle on
② Dry fiel
RADIO - 667
TOWER - 118
RBn@(HW)
RADIO/NAV

BAN MAE T
1000 10(EARTH
AERODROME

BAN MAEO
3200 12(EARTH
AERODROME

BAN MAI,
350 18(EARTH
FUEL - J4
AERODROME

◇**BAN ME TH**
VDCA 1759
FUEL ① - A-
AERODROME
Opr SR-SS
600' E end
twy clsd.
of ASP a
rock piles
Helis prkg
ntc rqrd.
gravel on
ASP only
COMMUNICATIO
RADIO - 339
APP CON ®
TOWER ® -
RADIO AIDS TO
TACAN©
RBn®(HW)
RADIO/NAV
unreliable
Not monit

BAN MAE KON KEN, THAIL MU5733 16°35'N 98°35'E **(T-606)**
820 7(SOD) 07-25 115' wide
FUEL - (NC-A)
AERODROME REMARKS - Burma border on West end.

BAN MAE RAENG, THAIL NC3214 20°02'N 99°17'E **(T-511)**
1400 7(SOD) 14-32 75' wide

BAN MAE SARIANG, THAIL LA8710 18°12'N 97°55'E **SKETCH** **L-7C**
TCAA 1030 35(LATERITE) 01-19 98' wide (AUW 37)① **(VTCS)**
AERODROME REMARKS - Opr SR-SS. CAUTION: Const, closed to Beech or larger acft. No overruns. ① Dry field. **(T-21)**
RADIO - 6672 5491.5 118.1 SR-SS
RBn®(HW) (AO/A2) MR 360 At Field
RADIO/NAV REMARKS - ® Opr 0130-0930Z OT O/R, 1 hr ntc rqrd to ACC.

◊**BAN MAE SOT,** THAIL MU5146 16°41'N 98°33'E **SKETCH** **L-7C**
TCAA 690 35(LATERITE)① 05-23 110' wide (SWL 15/AUW 37)② **(VTBM)**
AERODROME REMARKS - For Security ctc JUSMAG Aviation. Opr SR-SS. App to Rwy 05 over trees 100' fr thld. App to Rwy 23 over road, 3' ditch and 2' fence 75' fr thld. Rwy fair, 2"-3" rocks in places, very soft and slick when wet. Watch for personnel and cattle on rwy. Type 2 for C7. ① Trees on app to Rwy 05 make the first 700' unusable. ② Dry field. **(T-35)**
RADIO - 6672 5491.5 SR-SS
TOWER - 118.1 SR-SS
RBn®(HW) (AO/A2) MD 316 At Field
RADIO/NAV REMARKS - ® Unusable 000°-030° beyond 50 NM.

BAN MAE TAN, THAIL MV185052 17°14'N 98°14'E **(T-622)**
1000 10(EARTH) 12-30 40' wide
AERODROME REMARKS - 25' trees to W.

BAN MAEO THAP BOEK, THAIL QU2676 16°56'N 101°08'E **(T-620)**
3200 12(EARTH) 18-36 40' wide
AERODROME REMARKS - Unfriendly.

BAN MAI, THAIL PV8363 17°45'E 100°43'E **(T-605)**
350 18(EARTH) 08-26 50' wide
FUEL - J4
AERODROME REMARKS - App Rwy 08.

◊**BAN ME THUOT EAST,** VIETM (Phung Duc) 12°40'N 108°07'E **L-6F, T-1B**
VDCA 1759 H59(ASP)② (AUW 132) **(VVSB)**
FUEL ① - A-+, J4 Tanker **(VA2-12)**
AERODROME REMARKS - For Security ctc G3 Air, II Corps TOC. US Controllers not aval. Opr SR-SS, OT O/R. No cargo off-loading after 0930Z. Extv heli tfc. 300' ovrn W end, 600' E end. 60' wide twy to prkg area 230' X 360' ASP. Rough dirt prkg area 360' X 1520', twy clsd. Rwy mkrs on E end are temporary and are on side of rwy. Old mkrs on E end of ASP are still visible. HAZARDS - Men and eqpt on first 2400' Rwy 27. Several 3' rock piles along N side near rwy mkrs. 1' ditch 25' from rwy edge along both sides. Helis prkg along S sides of road, E end. 1' deep excavation at W end, N side. ① Prior ntc rqrd. ② W 2950' is ASP, E 3050' is crushed rock, under const. Many loose rocks and gravel on first 600' from E end of ASP to present temporary rwy mkrs. Use the 600' past ASP only if necessary. Recommend tkof to the W begin on ASP.
COMMUNICATIONS
RADIO - 339.2 122.5 40.0 Opr 2400-1130Z dly VFR flight following
APP CON ® - 283.1
TOWER ® - 283.1 363.0 121.4 118.3 **GND CON** - 297.0
RADIO AIDS TO NAVIGATION
TACAN® BMT Chan 117 At Field
RBn®(HW) (AO/A2) PD 212 At Field
RADIO/NAV REMARKS - ® A/D Times. ® 2300-1100Z OT O/R to twr before 1000Z. © Rstd, unreliable beyond 25 NM below min enroute alt. Rstd 130-140 rad beyond 20 NM. Not monitored 0801-2359Z.

BAN MOUANG, LAOS PB6077 19°41'N 100°32'E **(LS-177)**
1400 8(EARTH) 17-35 80' wide
AERODROME REMARKS - CLOSED.

BAN MOUNG, THAIL QA255003 18°05'N 101°08'E **(T-611)**
1600 20(EARTH) 15-33 100' wide
AERODROME REMARKS - Closed to F/W acft. Clear app. No overruns.

BAN MOUNG NGAN, LAOS UG6518 19°09'N 103°43'E **(LS-236)**
4700 11(GRASS) 09-27 65' wide
AERODROME REMARKS - Unfriendly.

BAN MUANG LIM, THAIL (Tha Wang Pha) PB927145 19°07'N 100°50'E **(T-505)**
800 10(EARTH) 03-21 75' wide
AERODROME REMARKS - Clear app. No overruns.

BAN NA, LAOS TG8436 19°19'N 102°57'E **(LS-15)**
4600 12(EARTH/SOD) 17-35 50' wide (Caribou)①
AERODROME REMARKS - Approach to North, tkof South. ① Closed to Caribou when wet. Max ldg wt 24,000; max tkof wt when dry 28,000; when wet 26,000.

BAN NA KHAI, LAOS, (Ban An) TG9465 19°35'N 103°02'E **(L-110)**
3700 33(GRASS) 04-22 75' wide
AERODROME REMARKS - CLOSED. Unfriendly.

BAN NA KHAM, THAIL SE9881 17°54'N 102°09'E **(T-427)**
700 9(EARTH) 06-24 90' wide
AERODROME REMARKS - Ld Rwy 06, tkof Rwy 24. Reduce load on tkof.

BAN NA KHU, THAIL UD 9754 16°46'N 104°02'E **(T-37)**
RTAF 700 33(LATERITE) 15-33 100' wide (SWL 36)
AERODROME REMARKS - CAUTION: Small rocks. Both app ends slope down 5° last 200' of rwys.

BAN NA LUONG, LAOS TF6992 18°54'N 102°49'E **(LS-66)**
1000 5(RICE PADDY) 12-30 40' wide
AERODROME REMARKS - CLOSED. Overgrown.

BAN NA MUONG, LAOS, (Na Poung) TG5446 19°24'N 102°39'E **(LS-78)**
UNK UNK
AERODROME REMARKS - CLOSED and overgrown.

BAN NA NIO, LAOS, (Moung Oum) UF1796 18°57'N 103°16'E **(LS-22)**
3000 10(SOD) 05-23 62' wide (Caribou)①
AERODROME REMARKS - Land Rwy 23, tkof Rwy 05. ① Clsd to Caribou when wet. Max ldg wt 24,000; max tkof wt 26,000.

BAN NA TAI, LAOS TH6291 20°42'N 102°43'E **(L-50)**
UNK 15(EARTH) 08-26 130' wide
AERODROME REMARKS - CLOSED. Unfriendly.

BAN NA TAN, LAOS VE8185 17°57'N 104°49'E **(LS-237)**
800 12(EARTH/CLAY) 07-25 90' wide
AERODROME REMARKS - Unfriendly.

BAN NA THEN, LAOS TG1025 19°12'N 102°15'E **(LS-249)**
1312 46(LATERITE) 01-19 132' wide (C-123)
AERODROME REMARKS - Rwy part of highway, check for vehicles and personnel. Max tkof wt for C-46 45,000; for C-123 52,000.

BAN NA WAI, THAIL MB982690 19°43'N 98°59'E **(T-513)**
1800 7(GRASS) 18-36 50' wide
AERODROME REMARKS - Trees 100' off S end.

BAN NA WOUA, LAOS PC7384 20°38'N 100°40'E **(LS-109)**
3000 7(EARTH) 12-30 50' wide (Dornier)
AERODROME REMARKS - Land Rwy 30, tkof Rwy 12.

BAN NAM DENG, LAOS TG5513 19°06'N 102°41'E **(LS-110)**
3800 5(EARTH) 09-27 50' wide
AERODROME REMARKS - CLOSED.

BAN NAM DUA, LAOS VF1812 18°11'N 104°14'E **(LS-143)**
600 12(EARTH/SOD) 18-36 80' wide (Caribou)①
AERODROME REMARKS - Filled in ditch in middle of rwy soft when wet. ① Clsd to Caribou when wet. Max ldg wt 26,000; max tkof wt 24,000.

BAN NAM FENG, LAOS UF1491 19°54'N 103°13'E **(LS-223)**
3300 7(UNK) 18-36 66' wide (Porter)
AERODROME REMARKS - Recommend app Rwy 36, tkof Rwy 18.

BAN NAM HIN, LAOS QB5219 19°07'N 101°23'E **(LS-104)**
3700 8(EARTH) 04-22 65' wide
AERODROME REMARKS - CLOSED.

BAN NAM KENG, LAOS UG7919 19°10'N 103°51'E **(LS-108)**
4800 6(GRADED EARTH) 03-21 60' wide
AERODROME REMARKS - CLOSED.

BAN NAM KUEUNG, LAOS PC3255 20°24'N 100°15'E **(LS-150)**
1600 14(CLAY) 03-21 115' wide (Caribou)①
AERODROME REMARKS - ① Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 26,000.

BAN NAM LAM NEUA, LAOS TJ5015 20°54'N 102°31'E **(LS-187)**
2300 7(UNK) 05-23 50' wide
AERODROME REMARKS - Unfriendly.

BAN NAM LAO #2, LAOS, (Sam Sen) TG6037 19°19'N 102°43'E **(LS-112)**
3550 8(EARTH) 11-29 40' wide
AERODROME REMARKS - Restricted for Helio and Porter.

BAN NAM LONG, LAOS, (Na Xieng) UG5348 19°26'N 103°36'E **(LS-181)**
4000 7(EARTH) 12-30 55' wide
AERODROME REMARKS - CLOSED.

BAN NAM MAUP, THAIL QA0745 18°29'N 100°58'E **(T-602)**
1000 7(SOD) 17-35 45' wide
AERODROME REMARKS - 120' ovrn S end.

BAN NAM NHION, LAOS PC3956 20°24'N 100°20'E **(LS-149)**
1600 10(EARTH) 17-35 90' wide
AERODROME REMARKS - CLOSED.

BAN NAM PIT, LAOS, (Houei Ki Nin) TG8247 19°25'N 102°56'E **(LS-38)**
3300 10(EARTH/CLAY) 11-29 60' wide (Porter)
AERODROME REMARKS - Land Rwy 29, tkof Rwy 11.

BAN NAM SO, LAOS TG6529 19°16'N 102°46'E **(LS-161)**
3625 6(EARTH/SOD) 12-30 55' wide (Porter)
AERODROME REMARKS - Land Rwy 30, tkof Rwy 12.

BAN NAM TIA, LAOS, (Long Tieng) TG8213 19°06'N 102°56'E **(LS-30)**
3120 22(LATERITE) 14-32 100' wide (C-123)
FUEL - (NC-A1, A+1, TX)
AERODROME REMARKS - Large acft rstd when crosswind above 10 knots. Large acft land Rwy 32, tkof Rwy 14. C-46 max tkof wt 44,000; C-123 max tkof wt 48,000.

BAN NAM TIENG, LAOS XB8359 15°00'N 106°42'E **(LS-165)**
3300 16(UNK) 12-30 40' wide

BAN NAM XAO, LAOS UG7622 19°12'N 103°49'E **(LS-240)**
5500 7(UNK) 16-34 50' wide (Porter)
AERODROME REMARKS - Land Rwy 16, tkof Rwy 34.

BAN NANG NU, THAIL (B.P.P. 306) UA3398 14°27'N 103°27'E **(T-334)**
900 7(SAND)① 05-23 50' wide (Helio)
AERODROME REMARKS - Max tkof weight 4300. ① Rwy 925', but only 675' usable.

BAN NO SO PHIT, THAIL PB7859 19°26'N 100°41'E **(T-559)**
1200 7(EARTH) 12-30 100' wide
AERODROME REMARKS - OFF LIMITS. INSECURE.

BAN NON MAK MUN, THAIL TA5326 13°48'N 102°43'E **(T-204)**
300 9(SOD) 12-30 100' wide
AERODROME REMARKS - High trees to E. Road runs through center of strip and across East end. Deep ruts may occur during rainy season. Reduced load on tkof.

BAN NONG BOK, LAOS VD7988 17°05'N 104°48'E **(LS-183)**
640 14(UNK) 02-20 40' wide (Porter)

BAN NONG BOUA, LAOS XC6733 15°40'N 106°33'E **(LS-134)**
700 12(SAND) 10-28 60' wide (Caribou)①
AERODROME REMARKS - Trees close to both sides rwy. ① Clsd to Caribou when wet. Max ldg wt 26,000; max tkof wt 24,000.

BAN NONG DAO, LAOS TF7014 18°12'N 102°50'E **(LS-83)**
540 9(SOD) 13-31 55' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN NONG KHAN, THAIL WC4937 15°37'N 105°27'E **(T-322)**
450 7(GRASS) 09-27 50' wide
AERODROME REMARKS - Very marginal.

BAN NONG KHEO, THAIL VB4613 14°36'N 104°30'E **(T-314)**
360 7(SOD) 09-27 70' wide
AERODROME REMARKS - CLOSED.

BAN NONG MEK, THAIL (B.P.P. 315) WB4113 14°34'N 105°23'E **(T-320)**
675 7(EARTH) 11-29 68' wide
AERODROME REMARKS - Use caution during rainy season. Rstd tkof load.

BAN NONG ONE, LAOS, (Phou Da Pho) TG5243 19°22'N 102°40'E **(LS-103)**
3700 5(EARTH) 12-30 35' wide
AERODROME REMARKS - CLOSED.

BAN NONG TONG, LAOS QB1299 19°54'N 101°02'E **(LS-209)**
3000 5(GRASS) 11-29 40' wide (Porter)
AERODROME REMARKS - Land Rwy 11, tkof Rwy 29.

BAN NONG VIEN, LAOS, (Wat Phu) WB9142 14°51'N 105°51'E **(L-107)**
400 29(EARTH) 06-24 160' wide (C-123)①
AERODROME REMARKS - Normally clsd during rainy season. ① Max tkof wt 48,000.

BAN NONGLA, LAOS UG6042 19°22'N 103°40'E **(LS-214)**
3600 8(UNK) 18-36 40' wide
AERODROME REMARKS - Unfriendly.

BAN NOU KHA CHOK, LAOS PC7706 19°56'N 100°41'E **(LS-148)**
2900 7(SOD) 15-33 75' wide (Porter)
AERODROME REMARKS - First 100' of rwy has very steep upslope. Land Rwy 15, tkof Rwy 33.

BAN PAK CHOM, THAIL RV0694 18°01'N 101°53'E **(T-426)**
600 10(EARTH) 17-35 75' wide

BAN PAK LA, THAIL WC6830 15°38'N 105°37'E **(T-321)**
650 6(SOD/ROCK) 02-20 65' wide
AERODROME REMARKS - Rocks on NE end of rwy.

BAN PANG THAM, THAIL PB5657 19°30'N 100°28'E **(T-527)**
1700 8(SOD) 10-28 50' wide
AERODROME REMARKS - OFF LIMITS. INSECURE. Located in canyon with 5000' terrain all sides.

BAN PEUNG, LAOS, (Ban Pheung) UG4421 19°11'N 103°31'E **(LS-95)**
4000 11(EARTH) 09-27 64' wide
AERODROME REMARKS - Unfriendly.

BAN PHA EN, LAOS TG5620 19°10'N 102°41'E **(LS-97)**
4250 7(EARTH/CLAY) 07-25 33' wide
AERODROME REMARKS - CLOSED.

BAN PHA THONG, LAOS TJ3409 20°52'N 102°27'E **(LS-247)**
4050 6(UNK) 04-22 40' wide
AERODROME REMARKS - Unfriendly.

BAN PHAN HOP, LAOS, (Pha Nop) WE7941 17°32'N 105°45'E **(L-53)**
558 27(EARTH) 16-34 40' wide
AERODROME REMARKS - Unfriendly.

BAN PHANG, LAOS UG1622 19°11'N 103°15'E **(LS-239)**
3700 8(SOD) 14-32 60' wide
AERODROME REMARKS - Unfriendly.

BAN PHIA LOUANG, LAOS, (Phu Houot) TG4231 19°16'N 102°35'E **(LS-99)**
4400 7(EARTH) 09-27 33' wide
AERODROME REMARKS - CLOSED.

BAN PHO BEUI, LAOS, (Phou Chai) SG9950 19°26'N 102°09'E **(LS-25)**
5200 20(SOD) 12-30 60' wide (Caribou)①
AERODROME REMARKS - Tkof Rwy 30. Go around critical. ① Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 24,000.

BAN PHO KHAM, LAOS, (Kiou Kacham) TG0968 19°33'N 102°14'E **(LS-4)**
4400 6(EARTH) 18-36 50' wide (Porter)

BAN PHON NGAM, LAOS, (Phong Hong) TF2847 18°30'N 102°25'E **(LS-133)**
750 23(SOD/LATERITE) 02-20 80' wide (Caribou)①
AERODROME REMARKS - Trees bordering app end of Rwy 02. ① Caribou land Rwy 20 tkof Rwy 02.

BAN PHON PHAENG, THAIL UF0814 18°12'N 103°11'E **(T-409)**
500 6(SOD) 18-36 45' wide

BAN PHOTIN, LAOS, (Houei Soi) XB6853 14°56'N 106°36'E **(LS-164)**
2900 18(SAND/SOD) 16-34 60' wide (Caribou)①
AERODROME REMARKS - ① Clsd to Caribou when wet. Max tkof wt 26,000.

BAN PLACKHAM, THAIL TA4998 14°26'N 102°39'E **(T-328A)**
(UNK) 10(EARTH) 18-36 100' wide
AERODROME REMARKS - CLOSED.

BAN POENG KHLOENG, THAIL MT5647 15°48'N 98°35'E **(T-601)**
450 10(SOD) 12-30 80' wide
FUEL - (NC-A1)

BAN PONG DON, THAIL VD1098 17°10'N 104°09'E **(T-431)**
500 20(UNK) 18-36 50' wide

BAN POUNGMAY, LAOS UG9419 19°09'N 103°59'E **(LS-222)**
4500 7(UNK) 05-23 50' wide
AERODROME REMARKS - CLOSED.

BAN PRASAT, THAIL UB2919 14°38'N 103°25'E **(T-336)**
610 10(EARTH/SOD) 18-36 97' wide
AERODROME REMARKS - CLOSED. Overgrown and half under water.

BAN PRU YAI, THAIL VB190142 14°36'N 104°15'E **(T-310)**
600 10(SOD) 11-29 60' wide
AERODROME REMARKS - Rwy rough, rstd when wet. Stump at E end.

BAN PUA, THAIL QB011215 19°10'N 100°55'E **(T-506)**
RTA 850 10(PSP) 08-26 50' wide
AERODROME REMARKS - For Security ctc JUSMAG Aviation. App to Rwy 08 over high terrain aprx 1500' fr thld. App to Rwy 26 over 60' trees 200' fr thld. 3" lip at ea thld. Rwy condition poor, grass growing thru most of surface. 1.5' ditches and 1.5' embankments 10' fr N edge and 7' fr S edge. Shrubs to 9' tall start 18' fr N edge, W end. Several 3' ditches hidden in area of shrubs. 125' clay ovrn E end, 200' rough sod ovrn W end. No windsock. Gate and guard lctd where road crosses rwy. Type 1 for C7.

BAN PUNG CHANANG, THAIL TV2542 13°02'N 102°28'E **(T-205)**
350 9(SOD) 15-33 70' wide
AERODROME REMARKS - Cart rut across center of strip.

BAN ROSIE, LAOS PC6233 20°12'N 100°34'E **(LS-250)**
1350 15(EARTH) 18-36 55' wide
AERODROME REMARKS - Closed when wet.

BAN SA, THAIL PA845535 18°34'N 100°45'E **(T-512)**
1000 10(EARTH) 08-26 50' wide
AERODROME REMARKS - No ovrns. Clear app. Trees both sides. Land Rwy 08.

BAN SA NOI, LAOS UG5339 19°20'N 103°36'E **(LS-119)**
2900 7(SOD) 16-34 70' wide
AERODROME REMARKS - Unfriendly.

BAN SA POUK, LAOS, (Ban Sa Phout) QC3969 20°30'N 101°14'E **(LS-151)**
3300 6(EARTH) 08-26 65' wide
AERODROME REMARKS - CLOSED.

BAN SAN TONG, LAOS, (Sam Thong) TG7924 19°11'N 102°54'E **(LS-20)**
3800 21(LATERITE) 14-32 81' wide (C-123)①
FUEL - (NC-A1, A+1, TX)
AERODROME REMARKS - Land Rwy 32, tkof Rwy 14. Max tkof wt for Caribou 27,000.
① Max ldg wt 52,000; max tkof wt 43,000.

BAN SANAKHAM, LAOS, (Sanakham) QV8683 17°55'N 101°41'E **(L-49)**
900 18(EARTH) 05-23 70' wide (Caribou)

BAN SANGAE, THAIL TA715540 14°03'N 102°53'E **(T-201)**
300 11(SOD) 11-29 60' wide

BAN SAO SI, LAOS, (Houei Kha Moun) UH6868 20°32'N 103°43'E **(LS-111)**
3850 10(EARTH) 10-28 70' wide
AERODROME REMARKS - Unfriendly.

BAN SAPHAT, LAOS XC0435 15°42'N 105°58'E **(LS-175)**
400 14(UNK) 18-36 100' wide (Caribou)①
AERODROME REMARKS - ① Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 24,000.

BAN SAPI, LAOS QB4149 19°25'N 101°17'E **(LS-60)**
4500 10(SOD) 17-35 60' wide
AERODROME REMARKS - CLOSED and overgrown.

SKETCH
◊**BAN SATTAHIP,** THAIL OP1299 12°39'N 100°57'E **L-6E, 7B**
RTAF 23 H41(ASP) 05-23 125' wide (SWL 25) **(VTBS)**
AERODROME REMARKS - VFR acft avoid overflying populated areas below 3000'. **(T-18)**

BAN SE, LAOS TH7963 20°27'N 102°53'E **(LS-225)**
1500 7(UNK) 03-21 55' wide
AERODROME REMARKS - CLOSED. Unfriendly.

BAN SEN KHAM, LAOS, (Doi Seang) RD0935 21°06'N 101°59'E **(LS-160)**
4100 12(EARTH) 18-36 100' wide
AERODROME REMARKS - Unfriendly elements.

BAN SI, THAIL VB3916 14°37'N 104°26'E **(T-312)**
300 9(SOD) 03-21 60' wide

BAN SI YAEK, THAIL UD6748 16°43'N 103°45'E **(T-433)**
600 16(UNK) 03-21 45' wide
AERODROME REMARKS - CLOSED.

BAN SIBILAI, THAIL VF6711 18°11'N 103°45'E **(T-423)**
630 8(LATERITE) 15-33 100' wide (Porter)

BAN SON, LAOS TF5896 18°56'N 102°43'E **(LS-246)**
1000 8(UNK) 03-21 75' wide (Porter)
AERODROME REMARKS - Land Rwy 21, tkof Rwy 03.

BAN SONG, LAOS UG6791 19°49'N 103°44'E **(LS-29)**
4300 5(EARTH) 09-27 22' wide
AERODROME REMARKS - Unfriendly.

BAN SONG CHA, LAOS, (Mak Phout) TH1876 20°35'N 102°17'E **(LS-137)**
3700 10(GRADED EARTH) 02-20 60' wide
AERODROME REMARKS - Unfriendly.

BAN SONG HONG, THAIL WC5040 15°45'N 105°28'E **(T-304)**
600 8(GRASS)① 10-28 120' wide
AERODROME REMARKS - 35' trees off E end of rwy. ① Grass often high.

BAN SONG KHONE, LAOS WE2090 18°01'N 105°10'E **(LS-77)**
1000 5(EARTH) 03-21 130' wide
AERODROME REMARKS - Unfriendly.

BAN TA KEO, LAOS, (Phou Pang Sang) QC2878 20°36'N 101°10'E **(LS-142)**
3200 14(EARTH/GRASS) 09-27 40' wide (Porter)
AERODROME REMARKS - App to East, tkof West.

BAN TA VIANG, LAOS, (Ta Viang) UG3204 19°02'N 103°24'E **(LS-13)**
1300 6(EARTH) 10-28 60' wide
AERODROME REMARKS - Unfriendly.

BAN TAU BOUAPHA, LAOS, (Phou Soung) TG3857 19°29'N 102°30'E **(LS-156)**
4300 7(EARTH) 11-29 35' wide (Porter)

BAN THA, LAOS UG5283 19°45'N 103°35'E **(LS-52)**
3800 7(SOD) 17-35 65' wide
AERODROME REMARKS - Unfriendly.

BAN THA BO, THAIL TE408730 17°50'N 102°33'E **(T-401)**
500 11(SOD)① 06-24 40' wide
AERODROME REMARKS - ① Only 900' usable.

BAN THA PHANG, THAIL LV6297 18°03'N 97°42'E **(T-521)**
390 8(SOD) 17-35 70' wide
AERODROME REMARKS - Land Rwy 35. Brush along sides of rwy.

BAN THA SI, LAOS UF7684 18°51'N 103°49'E **(LS-61)**
2000 9(GRADED EARTH)
AERODROME REMARKS - Unfriendly.

BAN THAM LAY, LAOS, (Ban Khok Tong) WE0711 17°17'N 105°04'E **(L-105)**
500 18(UNK) 15-33 50' wide
AERODROME REMARKS - Unfriendly.

BAN THAM TAT, LAOS UG9315 19°08'N 103°59'E **(LS-81)**
4000 6(SOD) 12-30 42' wide

BAN TINE PHA, LAOS, (Pien Liou) UG7293 19°50'N 103°47'E **(LS-31)**
4000 5(EARTH) 01-19 30' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN TOM EAST, LAOS, (Ban Pha Thong) TJ3409 20°51'N 102°26'E **(LS-169)**
3500 7(SOD) 06-24 75' wide
AERODROME REMARKS - Unfriendly.

BAN TOM TIENG, LAOS, (Pa Doung) UG0212 19°06'N 103°07'E **(LS-5)**
4500 21(EARTH) 01-19 275' wide (Caribou)①
AERODROME REMARKS - Land Rwy 19, tkof Rwy 01. ① Closed to Caribou when wet. Max tkof wt when dry 28,000; when wet 26,000.

BAN VIENG, LAOS, (Vien Pho Kha) UG7487 19°47'N 103°48'E **(LS-89)**
3700 8(SOD) 16-34 75' wide
AERODROME REMARKS - Unfriendly.

BAN VIENG, LAOS QC1889 20°42'N 101°05'E **(LS-135)**
2400 19(EARTH) 11-29 100' wide (Porter)
AERODROME REMARKS - CAUTION: Const. 750' of rwy unusable. Closed when wet.

(LS-113)
BAN XAM KOANG NHAY, LAOS, (Moung Cha) UF0090 18°54'N 103°06'E
3600 15(EARTH/SOD) 08-26 85' wide (Caribou)①
AERODROME REMARKS - Land Rwy 08, tkof Rwy 26. ① Clsd to Caribou when wet. Max tkof wt when dry 27,000; when wet 24,000.

BAN XIENG LOM, LAOS PG9274 19°39'N 100°50'E **(LS-69)**
1900 23(EARTH/GRASS) 08-26 130' wide (C-123) **(VLXL)**
AERODROME REMARKS - Closed to C-123 when wet. Caribou max tkof and ldg wt 28,000. C-123 max ldg wt 52,500; max tkof wt 46,000.

BAN YAO, THAIL QB0845 19°24'N 100°59'E **(T-508)**
3859 9(SOD/EARTH) 10-28 54' wide
AERODROME REMARKS - OFF LIMITS. INSECURE.

BAN YAO, THAIL PB4894 19°51'N 100°25'E **(T-524)**
3000 8(EARTH) 16-34 64' wide
AERODROME REMARKS - CLOSED. INSECURE.

BANCASI, PHILI., Mindanao I. (Butuan City) YK 7490 08°57'N 125°29'E **L-8H**
PCAA 66 33(MACADAM) 15-33 98' wide (S-30, T-37) **(RPWE)**
AERODROME REMARKS - SR-SS. Clsd to acft 22,000 lbs. or more when rwy is wet.
RBn®(HW) (A2) BN 255 08°58'N 125°32'E 250° 3.3 NM To Field
RADIO/NAV REMARKS - ® Sked ops only, OT O/R.

BANGKOK ACC, Thail (AEROSIAM) L-6, 7, T-2G

CONTROL - ⓒ Sector 1 - 263.8 120.5 **(U)** Sector 2 - 255.4 123.8 118.9 **(U)** **(VTBB)**
RADIO - 13324.5 13284.5 8930.5ⓑ 8837 6672ⓐ 5673 5624 5491.5ⓐ 2987 2868 126.7

REMARKS - Control positions are manned by Thai controllers 24 hrs dly. Qualified US controllers are aval 2300-1700Z dly in the event instructions are not understood. ⓐ Domestic svc. ⓑ When experiencing interference ctc 8837. ⓒ Aprx VHF coverage FL 70 at 100 NM, FL 150 at 170 NM, FL 250 at 220 NM. Aprx UHF coverage FL 70 at 75 NM, FL 150 at 120 NM, FL 250 at 150 NM.

SKETCH

◇BANGKOK INTL, THAIL (Don Muang) 13°55'N 100°37'E (AOE) L-6E, 7C, T-2G

RTAF (A) (AF) 12 BL5, 6 H105(CON) (SWL 75) **(VTBD)** **(T-9)**

FUEL ① - **A1, A+1, J4, 0-123, 0-128, 0-133, 0-148, ADI, W**

J-BAR

RWY 03L MA-1 RWY 21R (64' OVRN)

AERODROME REMARKS - PPR. OFFICIAL BUSINESS ONLY. For ldg clnc send AF msg to 631 CSG (BDO). Rwy 03L-21R closed thru 31 May 1969 for resurfacing. All inbound and outbound VFR tfc rpt position to twr 25 NM fr aerodrome. Ngt flight within Bangkok CTA must be IFR unless auth by con twr. Acft prkg on commercial ramp ctc twr before starting engines. Run-up engines only in areas specified by twr. Twr con positions are manned by Thai controllers 24 hrs dly. USAF personnel are aval 0045-1630Z dly in the event instructions are not understood. All pilots must follow prkg instructions given by twr. Jet tfc ptn alt 1500', convl 1000', lt acft 600'. Ltd maint aval. Tran pilots rqrd to close flt plan with USAF Base Ops. Rwy 21L has non-standard app lgts installed that start on the ovrn and extend 16" above the surface. Use caution on app. SEE THAILAND SPECIAL NOTICE. ① Expect 2 to 3 hr delay on delivery of all fuels. (AF) Form 15 not needed for MAC emerg maint. Contact local MAC Detachment Commander. Tran pilots rqrd to close Flt Plan with USAF Base Operations.

COMMUNICATIONS (PTD-372.2)

A/G (See USAF Global HF Listing)
APP CON - 363.8 119.1 **(E)** **MAC ACP** - 349.4 128.0
TOWER - 236.6 126.18 118.1 **(E)** **GND CON** - 257.8 121.9
ALCE - ⓐ 291.8

RADIO AIDS TO NAVIGATION

(H) VORTAC BKK 112.1 Chan 58 14°00'N 100°39'E 209° 4.8 NM to Field
RBn@(HHW) (AO/A2) BKK 345 13°43'N 100°33'E 018° 11.2 NM to Field
RBn(HW) (AO/A2) RS 365 13°59'N 100°39'E 209° 4.2 NM to Field
RBn(LOMW) (A2) BK 293 13°59'N 100°39'E 209° 4.2 NM to Field
RBn(LMMW) (A2) KK 276 13°56'N 100°37'E At Field
ILS

RADAR ⓑ - IFR Call APP CON, VFR Call TOWER 335.8x 289.4x 284.0x 270.6x 265.2T© 134.1x 142.02x 108.3T© **(Ex)**
142.02x 108.3T© **(Ex)**

ASRⓐ	**RWY**	**CATEGORY**	**MDA RVR**	**HAA**	**CEIL-VIS**
	21R	A, B, C, D, E	300	288	(300-¾)
	03L, 21L	A, B, C, D, E	320	308	(400-1)
PAR	**RWY**	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
	21R	A, B, C, D, E	112	100	(200-½) G.S. 2.5
CIRCLING	**RWY**	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
	03L-21R, 21L	A, B	500-1	488	(500-1)
	03L-21R, 21L	C	500-1½	488	(500-1½)
	03L-21R, 21L	D, E	580-2	568	(600-2)

RADIO/NAV REMARKS - Wx info aval fr Bangkok Twr. All allied acft encouraged to use GCA arr and dep dur IFR and VFR. ⓐ All 315th Air Div acft inbound to A/D call 15 min prior to landing. ⓑ All GCA control positions manned by USAF controllers 24 hrs dly. Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed app. Radar monitored dep O/R. ⓒ In case of airborne comm failure tune ILS to this freq and listen for instructions. ⓓ Not monitored by ATC. ⓔ Rstd, ASR unusable above 25,000'. ⓕ Emerg backup for F-4 acft.

BANKO KHET, THAIL QR5658 14°06'N 101°22'E (T-213

UNK 5(EARTH) 17-35 30' wide

AERODROME REMARKS - CLOSED.

◇BARBERS POINT NAS, HAWAII, Oahu I. (Ewa) 21°19'N 158°05'W **(AOE)** **L-2E**
N(CG) 34 BL4 H84(ASP) (SWL-76, S-160, T-240, TT-360) **(PHNA)**
JASU - (NC-5)
FUEL - A+, J5, Presair, 0-128, 0-132, 0-133, 0-148, 0-156, LHOX, LOX
A-GEAR
RWY 04L E-28(B) (2500') ——— E-5-1 → (2450'), ← E-5-1 (1280') RWY 22R
RWY 04R E-5-1 → (1230'), ← E-5-1 (2400') ——— E-5-1 → (1520') RWY 22L
RWY 11 E-5-1 → (1000'), ← E-5-1 (2228') ——— E-5-1 → (2300') RWY 29
AERODROME REMARKS - CAUTION: Descending ILS acft to Honolulu Intl over Northern bdry. Customs and agricultural svc aval on 4 hr ntc, plan arr btwn 1800-0300Z if possible, req dep message fr origin if customs or agricultural svc rqrd. Pilots of acft carrying VIPs will confirm block time with GND CON 15 min prior to ldg. 140 ft unlgtd pole brg 262°M 3137 ft fr intxn of Rwy 04L and 11. Rgt ptn for Rwy 11, left ptn all others. CAUTION: Lgtd Auto track oriented 055°-235° mag lctd 1 NM W of app to Rwy 11 can be mistaken for ldg area. Special VFR clearances prohibited.
COMMUNICATIONS (SFA)
A/G (N) **VOICE, RADIO** © - 255.4Ⓐ 272.7Ⓐ 123.6Ⓐ 6723 3109
Ⓓ**HONOLULU APP CON** - Ⓑ 118.3 269.0 353.7 338.2 120.9 119.1 115.3 113.9T 109.5T
TOWER - 340.2 142.74 126.2 **(E)** **GND CON** - 336.4 126.2
HONOLULU DEP CON - 317.6 285.4 124.0 121.1
VFR ADVISORY SVC - Call HONOLULU APP CON - 119.1 353.7 fr E, 269.0 118.3 fr W, within 25 NM.
RADIO AIDS TO NAVIGATION
HONOLULU(H)BVORTAC® HNL 115.3 Chan 100 21°20'N 158°02'W 235° 1.8 NM to Field
RBn(HW) (A2) NAX 276.2MHz At Field
HONOLULU RBnⒹ(LW) (AO/A2) HN 242 21°20'N 158°03'W 214° 0.9 NM To Field
UHF/DF, Call TOWER 225.0 400.0 At Field
RADAR Ⓓ,Call HONOLULU APP CON
381.6Ⓓ 305.2 299.6 270.8 268.7Ⓓ 265.0Ⓓ 143.64 142.02 134.1 **(E)**

ASR	**RWY**	**CATEGORY**	**MDA RVR**	**HAA**	**CEIL-VIS**
	04R, 04L	A, B, C, D, E	**400**	366	(400-1)
	29	A, B, C, D, E	**300**	266	(300-1)
PAR	**RWY**	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
	04R, 04L	A, B, C, D, E	**113**	100	(100-½) G.S. 3.0°
	22R	A, B, C, D, E	**128**	100	(100-½) G.S. 3.0°
CIRC®	**RWY**	**CATEGORY**	**MDA-VIS**	**HAA**	**CEIL-VIS**
	04R, 04L, 29	A	**440-1**	406	(500-1)
	04R, 04L, 29	B	**500-1**	466	(500-1)
	04R, 04L, 29	C	**500-1½**	466	(500-1½)
	04R, 04L, 29	D, E	**600-2**	566	(600-2)

RADIO/NAV REMARKS - SEE VFR PROCEDURES SECTION. SEE HONOLULU SPECIAL NOTICE. Ⓐ Local VFR flts, make all position rpts to Honolulu Radio. Ⓑ Within 25 NM of Honolulu ctc Honolulu APP CON on 119.1 353.7 to/fr E and 269.0 118.3 to/fr W for (TRS). © BARBERS POINT AIR 381.8 for CG acft opr within 100 NM. Ⓓ MP 1800Z Sun-0200Z Mon. Tng flts may be sked dly 1800-0300Z, 0400-0800Z (0800-1700 local, 1800-2200 local) ex Sun. VFR GCA in flight req, ctc Honolulu APP CON on 269.0. ® Maneuvering for circ app N and NW of Rwy 04-22 not auth. Ⓓ GCA/Honolulu APP CON compatible freqs are 381.6 268.7 265.0. Ⓓ VOR rad not usable 92°-97° clockwise. Automatic Terminal info svc aval. Ⓑ Unusable cntclkwz beyond 4 NM 050°-290° and beyond 8 NM 070°-050° mag.

◇BARKING SANDS PMRF, HAWAII, Kauai I. (Kekaha) 22°01'N 159°47'W **L-2F**
PMRF 14 *L4 H60(ASP) (SWL-55, S-116, T-151, TT-226) **(BKH)**
FUEL - A+, J4, J5, 0-133, 0-148
A-GEAR
RWY 01 ——— E-5 → (1000') RWY 19
AERODROME REMARKS - 1730-0200Z Mon-Fri. OFFL BUS ONLY. Clsd on Offl Hol. Clnc obtained thru CO PMRF HAW AREA. Phone (HON) 5364423. Three 110 ft poles lctd 1500 ft NE of Control twr.
RADIO - 255.4 123.6 122.1R 113.5T **(E)** (Lihue FSS)
TOWER Ⓐ - 360.2 340.2 142.74 126.2 **(E)**
RADIO AIDS TO NAVIGATION
SOUTH KAUAI(H) BVORTAC® SOK 112.1 Chan 58 21°54'N 159°32'W 288° 16 NM to Field
TACAN® NPS Chan 73 At Field
UHF/DF, Call TOWER Ⓐ - 360.2 340.2 **(U)**
RADIO/NAV REMARKS - Ⓐ 1730-0200Z Mon-Fri. Ⓑ VOR unusable 185°-260° beyond 20 NM due to course roughness. Momentary course fluctuations may be noticed on V-14 btwn Hula Girl and a point 10 NM NW of Orchid intxn below 6000 ft MSL. VORTAC unusable 030°-070° beyond 30 NM below 4000 ft MSL and 290°-030° beyond 10 NM below 7000 ft MSL. © TACAN unusable 010°-120° beyond 5 NM below 3500' MSL; 010°-120° beyond 20 NM below 10,000' MSL; 230°-250° beyond 20 NM below 1500' MSL; 230°-250° beyond 40 NM below 2500' MSL.

◇**BASA,** PHILI, Luzon I. (Floridablanca) 14°59'N 120°29'E **H-2G, T-2**
PhAF 151 L4, 5 H83(ASP/CON) (S-15) (RPUF
J-BAR
RWY 03 MA-1A MA-1A RWY 2
(THLD) (THLD)

AERODROME REMARKS - Frequent ngt ops fr Basa in the Clark Rapcon area. Clsd to civ acft except emerg, OT PPR PhAF. Extv jet tfc.

®**CLARK APP CON** - 261.4 129.4
TOWER - 286.4 126.18 118.1 **(E)** Opr 2200-1000Z OT ntc rqrd before 1000Z.
RBn(HW) (A2) BB 404 At Field Opr 2200-1000Z OT ntc rqrd before 1000Z.

BASCO, PHILI UC9363 20°28'N 121°59'E
PCAA 183 33(SOD)① 05-23 98' wide (S-30, T-37) (RPU0

AERODROME REMARKS - SR-SS. ① Partially surfaced. Clsd to acft 22,000 lbs. or more whe rwy is wet.

BASSEIN, BURMA QU9245 16°48'N 94°47'E **L-7**
BDCA 20 L① 36(LATERITE) 06-24 150' wide (AUW-30) (XZB

AERODROME REMARKS - Opr 0001-1200Z and by arng. ① Emerg only.

COMMUNICATIONS
RADIO ⓐ - 6725 6649.5
APP CON ⓑ - 118.7
TOWER ⓑ - 118.7

RADIO AIDS TO NAVIGATION
RBn(HW) (A2) BS 415 At Field A/D Times
VHF/DF, Call HOMER - 118.7 Opr O/R
RADIO/NAV REMARKS - ⓐ Opr 0001-0700Z. ⓑ By arrangement.

BATDAMBANG, CAMBI UV0848 13°06'N 103°14'E SKET
CDCA 59 36(MACADAM) 07-25 115' wide (AUW-22) (VDB

AERODROME REMARKS - CLOSED UFN.

BATU PAHAT, MALYS 01°51'N 102°56'E **L-7**
RBn(HW) (AO/A2) BP 276 (WMA

BAW, THAIL NQ3998 13°33'N 99°22'E (T-70
400 9(SOD) 18-36 50' wide

BHAMO, BU
BDCA 360 L
FUEL - (NC-
AERODROME
GRID:
COMMUNICATIO
RADIO - 6725
APP CON - 1
TOWER - 118
RADIO AIDS TO
RBn(HW) (A
VHF/DF, Call

◇**BIEN HOA,**
VNAF (A) (A
FUEL - A+,
J-BAR/A-GE
RWY 09
RWY 09
AERODROME
event instr
and paralle
BAK-12 A-
ovrn app
transports
engine act
Possible ld
09L, 27L;
other conv
are not vi
Bien Hoa
BNH TACA
min prior
mitted due
ptn alt 13
09R-27L o
COMMUNICATIO
TOWER - 341
APP CON - 2
PFSV: METR
ARTILLERY
ALCE ⓒ - 318
RADIO AIDS TO
(T)VOR⓪
(H)TACAN⓪
RBn(HW) (A
RADAR ⓑ, Call A
ASR⓪
PAR⓪
CIRC⓪
RADIO/NAV
20-40 NM.
possible m
ⓐ Circ to
to Rwy 09
1800-2000Z
0500-0700Z

BIHORO, JA
JGSDF 266 2
AERODROME

BHAMO, BURMA HJ0615① 24°16'N 97°15'E **L-7D**
BDCA 360 L H60(ASP) 15-33 150' wide (AUW 60) **(XZBM)**
FUEL - (NC-A1)
AERODROME REMARKS - PPR. Customs. SEE FOREIGN CLEARANCE GUIDE. ① British GRID.
COMMUNICATIONS
RADIO - 6725 6649.5 Opr 0001-0700Z
APP CON - 118.7 Opr A/D times
TOWER - 118.7 Opr A/D times
RADIO AIDS TO NAVIGATION
RBn(HW) (AO/A2) BH 320 At Field Opr O/R
VHF/DF, Call HOMER 118.7 At Field Opr O/R

°BIEN HOA, VIETM 10°58'N 106°49'E **L-6E, 8E, T-1A, T-2E**
VNAF (A) (AF) 36 BL4, 7③, 8③, 9③, 10 H100(CON) (S-65, T-125, TT-285) **(VVBH)**
FUEL - A+, J4①, LOX **(VA3-2)**
J-BAR/A-GEAR

RWY 09L MA-1 BAK-12 (150' OVRN) (1000') — BAK-12 MA-1 RWY 27R (1100') (150' OVRN)
RWY 09R MA-1, BAK-12 (THLD) (1100') — BAK-12, MA-1 RWY 27L (1100') (THLD)

AERODROME REMARKS - Non-US controllers aval 24 hrs dly. US controllers are aval in the event instr are not understood 24 hrs dly. CAUTION: Const. Men and eqpt aja to rwy and parallel twy. CAUTION: Reduced rwy separation standards are in effect. CAUTION: BAK-12 A-Gear connectors extend 4' into rwy. Unmkd earth mound 50' high 600' S of ovrn app end Rwy 09R. 10' ditch btwn rwys runs entire length. Multi-engine jet transports use extreme caution when taxiing, twy shoulders unstablized. All multi-engine acft will taxi with outboard engines at idle. Ltd prkg fac ltd to jet maint. Possible ldg delay to Conv acft during jet recoveries and hvy tfc. Left tfc ptn for 09L, 27L; rgt tfc ptn for 09R, 27R. Ptn alt 700 ft for lt acft (O-1, U-10), 1000 ft for other convl acft, 1500 ft for jets. Acft on downwind for 09R-27L and on break for 27L are not vis fr twr at all times. Heli and lt acft opr in PHU LOI area 6 NM W. Bien Hoa tfc app fr W or dep to W maintain 2000 ft or above beyond 4.5 NM from BNH TACAN. Pilots carrying VIP's will confirm block time with GND CON at least 15 min prior to touchdown. FULL STOP ldgs only. Transition and practice apps not permitted due to extremely hvy tfc. Taxiing acft beware of const aja to twys. A-37 acft ptn alt 1300 ft. SEE VIETNAM SPECIAL NOTICES. ① Non anti-icing inhibitor. ③ Rwys 09R-27L only. ⑧ Rwy 27R only.

COMMUNICATIONS
TOWER - 341.4 118.3 **(E)** **GND CON** - 274.1 131.0
APP CON - 273.1 118.9 **DEP CON** - 310.6 118.9
PFSV: METRO - MAC AIRLIFT COMMAND POST ⓓ - 128.0
ARTILLERY ADVISORY - 46.7
ALCE ⓒ - 318.1 140.4 4677 USB
RADIO AIDS TO NAVIGATION
(T)VOR@ BNH 112.6 At Field
(H)TACAN® BNH Chan 73 At Field
RBn(HW) (A1) BA 272 At Field
RADAR ⓑ, Call APP CON 254.8x 312.0x 235.8x 239.2x 118.1x 136.8x

ASR®	**RWY**	**CATEGORY**	**MDA RVR**	**HAA**	**CEIL-VIS**
	09R	A, B, C, D, E	**420**	384	(400-1)
	27L	A, B, C	**540**	504	(600-½)
	27L	D, E	**540**	504	(600-1)
PAR®	**RWY**	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
	27L	A, B, C, D, E	**230**	200	(200-½) G.S. 2.5°
CIRC®	**RWY**	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
	09R-27L	A, B	**580-1**	544	(600-1)
	09R-27L	C	**580-1½**	544	(600-1½)
	09R-27L	D, E	**580-2**	544	(600-2)

RADIO/NAV REMARKS - ® MP 0300-0400Z Tue and Fri. Unusable 230°-245° below 4000' 20-40 NM. ⓑ Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed app. ⓒ Airlift acft ctc 15 min prior to landing. @ Enroute aid only. ® Circ to N only. ⓓ All inbd MAC and MAC chartered acft ctc 50 NM out. ⓖ ASR apps to Rwy 09R aval SR-SS only when ceil is less than 2500' or vis is less than 5 mi. MP 1800-2000Z Mon-Fri, 0500-0700Z and 1800-2000Z Sat-Sun. ⓗ MP 2000-2200Z Mon-Fri, 0500-0700Z and 2000-2200Z Sat-Sun.

BIHORO, JAPAN, Hokkaido I. 43°49'N 144°10'E
JGSDF 266 21(EARTH) 02-20 200' wide (SWL-1)
AERODROME REMARKS - Soft when wet. 11 NM E of Kitami. Inside Cp Bihoro.

◇BINH THUY, VIETM 10°05'N 105°43'E **L-6E, 8E, T-1A**
VNAF (AF) (A) 8 L6 H60(ASP) (T-286, TT-326) **(VVBT)** **(VA4-187)**
FUEL ① **- A+, J4**
A-GEAR - ②
RWY 06 BAK-12(B) (750') — BAK-12(B) RWY 24 (1000')
AERODROME REMARKS - Non-US controllers aval 24 hrs dly. US controllers are aval in the event instructions are not understood 24 hrs dly. Do not land on ovrns. 15 min ldg delay 0100-0900Z dly. Left tfc Rwy 06, Rgt tfc Rwy 24. 425' twr 5.5 NM ESE; unlgtd 1100-2300Z Sat-Sun. Rwy lgts are positioned 4½' from rwy. Acft subject to hostile gnd fire all Quads. Trans maint extremely ltd 1000-2330Z dly. Unlgtd 70' rdo twr 900' rgt app end Rwy 06. Unlgtd 60' twr 1200' S of Con Twr. Wind Shear at aprx 30' above both rwys. Various types alert acft all alts in vic of afld SS-SR. Extv unsked heli tfc flying fr twy. Soft terrain and shallow ditches ea side of rwy. Lips on both ovrns, do not land short. Unlgtd revetments S side of parallel twy. Reveted 12' GCA unit 160' S of rwy, midfield. Prkg for airlift acft rstd to 5 spaces, min gnd time rqrd. VIP arrivals ctc PTD 20 min prior to ldg. CAUTION: SEE VIETNAM SPECIAL NOTICES. ① Emerg only. ② Cables perm installed. App end A-Gears opr cont.
COMMUNICATIONS (PTD 372.2)
®**PADDY CON -** 344.0Ⓓ 131.3Ⓓ 351.9Ⓖ 131.3Ⓖ
DELTA CENTER Ⓓ **-** 293.0 122.5 46.3
GND CON - 275.8 118.7
TOWER - 312.0 118.1 **(E)** **ALCE** ⓔ **-** 281.8 4677 8134 USB
PFSV: METRO -
RADIO AIDS TO NAVIGATION
(H) TACAN® BHT Chan 115 At Field
RBn®(HW) (A1) NK 254 At Field
RADAR © **-** IFR Call SAIGON ACC, VFR Call TOWER - 287.9x 286.3x 279.0 256.6 242.0 141.0 135.9 **(E)**

	RWY	CATEGORY	MDA RVR	HAA	CEIL-VIS
ASR	06-24	A, B, C, D, E	300	292	(300-¾)
	RWY	CATEGORY	DH RVR	HAT	CEIL-VIS
PAR	24	A, B, C, D, E	108	100	(300-¾) G.S. 2.5°
	RWY	CATEGORY	MDA VIS	HAA	CEIL-VIS
CIRC	06-24	A	360-1	352	(400-1)
	06-24	B	460-1	452	(500-1)
	06-24	C	460-1½	452	(500-1½)
	06-24	D, E	560-2	552	(600-2)

RADIO/NAV REMARKS - ® MP 0500-0600Z Mon. ⓑ MP 0500-0700Z Tue and Thu. © Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed app. ⓓ O/R. Ctc on FM prior to entering any IV Corps staging area. ⓔ Airlift acft ctc 30 min prior to ldg. ⓕ 340°-100°. ⓖ 100°-340°.

BINTULU, MALYS 03°12'N 113°02'E **L-8F** **(WBGB)**
EMDCA 10 L° H45(ASP) 12-30 100' wide
FUEL① **-** (NC-A1, 0-117)
AERODROME REMARKS - SR-SS. For notified movements. Other movements PPR fr FIC Kota Kinabalu before 0800Z. Flight Info Service only. CAUTION: Const. Two masts 107' AGL 0.4 NM fr thld Rwy 12. Mast 510' 1 NM SSE of A/D. ① 2 hr prior ntc rqrd for non-sked acft.
TOWER - 118.1 Opr SR-SS as required.
RBn®(LW) (AO/A2) UT 345 03°11'N 113°02'E At Field
RBn®(HW) (AO/A2) BU 304 03°11'N 113°02'E At Field
RADIO/NAV REMARKS - ® 2300-1000Z Mon-Sat, 2300-1300Z Sun. ⓑ Opr 2300-1000Z. Test Status.

BISLIG, PHILI, Mindanao I. BE0906 08°12'N 126°22'E
P 10 33 (GRAVEL) 05-23 98' wide (S-30, T-37)
AERODROME REMARKS - SR-SS.

BLACKHORSE, VIETM 10°49'N 107°14'E **T-2**
RBn(HW) OL 487

BLANG BINTANG, INDON (Banda Atjeh) 05°31'N 95°25'E **L-7**
ICAD 62 °L H46(ASP) 17-35 124' wide (AUW 25) **(WIPT**
FUEL - (NC-A1, D)
AERODROME REMARKS - Opr 0000-0800Z. CAUTION: Const.
BINTANG RADIO - 118.1® 3023.5 A/D Times
RBn(HW) (AO/A2) NZ 330 At Field SR-SS
RADIO/NAV REMARKS - ® May be unrel.

BO KLUA TAI, THAIL QB2819 19°10'N 101°10'E **(T-567**
2400 7(EARTH) 04-22 65' wide
AERODROME REMARKS - OFF LIMITS, INSECURE.

BOLO, RYUKY
A 77 76(COR
AERODROME
the N end.

BOLOVENS,
3000 9(SOD)
AEODOME R

BONENG, L
650 12(SOD)
AERODROME

BORIKHANE
400 9(GRADED
AERODROME

BOUAM LO
4800 13(CLAY)
AERODROME

BOUM LAO,
1500 8(EARTH
AERODROME

BOUN LOU
5000 8(EARTH
AERODROM

BOUN NEUA
LDCA 3035
AERODROM

B.P.P. CAM
640 20(LATER
AERODROM
1100' usa

BRADSHAW
A 6125 H37
FUEL - A+
AERODROM
RADIO - 25
CON - 241.0

BOLO, RYUKYU IS., Okinawa I. CE7222 26°25'N 127°43'E **L-5C**
A 77 76(CORAL/GRAVEL) 18-36 (U-8)
AERODROME REMARKS - ABANDONED. The terrain is 30 ft above the rwy level, 150 ft E on the N end.

BOLOVENS, LAOS XB6580 15°12'N 106°32'E **(LS-55)**
3000 9(SOD) 15-33 50' wide
AEODOME REMARKS - CLOSED and overgrown.

BONENG, LAOS, (Ban Boneng) VE5584 17°57'N 104°35'E **(LS-12)**
650 12(SOD) 14-32 150' wide
AERODROME REMARKS - CLOSED.

BORIKHANE, LAOS UF6653 18°34'N 103°44'E **(LS-129)**
400 9(GRADED EARTH) 14-32 50' wide
AERODROME REMARKS - CLOSED.

BOUAM LONG, LAOS UG2686 19°45'N 103°20'E **(LS-32)**
4800 13(CLAY) 14-32 75' wide (Porter)
AERODROME REMARKS - Land Rwy 14, tkof Rwy 32.

BOUM LAO, LAOS QC5021 20°04'N 101°24'E **(LS-174)**
1500 8(EARTH) 11-29 35' wide
AERODROME REMARKS - Unfriendly.

BOUN LOUM, LAOS UG2686 19°46'N 103°20'E **(LS-88)**
5000 8(EARTH/CLAY) 03-21 40' wide (Porter)
AERODROME REMARKS - Land Rwy 21, tkof Rwy 03.

BOUN NEUA (Old), LAOS RD0097 21°38'N 101°54'E **(L-30)**
LDCA 3035 19(EARTH) 05-23 80' wide **(VLBN)**
AERODROME REMARKS - Unfriendly.

B.P.P. CAMP #1, THAIL TE7123 17°23'N 102°51'E **(T-408)**
640 20(LATERITE)① 07-25 105' wide (C-123)
AERODROME REMARKS - 100' trees off E end. 200' ovrn E end, 100' ovrn W end. ① Only 1100' usable.

SKETCH
BRADSHAW AAF, HAWAII, Hawaii I. KB3287 19°46'N 155°53'W **L-2G**
A 6125 H37(ASP) 09-27 90' wide (S-12) **(BSF)**
FUEL - A+1
AERODROME REMARKS - Military Use Only. Opr SR-SS. 500' overrun each end of rwy.
RADIO - 255.4 123.6 122.1R 114.3T **(E)** (Maui FSS)
CON - 241.0

BRUNEI, BRUNEI, Borneo I. 04°55'N 114°56'E (AOE) **L-8F** (WBGI)
CCAB 13 L H63①(ASP/CON)
FUEL ② - (NC-A1, TA1, 0-117) SP
AERODROME REMARKS - Opr 2315-0915Z Mon, Wed and Sat, OT 2330-0915Z. PPR for non-sked flts to Kota Kinabalu FIC before 0700Z dly and subject to approval of CCAB. Customs. ① Rwy 03 ldg dist 6100' ② 0115-0500Z, 0600-0900Z. OT 2 hr ntc rqrd.
TOWER ⓐ - 118.7 A/D times
RBn ⓐ(LW) (AO/A2) BN 298 04°57'N 114°57'E 213° 1.3 NM to Field
RADIO/NAV REMARKS - ⓐ Opr A/D times.

BUAM VANG, LAOS UH3337 20°13'N 103°24'E (LS-242)
3300 7(EARTH) 15-33 60' wide (Porter)
AERODROME REMARKS - CLOSED.

BUAYAN, PHILI Mindanao I. YG4775 06°07'N 125°14'E (RPWB)
PCAA 10 33(SOD) 01-19 164' wide (S-30, T-37)
AERODROME REMARKS - SR-SS. Clsd to acft 22,000 lbs. or more when rwy is wet.

◇§**BUCHOLZ AAF,** KWAJALEIN I. 08°43'N 167°44'E (AOE) **L-1C, T-2H** (PKWA)
A 7 BL4 H67(ASP) (SWL-75, S-158, T-205, TT-308)
JASU - (C-26)
FUEL - A+, J4, 0-128, ADI, LPOX, SP
AERODROME REMARKS - CAUTION: Construction, check NOTAMS. CAUTION: Dur reduced vis, avoid confusing high intensity street lgts with rwy lgts. Avoid rain catchments on N side of rwy btwn rwy and parallel twy. Twy unlgtd. SEE KWAJALEIN SPECIAL NOTICE.
COMMUNICATIONS
APP CON - ⓐ 340.2 126.2
TOWER - 360.2 359T 340.2 126.2 118.1 (E)
RADIO AIDS TO NAVIGATION
(H) TACAN NDJ Chan 90 At Field
RBn(H) (A2/A3) NDJ 359 08°45'N 167°44'E 182° 1.1 NM to Field
UHF/VHF/DF, Call TOWER, 08°45'N 167°45'E
RADIO/NAV REMARKS - ⓐ All acft within 100 NM at or below 7000 ft maintain ctc.

BUCKNER BAY—SEAPLANE, RYUKYU IS. Okinawa I. 26°17'N 127°54'E **L-5C**
(2 NM SW town of Heshica)
N 00(—)120 3(MB) CB
SEADROME REMARKS - Seadrome activated/deactivated by Notam, based upon aval of seaplane tender on station. Naha NAF should be included as info addressee on all flt advsy messages into Buckner Bay Seadrome. Refueling by AV/AVP tenders when in port, from NAF Naha O/R 4 hr.
RADAR - Call OKINAWA APP CON - 255.4 135.9
RADIO/NAV REMARKS - Tender Controlled Approach (TCA) aval O/R when AV type tender on station.

BUKIT TIMAH, SINGA (Timah) 01°21'N 103°47'E **L-7A**
RBn(HW) (AO/A2) BU 288

BUN TAI, LAOS, (Bun Taio) RD0868 21°23'N 101°59'E (L-20
1772 13(HARD EARTH) 18-36 60' wide
AERODROME REMARKS - Unfriendly elements.

BUNG KAN, THAIL UF5631 18°22'N 103°39'E **(T-404)**
700 10(GRASS/LATERITE) 07-25 60' wide
AERODROME REMARKS - 30' power line NE end. Sides and ends of rwy rough and soft. Park on rwy only.

BURIRAM, THAIL TB961576 14°59'N 103°06'E **SKETCH** **(T-319)**
520 9(LATERITE) 06-24 40' wide
AERODROME REMARKS - For Security ctc JUSMAG Aviation. 250' twrs ½ mi NE and 1 mi E. Livestock on rwy. App to Rwy 06 - Fence 250' fr end of rwy; ovrn slopes up 3' in 50' to end of rwy. App to Rwy 24 - Ovrn slopes up 3' in 25' to end of rwy; over 40' trees 600' and 10' posts 200' fr end of rwy. Lateral clnc - Water holes ea side and large rocks in clear area. 50' ovrn ea end. No rwy mkrs or windsock.

°BUTTERWORTH, MALYS 05°28'N 100°23'E **(AOE)** **L-7A**
RAAF 8 °BL4, 5, 6, 9 H80(CON)① **(WSRB)**
FUEL - (NC-A1, TA1, 0-148)
J-BAR
RWY 18 UNK (THLD) — UNK RWY 36 (THLD)
AERODROME REMARKS - 2330-1430Z OT by 10 min through JATCC Singapore. Customs. ① CAUTION: Const 0001-1100Z dly on northern ovrn fr thld out to 600'. Rwy 18 thld displaced 1000' and marked accordingly. Eff operational lengths aval. Rwy 18, day 7000', ngt 8000', no ovrn. Rwy 36 8000' day/ngt, no ovrn or barrier aval. 7700' aval for Rwy 18 with 15 min prior ntc. GCA touch-down on Rwy 18 is at displaced thld.
COMMUNICATIONS
APP - 257.8
ZONE CON ⓑ - 281.0 119.7
TOWER - 257.2 118.1x **(E)**
RADIO AIDS TO NAVIGATION
TACAN ⓐ BTR Chan 87 At Field
RBn(HHW) (AO/A2) BT 394 At Field
UHF/DF ⓒ, Call APP CON - 257.8 281.0 **(U)**
ILS ⓒ
■ **RADAR,** ⓑ - 344.0ⓑ 290.8ⓓ 274.3ⓖ 123.2ⓖ 119.7x **(E)**
RADIO/NAV REMARKS - ⓐ Initial Contact freqs. ⓑ Opr A/D times. UHF: MP 0030-0430Z last Mon, 0030-0230Z other Mon. ⓒ MP 0030-0230Z Wed. Localizer offset 2.4° rgt of Rwy 18. ⓓ Unrel 240°-260°, 355°-005°. ⓔ 0200-0830Z Mon-Fri OT on 30 min request. MP 0030-0830Z Sun, 0030-0230Z Mon-Fri. ⓕ Primary Search/Director. ⓖ Primary talk-down. ⓗ Secondary.

CA LU, VIETM 16°42'N 106°52'E **T-1D**
RBn ⓐ(W) AG 415 At Field
RADIO/NAV REMARKS - ⓐ Opr O/R. Enroute aid only.

CABANATUAN, PHILI, Luzon I. 15°29'N 120°57'E **H-2F, H, L-6H, T-2F**
RBn(HW) (A2) CB 345 **(RPUC)**

CAGAYAN DE ORO, PHILI, Mindanao I. XK7729 08°25'N 124°36'E **L-8H**
PCAA 610 L4, 5 H65(ASP/CON) 01-19 100' wide (S-40, T-48)
FUEL - A1
AERODROME REMARKS - Opr 2100-1000Z OT prior ntc rqrd before 1000Z.
CAGAYAN APP CON ⓐ - 118.5 5619
CAGAYAN TOWER ⓐ - 118.5 5619
VORW CG 114.7 At Field
RBn ⓐ(HW) (A2) CG 345 At Field
RADIO/NAV REMARKS - ⓐ Opr 2100-1000Z OT ntc rqrd 1 hr before 1000Z. ⓑ Sked ops only, OT ntc rqrd 1 hr before 1000Z.

CALBAYOG, PHILI, Samar I. 12°05'N 124°33'E
PCAA 8 33(GRAVEL) 01-19 100' wide (S-30, T-37) **(RPVC)**
AERODROME REMARKS - SR-SS CAUTION: 79 ft hill 1970 ft fr Rwy 19. Clsd to acft 22,000 lbs. or more when rwy is wet.

◇CAM RANH BAY, VIETM 12°00'N 109°14'E **L-6F, 8E, T-1B**
AF 37 L5, 6, 7③, 8② H100(CON) (S-100, T-220, TT-318) **(VVCR)**
(VA2-192)

JASU - M32A-60

FUEL - A+, J4, 0-128, 0-133, 0-148①, LOX, SP, Presair

A-GEAR
RWY 02L BAK-12(B) (1200') BAK-13(B) (3500') M-21(B)③ (5000') BAK-12(B) (1000') RWY 20R
RWY 02R BAK-12(B) (1085') RWY 20L

AERODROME REMARKS - U. S. controllers on duty 24 hrs dly. All F/W acft inbd to Dong Ba Thin AAF ctc Cam Ranh Bay twr prior to entering Cam Ranh Bay Control Zone. CAUTION: Reduced rwy separation standards are in effect. CAUTION: Parallel twys E and W may be mistaken for rwys. No tran maint. Extv const. Acft on PAR to Rwy 02L can expect VFR transition to 02R dur VFR wx. VFR and IFR tfc delays dur tactical recoveries. Tfc ptn 360° overhead Rwy 02L, 02R left hand; Rwy 20R, 20L right hand. Rectangular ptn 02L, 02R rgt hand; Rwy 20L, 20R left hand. VIP arr ctc PTD 15 min prior to touchdown. Rwy edge lgts lctd 35' fr usable rwy surface. Acft will not enter W ramp without FOLLOW ME vehicle assistance. All acft avoid transmitting when flying low over gravel pit lctd 112°, 3.2 NM fr Chan 71 TACAN, possibility of detonating blasting charges. Acft should avoid ldg on BAK-12 cables lctd aprx 1000' fr app ends of Rwy 02L-20R. Helis destined for hospital heliport ctc hospital before ldg. Only helis with official business will land on hospital helipad. VIFNO procedures in affect by Saigon ACC, pilots should plan IFR clnc accordingly. First 2000' Rwy 20L closed. SEE VIETNAM SPECIAL NOTICES AND PROCEDURES. ① Ltd other types AVOIL aval. ② Rwy 02L only. ③ Rstd to 100 Knots and 38,000 pounds.

COMMUNICATIONS (PTD 372.2)
®APP CON - 241.2 135.9 34.2x
TOWER - 225.4 131.2 34.2 **(E)**
AIRLIFT COMMAND POST - 349.4 128.0 **HOSP PAD** - 364.2
GND CON - 286.3 134.9 **®DEP CON** - 273.3 125.0
ALCE - 291.8 139.9 4677 USB 8134 USB **PFSV: METRO** -

RADIO AIDS TO NAVIGATION
TVOR CRB 112.4 At Field
(H)TACAN® CRB Chan 71 At Field
RBn©(HW) (A1) IL 310 At Field

RADAR ⓐ - Call CAM RANH BAY APP CON 363.8x 360.1x 316.0x 291.1x 270.9x 237.9x 237.4x 133.4x 127.3x 126.2x 118.1x 34.2x **(E)**

	RWY	CATEGORY	MDA RVR	HAA	CEIL-VIS
ASR	20R, 20L	A, B, C, D, E	380	343	(400-¾)
	02L	A, B, C	580	543	(600-½)
	02R	A, B, C	580	543	(600-¾)
	02L	D, E	580	543	(600-1)
	RWY	**CATEGORY**	**DH RVR**	**HAT**	**CEIL-VIS**
PAR	02L	A, B, C, D, E	125	100	(100-¼) G.S. 3.0
	20R, 20L	A, B, C, D, E	237	200	(200-½) G.S. 2.5
	RWY	**CATEGORY**	**MDA VIS**	**HAA**	**CEIL-VIS**
CIRC@	02L	A, B	640-1	603	(700-1)
	02L	C	640-1½	603	(700-1½)
	02L	D	640-2	603	(700-2)
	02L	E	1160-2¼	1123	(1200-2¼)

RADIO/NAV REMARKS - CAUTION: Radar app to Rwy 02L, 02R do not exceed Tacan Rad 210 due to high terrain. ⓐ Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed app. ASR MP hrs 0100-0300Z dly. PAR MP hrs 0400-0600Z Mon-Fri. ® Unusable beyond 30 NM below 5000' 355-030 RAD; below 3000' 050-11 RAD; below 6000' 110-190 RAD; below 7500' 190-210 RAD; beyond 25 NM below 11,500 230-290 RAD; below 14,000' 290-310 RAD; below 9000' 310-355 RAD. © Unusable beyond 30 NM btwn 190°-360°. @ Circ not auth W of Rwy 02L-20R.

CAMIGUIN, PHILI, Camiguin I. 09°15'N 124°41'E
PCAA 16 33(GRAVEL) 07-25 98' wide (S-30, T-37)
AERODROME REMARKS - Opr SR-SS.

CAMP, THAIL VD4470 16°54'N 104°29'E **(T-436)**
550 9(EARTH) 07-25 80' wide
AERODROME REMARKS - 200' twr 3 NM NE.

CAMP EVANS, VIETM 16°33'N 107°23'E **T-1**
RBn(HW) OF 255

◇§CAN THO, VI
VDCA (A) 7 L
FUEL - A+, J4
AERODROME RE
plies on ovrn.
of rwy and twy
150' M8A1 turn
which is untrea
Min gnd time
unlgtd 1100-23
.2 NM fr fld.
crosses E turno
1100' Rwy 26
®PADDY CONTROL
TOWER - 283.1
DELTA FOC ⓑ -
ARTILLERY ADV
RADIO/NAV REM
to entering an

CAPE D'AGUIL
RBn(B@HH) (AC
RADIO/NAV REM
kHz at H+15
Collinson and
Bcsts preceded

CAR NICOBAR,
IAF① 42 *L1
FUEL - (NC-A+1
AERODROME RE
Nights emerg
RADIO ⓑ - 8930
TOWER - 118.1
RBn©(HHW) (A
VHF/DF ⓐ, Call
RADIO/NAV REM
24 hrs ntc.

CASTILLEJOS,
PCAA 200 30(G
AERODROME RE

CATARMAN,
PCAA 6 33(SOD
AERODROME RE

CAUAYAN, PH
PCAA 200 33(GI
AERODROME RE
RBn®(MHW) (A
RADIO/NAV REM

CEBU SUB/AC
RADIO - 5619
CONTROL - 255.

◇§CEBU, PHILI,
PCAA 97 BL4, 5
FUEL - A1(NC-C
AERODROME R
Altn Intl Apr
as people are
TOWER - 119.7
(H)TVOR CE
RBn(HH) (A3)

°§CAN THO, VIETM WS840108 10°03'N 105°46'E **T-1A**
VDCA (A) 7 L 39(M8A1)① 08-26 95' wide **(VVCT)**
FUEL - A+, J4 **(VA4-17)**
AERODROME REMARKS - SECURE - Extv heli tfc. App to Rwy 26 over vehicles and supplies on ovrn. App to Rwy 08 over 40' tel pole 105' fr end of rwy. Slick when wet. Edges of rwy and twy curling and exposed. Shoulders ruf and rutted. 300' PSP ovrn ea end. 150' X 150' M8A1 turnarounds ea end. 3 twys to 670' X 270' partially revetted, matted prkg area which is untreated, very slick when wet. Center twy has depression near rwy. Ltd prkg. Min gnd time for large acft. Tfc ptn S. HAZARDS - 432' twr 1.6 NM SE, WS842111, unlgtd 1100-2300Z Sat-Sun. 394' twr 173°, 2.02 NM fr fld, WS844072. 160' lgtd twr 340° .2 NM fr fld. 15' lumber piles 35' N of E ovrn, helis opr SE edge E turnaround, road crosses E turnaround. Both shoulders used as road. Type 2 for C-123 and C7. ① First 1100' Rwy 26 closed.
®PADDY CONTROL ⓐ - 344.0 336.0 270.1 **APP CON** - Call SAIGON ACC 331.8 120.9
TOWER - 283.1 227.1 118.3 39.0 3591.5 USB **(E)**
DELTA FOC ⓑ - 293.0 122.5 46.3 **GND CON** - 252.9 120.2 **ALCE** - 311.9 4677
ARTILLERY ADVISORY - Call DELTA FOC
RADIO/NAV REMARKS - ⓐ For traffic advisories. ⓑ VFR flight following. Ctc on FM prior to entering any active IV Corps staging area.

CAPE D'AGUILAR, HONGK 22°13'N 114°15'E **H-2E, L-6G, T-2E**
RBn(B@HH) (AO/A2/A3) HKG 338 338° 6.76 NM to field
RADIO/NAV REMARKS - ⓐ Xmits meteorological bcst on freq 113.1 MHz, 338 5574 8905 kHz at H+15 to H+20 to H+45 to H+50. Cont wx bcst consist of Hong Kong, Cape Collinson and Cheung Chau actuals, Hong Kong terminal forecast and SIGMET if any. Bcsts preceded by time signals consisting of 6 pips. Last pip on H+15 and H+45.

CAR NICOBAR, INDIA 09°09'N 92°49'E **L-7B**
IAF① 42 *L1 H60(CON) 02-20 (AUW 30) **(VECX)**
FUEL - (NC-A+1, A1)
AERODROME REMARKS - For scheduled movements and O/R unless prior clnc fr AHQ, Delhi Nights emerg only. ① Indian Air Force.
RADIO ⓑ - 8930.5 5671.5
TOWER - 118.1 **(V)**
RBn©(HHW) (AO/A1) CN 355 At Field
VHF/DF ⓐ, Call HOMER 118.1 At Field
RADIO/NAV REMARKS - ⓐ A/D Times. ⓑ For sked flts. © Sked movements and by arng 24 hrs ntc.

CASTILLEJOS, PHILI, Luzon I. SS9956 14°58'N 120°09'E
PCAA 200 30(GRAVEL)① 03-21 100' wide (S-30, T-37) **(RPUJ)**
AERODROME REMARKS - SR-SS. ① Partially surfaced.

CATARMAN, PHILI, Samar I. 12°31'N 124°38'E
PCAA 6 33(SOD) 03-21 98' wide (S-30, T-37)
AERODROME REMARKS - SR-SS. Clsd to acft 22,000 lbs. or more when rwy is wet.

CAUAYAN, PHILI, Luzon I. (Isabella) UU 6772 16°55'N 121°45'E **L-6H**
PCAA 200 33(GRAVEL) 12-30 98' wide (S-30, T-37) **(RPUY)**
AERODROME REMARKS - SR-SS.
RBn@(MHW) (A2) CU 215 At Field
RADIO/NAV REMARKS - ⓐ Sked ops only, OT O/R ex Sun.

CEBU SUB/ACC, Phili (PCAA) **H-2, L-6, 8**
RADIO - 5619 **(RPMC)**
CONTROL - 255.4 118.5

°§CEBU, PHILI, Cebu I. (Lahug Aprt) 10°20'N 123°54'E **H-2F, L-8H**
PCAA 97 BL4, 5 H51(ASP) (S-75, T-110) **(RPMC)**
FUEL - A1(NC-C1)
AERODROME REMARKS - Opr 2200-1000Z. Rwy 21 left turn immediately after tkof. Altn Intl Aprt. Immigration and Customs facs O/R. Acft use caution on ldgs and tkofs as people are crossing app end of Rwy 03 and not vis fr con twr.
TOWER - 119.7 118.5 5619
(H)TVOR CE 112.7 10°19'N 123°59'E 290° 4.4 NM to Field
RBn(HH) (A3) CE 240 10°19'N 123°58'E 295° 3.8 NM to Field.

CHAINAT, THAIL 15°14'N 100°14'E **L-6E, 7C**
VOR CNT 113.1

CHAIYAPHUM, THAIL SC8149 15°48'N 102°01E' **SKETCH** **(T-58)**
RTAF 610 34(LATERITE) 05-23 60' wide
AERODROME REMARKS - Opr SR-SS. For Security ctc JUSMAG Aviation. Rwy good condition. Watch for uncontrolled livestock, pedestrians and vehicles. 295' laterite/sod ovrn NE end, 100' laterite ovrn SW end, both good condition, 135' wide laterite area at NE end, SE side of rwy extending 1500' SE for prkg. No rwy mkrs or windsock. Hazards and exceptions to types - App to Rwy 05 over 4' lip and 4' dike 110' fr thld. App to Rwy 23 over numerous 30'-40' bldgs, ants and smoke stacks 1500' fr thld, 2' ruts 400' and dry creek 600' fr thld. Type 1 for C-130, type 2 for C-123 and C7.

CHAMKAR ANDONG, CAMBI, (Chamcar) WU2467 12°22'N 105°13'E
PVT 174 34(SOD) 07-25 98' wide (AUW-39)①
AERODROME REMARKS - SR-SS. PPR fr A/D owner, ctc DCA for further info. ① Reduced to AUW 22 after rain.

CHAMKAR LOEU, CAMBI WU3251 12°13'N 105°18'E
PVT 157 24(EARTH) 09-27 98' wide (AUW 26)①
AERODROME REMARKS - O/R to owner. Circle before ldg. ① Reduced to AUW 17 du rainy season.

◇**CHANGI,** SINGA 01°22'N 103°59'E **(AOE)** **L-7A**
RAF 10 BL1, 6, 7, 9 H80(ASP)① (S100, T200, TT300) **(WSRC)**
FUEL - A+, J4ⓐ, TB, 0-128, (NC-A1, LHOX)
J-BAR/A-GEAR
RWY 02, BAK-6 Safe Bar, BAK-6 Rwy 2
(150') (930' OVRN) (220' OVRN)
AERODROME REMARKS - PPR. Variable tfc ptn. Customs. ① Rwy 02 ldg 7100 ft, Rwy 2 ldg 7500 ft. ⓐ J4 has no anti-icing inhibitor.
COMMUNICATIONS
APPROACH - 123.4 298.0 257.8 118.1ⓑ **(E)**
TOWER - 293.0 257.8 123.4 118.1ⓑ **(E)**
RADIO AIDS TO NAVIGATION
RBn(HW) (AO/A2) CH 342 MHz At Field
UHF/DF ⓑ, Call APPROACH 298.0 293.0x 288.2x 283.0x 282.8x 269.0x 257.
255.4x 243.8x **(U)** At Field
➤ ILS ⓐ Brg 202 LCZR CHS 109.5/332.6 Glide Slope 3.0°
Brg 022 LCZR CHN 109.1/331.4 Glide Slope 3.0°
■ **RADAR** ⓒ - 346.9 283.0 269.0 257.8x 123.4x 123.2 **(E)**
RADIO/NAV REMARKS - ⓐ MP 0530-0830Z Tue. ⓑ By arrangement. ⓒ Opr A/D time MP 2230-0030Z dly, 0030-0430Z ev Sat, 0030-0630Z ev sec Sat. ⓓ "CHS" MP 0030 0530Z 2nd and 4th Thu of month. "CHN" MP 0030-0530Z 1st and 3rd Thu of month.

CHANTHABURI, THAIL, (Nurn Ploy Waen) SU7798 12°38'N 102°02'E **SKETC** **(T-3** **(VTBC**
TCAA 120 30(SOD) 17-35 200' wide (C-47)

◇**CHEJU,** KOREA BN6710 33°30'N 126°33'E **H-1B, L-4F, 5**
KMOT 13 BL6 H40(ASP) 08-26 100' wide (SWL 20, U-8, CH-37) **(RKP**
TOWER - 126.2 118.1 **(V)**
RBn(HHW) (A2) CD 375 33°32'N 126°33'E 260° 2.2 NM To Field

CHEJU-DO, KOREA 33°12'N 126°17'E **H-1B, L-4F, 5**
(H) TACAN CHE Chan 84 At Mosul Po A/D MP 0600-0700Z Tue
RADIO/NAV REMARKS - Unusable beyond 40 NM below 3000 ft 320°-335° below 7000 335°-030°, below 13,000 ft 030°-050°, below 16,000 ft 050°-065°, below 10,000 ft 065 120°.

CHEO REO, VIETM BQ233818 13°24'N 108°27'E **T-1**
VNA (A) 525 H36(ASP) 06-24 100' wide (AUW-60) **(VVC** **(VA2-2**
FUEL - A+, J4 Ltd
AERODROME REMARKS - SECURE. Opr SR-SS. App to Rwy 06 over 3' fence 600' fr end rwy. App to Rwy 24 over road and bldg area 2000' fr rwy. Rwy 07-25 clsd, E end us as helipad and refueling area. Four 60' wide twys between rwys, turnarounds best o load, lctd btwn rwys at ea end. Prkg 196' X 278' crushed rock with RC-3 coating very rough, not recommended for other than lt acft. Rwy 06-24 has 300' laterite/cl ovrns ea end. Moderate risk night afld.
RADIO - 39.9 43.20 Advisory

CHEUNG CHAU, HONGK 22°12'N 114°02'E "DT"ⓑ **T-2**
RBnⓑ(HW) (AO/A2) CC 360 055° 11.8 NM to Hong Kong Intl
RADIO/NAV REMARKS - ⓐ MP 0200-0300Z second and fourth Sat of month. ⓑ 1930Z Apr till 1830Z 19 Oct.

◇**CHIA-I,** CHINA,
CAF 82 BL4 HI
FUEL - A+, A, J4
J-BAR
RWY 18 MA-
(TH
AERODROME REM
COMMUNICATIONS
CHING CHUAN K
TOWER - 288.4ⓒ
RADIO AIDS TO NAV
TACANⓑ CHI
RBn(HW) (AO/A2
UHF/DF, Call DF
■ **RADAR** ⓐ, IFR, C
366.6 361.0
RADIO/NAV REM
when ceil 3500

CHIANG KHAN
400 14(SOD) 09-2
AERODROME REM

CHIANG KHON
1200 15(EARTH)
AERODROME REM
RBn(W) RK

CHIANG KHON
1250 15(EARTH/PSP

CHIANG KLAN
1008 20(M8A1) 0
FUEL - J4, A1
AERODROME REM
acft check for
dition, no anti-
stones. Turnaro
Hazards and ex
trees and shrub
both sides at N

◇**CHIANG MAI,**
TCAA 1063 BL4
FUEL - (NC-A1, A
AERODROME REM
LAND SPECIAL
A/G(TCAA)VOICE
TOWER - 305.4
TACAN CHM
RBnⓑ(HW) (AO/
UHF/DFⓑ, Call T
RADIO/NAV REM
beyond 50 NM

CHIANG SAEN,
1500 8(GRASS) 0
AERODROME REM

CHIANG SAEN
1500 8(SOD) 08-2

CHIENG KHRUA
RTAF 550 H46(AS
AERODROME REA
CAUTION: Unc
CLNC-Earth pil
ASP prkg area,
C-130, C-123
lateral safety z
RADIO - Ctc as p

CHIGASAKI, JA
RBn(HW) (A2)

CHILUNG, CHIN
RBn(LW) (AO/A2

◇**CHIN-MEN,** CH
CAF 30 L 52(G
AERODROME REM
L Q TOWER - 236
RBn(HW) (AO/A