



INTENTIONALLY  
LEFT  
BLANK

## TELEPHONE

1. Pilots clearing from  
obtain weather information  
numbers listed below

2. Pilots clearing from  
long distance telephone  
code, telephone exchange  
departing from their home  
designated in AWSR- 55

3. When talking to a

- Name of person
- Aircraft identification
- Departure point,
- VFR or IFR, procedure

4. NOTAM information

## LOCATION

Andersen AFB, Guam .....  
 Bien Hoa AB, RVN .....  
 Binh Thuy AB, RVN .....  
 Cam Ranh Bay AB, RVN .....  
 Ching Chuan Kang, R. C. ....  
 Chu Lai .....  
 Clark AB, RP .....  
 Da Nang AB, RVN .....  
 Hickam AFB, HI .....  
 Itazuke AB, Japan (2230- .....  
 Kadena AB, Okinawa .....  
 Korat RTAFB, Thai .....  
 Mactan AB, RP .....  
 Misawa AB, Japan .....  
 Muang Ubon RTAFB, Thai .....  
 Naha AB, Okinawa .....  
 Nakhon Phanom West RTAFB .....  
 Nha Trang AB, RVN .....  
 Osan AB, Korea .....  
 Phan Rang AB, RVN .....  
 Phu Cat AB, RVN .....  
 Phu Loi .....  
 Pleiku AB, RVN .....  
 Qui Nhon, RVN .....  
 Soc Trang, RVN .....  
 Tachikawa AB, Japan .....  
 Takhli RTAFB, Thai .....  
 Tan Son Nhut AB, RVN .....  
 Tuy Hoa AB, RVN .....  
 Udorn RTAFB, Thai .....  
 U Tapoo AB, Thai .....  
 Vinh Long, RVN .....  
 Vung Tau, RVN .....  
 Yokota AB, Japan .....

## CAUTIONARY ITEMS.

Items which are not considered  
of flight, but require a caution  
control facility.

**NOTE:** Enroute and alternate  
may be updated through  
stations. Local terminal (L  
and the destination operation  
officers who are responsible

## TELEPHONE WEATHER/NOTAM BRIEFING PROCEDURE

1. Pilots clearing from a military location where military service is not locally available may obtain weather information by AUTOVON from the nearest facility listed below. Use AUTOVON numbers listed below.
2. Pilots clearing from a non-military location may obtain military weather information by long distance telephone, Government Collect, to the nearest facility listed below. Use the area code, telephone exchange, and base extension numbers listed below. ANG and AFRES units departing from their home station will obtain military weather support from the organization designated in AWSR- 55-8.
3. When talking to a military forecaster, give him the following information:
  - a. Name of person calling.
  - b. Aircraft identification and type of aircraft.
  - c. Departure point, destination and alternate.
  - d. VFR or IFR, proposed altitude.
  - e. ETD, ETE, ETE to alternate.
  - f. Route.
  - g. Enroute stops, if applicable (given in order with ETA's).
4. NOTAM information may be obtained from operation personnel from the same number.

## USAF WEATHER BRIEFING FACILITY

LOCATION	AREA EXCHANGE	PHONE NR
Andersen AFB, Guam	Guam	664168
Bien Hoa AB, RVN	Bien Hoa Local	2167
Binh Thuy AB, RVN	Binh Thuy	2503
Cam Ranh Bay AB, RVN	Cam Ranh Bay	2730
Ching Chuan Kang, R. C.	Ching Chuan Kang	2213
Chu Lai	Oregon	526
Clark AB, RP	Clark	46249/24131
Da Nang AB, RVN	Da Nang	3102/3601
Hickam AFB, HI	Hickam	44-2863
Itazuke AB, Japan (2230-0730Z Mon-Fri)	Itazuke	2101/2208
Kadena AB, Okinawa	Kadena	45105/47228
Korat RTAFB, Thai	Korat	3892
Mactan AB, RP	Mactan	3341
Misawa AB, Japan	Misawa	5266
Muang Ubon RTAFB, Thai	Ubon	254/233
Naha AB, Okinawa	Naha	WA4240
Nakhon Phanom West RTAFB, Thai	Nakhon Phanom	3245/2834
Nha Trang AB, RVN	Nha Trang	3641
Osan AB, Korea	Osan	5320
Phan Rang AB, RVN	Phan Rang	2185/2187
Phu Cat AB, RVN	Phu Cat	334/671
Phu Loi	Phu Loi	17/Dart 46
Pleiku AB, RVN	Pleiku	2435
Qui Nhon, RVN	Qui Nhon	2922
Soc Trang, RVN	Soc Trang	2220
Tachikawa AB, Japan	Tachikawa	223-3535
Takhli RTAFB, Thai	Mallard	110
Tan Son Nhut AB, RVN	7th AF	4505/3265
Tuy Hoa AB, RVN	Tuy Hoa	2518/2938
Udon RTAFB, Thai	Pheasant	114
U Tapao AB, Thai	Pelican	4234
Vinh Long, RVN	Vinh Long	2443
Vung Tau, RVN	Vung Tau	2824
Yokota AB, Japan	Yokota	7-7213

## CAUTIONARY ITEMS.

Items which are not considered of sufficient importance to preclude safe termination/departure of flight, but require a cautionary warning to the pilot will be issued through the local air traffic control facility.

**NOTE:** Enroute and alternate meteorological watch is the pilot's responsibility. Weather forecasts may be updated through military PFSV or latest weather reports obtained from Flight Service Stations. Local terminal (Destination) meteorological watch is a joint responsibility of the pilot and the destination operations. AWS forecasters provide meteorological advice to local operations officers who are responsible for notifying landing pilots of adverse weather situations.

## PFSV PROCEDURES

Pilots will make maximum use of "Pilot to Forecaster" (PFSV) when requesting or reporting enroute weather. The appropriate FAA facility will be notified before changing to PFSV and again upon returning to their frequency (AFM 60-16). The radio call for PFSV is METRO; i.e. "Eldorado METRO this AF 12345". Call-up on VHF frequencies will be requested thru "TOWER". When requesting terminal weather, advise forecaster of your ETA.

## PILOT TO FORECASTER SERVICE

AREA	FACILITY	FREQ	REMARKS	CHART/PANEL NO.
ENIWETOK	Eniwetok Aux AF	344.6	1700-0500Z	L-1B, T-2F
GUAM	Andersen AFB	344.6		L-1B, T-2H
HAWAII	Hickam AFB	344.6		L-2E
JAPAN	Chitose	344.6		H-1D, L-3D
	Hamamatsu	344.6		H-1C, L-3A
	Itazuke	344.6		H-1A, B, L-4G
	Iwakuni	344.6		H-1B, C, L-4G
	Miho AB	344.6		H-1C, L-4G
	Misawa	344.6		H-1D, L-3C
	Nyuta	344.6		H-1B, L-4G
KOREA	◇Yokota	344.6		H-1C, L-3B, T-2F
	Kwang-Ju	344.6		H-1B, L-4F
	◇Osan	239.8		H-1B, L-4E
	Suwon	344.6		H-1B, L-4E
	Taegu ARTCC Kunsan	344.6-137.88 239.8		H-1B, L-4F H-1B, L-4F
OKINAWA	◇Kadena AB	344.6		H-1A, L-5C
PHILIPPINES	◇Clark AB	344.6		H-2E, G, L-6G, T-2F
	Cubi Point NAS	344.6		H-2E, G, L-6G, T-2F
	Mactan	344.6		H-2F, L-8H
TAIWAN	Ching-Chuan Kang	344.6		H-1A, L-5A
THAILAND	◇Korat	344.6		L-6E, 7C
	◇Muang Ubon	344.6		L-6E, 7C
	◇Nakhon Phanom West	344.6	Occasional 5-15 min delay	L-6E, 7C
	◇Takhli	344.6		L-6E, 7C
	◇Udorn	344.6		L-6E, 7C
	◇U-Tapao	344.6		L-6E, 7B
VIETNAM	◇Bien Hoa	344.6		L-6E, 8E, T-1A, T-2E
	◇Binh Thuy	344.6		L-6E, 8E, T-1A
	◇Cam Ranh Bay	344.6		L-6F, 8E, T-1B
	Chu Lai	344.6		L-6F, T-1D
	◇Danang	344.6		L-6F, T-1D
	Holloway	372.2		L-6F, T-1C
	Lang Thanh North	48.7	2100-1000Z	T-2E
	Nha Trang	344.6		L-6F, 8E, T-1B
	◇Phan Rang	344.6		L-6F, 8E, T-1B
	◇Phu Cat	344.6		L-6F, T-1C
	Phu Loi	49.0		T-2E
	◇Pleiku	372.2		L-6F, T-1C
	◇Tan Son Nhut	344.6		L-6E, 8E, T-1A, T-2E
	Tuy Hoa	344.6		L-6F, T-1C

Hours are continuous unless otherwise stated in remarks.

◇Weather Radar

Transmit to METRO, if possible.

- Location
- Time (GMT)
- Phenomena reported to
  - Any hazardous weather
  - Marked wind changes
  - All turbulence with intensity and proximity to clouds
  - Altitude of phenomenon
- Type of aircraft

## TURBULENCE

The following turbulence criteria are used for weather conditions.

INTENSITY	DESCRIPTION
LIGHT	Turbulence erratic character (pitch, roll, yaw)
MODERATE	Turbulence what rhythmic character as Light C
SEVERE	Turbulence but of greater intensity and/or altitude in positive causes variation as Moderate
EXTREME	Turbulence of greater intensity jolts with altitude of greater intensity
	Turbulence in altitude large variations may be moderate as Severe Turbulence
	Turbulence tossed about without control. Report as Extreme

High level turbulence (not associated with cumulonimbus thunderstorm should be turbulence) preceded to light or moderate chop.

**PILOT REPORT (PIREP) FORMAT**

Transmit to METRO, if possible, otherwise to ARTC:

1. Location
2. Time (GMT)
3. Phenomena reported to include:
  - a. Any hazardous weather
  - b. Marked wind changes
  - c. All turbulence with intensity, duration and proximity to clouds
  - d. Altitude of phenomena
  - e. Type of aircraft

**TURBULENCE REPORTING CRITERIA TABLE**

The following turbulence criteria is furnished to assist you in making in-flight reports of significant weather conditions.

INTENSITY	AIRCRAFT REACTION	REACTION INSIDE AIRCRAFT
LIGHT	<p>Turbulence that momentarily causes slight, erratic changes in altitude and/or attitude (pitch, roll, yaw). Report as <b>light Turbulence</b>;<sup>*</sup></p> <p>or</p> <p>Turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude. Report as <b>Light Chop</b>.</p>	<p>Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted and little or no difficulty is encountered in walking.</p>
MODERATE	<p>Turbulence that is similar to Light Turbulence but of greater intensity. Changes in altitude and/or attitude occur but the aircraft remains in positive control at all times. It usually causes variations in indicated airspeed. Report as <b>Moderate Turbulence</b>;<sup>*</sup></p> <p>or</p> <p>Turbulence that is similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude. Report as <b>Moderate Chop</b>.</p>	<p>Occupants feel definite strains against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult.</p>
SEVERE	<p>Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control. Report as <b>Severe Turbulence</b>.<sup>*</sup></p>	<p>Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking are impossible.</p>
EXTREME	<p>Turbulence in which the aircraft is violently tossed about and is practically impossible to control. It may cause structural damage. Report as <b>Extreme Turbulence</b>.<sup>*</sup></p>	
<p>High level turbulence (normally above 15,000 feet MSL) not associated with cumuliform cloudiness, including thunderstorm should be reported as CAT (clear air turbulence) preceded to the appropriate intensity, or light or moderate chop.</p>		<p><b>REPORTING TERM—DEFINITION</b></p> <p>Occasional—Less than 1/3 of the time</p> <p>Intermittent—1/3 to 2/3</p> <p>Continuous—More than 2/3</p>

## PILOTS PROCEDURES FOR ADIZ FLIGHTS

### GENERAL INFORMATION FLIGHT PLANS

#### Filing of Flight Plan

File flight plan 30 minutes prior to take-off, either in writing or by telephone with appropriate aeronautical facility for any flight, all or part of which will be conducted in an ADIZ. Designate VFR flight as DVFR, and include route and altitude while within ADIZ, and Estimated Time of penetration. DVFR flight will not be conducted off airways unless aircraft has both applicable authentication codes and IFF.

No deviations shall be made from a DVFR flight plan, unless prior notification is given to an appropriate aeronautical facility.

#### Revision of Flight Plan

Transmit corrected information to appropriate aeronautical facility immediately after it becomes evident that flight plan cannot be adhered to. (See Allowable Tolerances for Adherence to Flight Plan or Air Traffic Clearances.)

### ALLOWABLE TOLERANCES FOR ADHERENCE TO FLIGHT PLAN or AIR TRAFFIC CLEARANCE

#### Time

Five (5) minutes from estimate over reporting point or point of penetration; or in case of flight originating within ADIZ, five minutes from proposed time of departure, or as amended, unless IFR in control area.

#### Distance

Ten (10) nautical miles from the centerline of the proposed route, if entering or operating in that portion of the ADIZ located over or within ten (10) nautical miles of land mass area.

Twenty (20) nautical miles from the centerline of the proposed route, if entering or operating within that portion of the ADIZ located beyond ten (10) nautical miles of land mass area.

### GUAM COASTAL ADIZ

All ADIZ procedures waived by CINCPAC until further notice except for the IFF/SIF procedures. All aircraft must report to ACC when 100 NM from Guam.

### HAWAII ADIZ

#### FLIGHT PLANS

1. Flights conducted over any island or within three nautical miles of the Coastline of any island located within the Hawaiian ADIZ are exempted from the requirement of filing a DVFR or IFR flight plan. Exemption will be suspended during defense emergency conditions.

2. Flights conducted wholly within the boundaries of an ADIZ, which are not currently of significance to the air defense system, or flights conducted in accordance with special procedures prescribed by appropriate military authorities, may be exempted from the requirements of filing DVFR or IFR by the FAA air route traffic control center. Aircraft proceeding out of or into the confines of the inner boundary of Hawaiian ADIZ at a true airspeed of less than 180 Knots, are exempted from the requirements of filing a DVFR or IFR flight plan. These exemptions may be granted on a local basis only, with the concurrence of the appropriate military commanders. This exemption will be suspended during defense emergency conditions.

a. Flights conducted wholly within the Defense Area are exempt from the provisions of regulations governing all operations within an ADIZ. Exemption will be suspended during defense emergency conditions. NOTE: Defense Area is defined as area encompassed by Coastal ADIZ inner boundary.

b. Normal IFR or DVFR reporting procedures will apply when entering or operating within the Hawaiian Coastal ADIZ. NOTE: Hawaiian Coastal ADIZ is defined as the area between the inner and outer boundary.

c. Inbound Flights On  
quent operation therein is  
speed, time over last posi  
ADIZ. Allowable toleranc  
and pre-plotted track. Re  
avoid violation of ADIZ p  
d. All military aircraft  
Pacific Command. Inbound  
published Air Traffic Cont  
Defense Area or Hawaiian  
Defense or Air Traffic Cor

1. If flying on an appro  
or when within the KADIZ  
Enroute Charts or otherwis  
at KADIZ boundary will  
prior to entering the KAD  
will give ETA at the KADI  
than 30 minutes prior to p  
the land mass if entry wa  
KADIZ.

2. The Korea Limited Id  
which KADIZ operating an  
tions. The KLIZ is in effec  
tion. Flights conducted w  
file a DVFR or IFR flight p

3. Flights conducted wh  
or IFR flight plan if:

a. The weather is IFR  
Interceptor Operations (AF

b. The weather is VFR  
an ACGW radar station an  
aircraft/flight will be oper  
flight will depart the oper  
tions for return, the flight  
at the KLIZ boundary.

4. When the KLIZ is na  
or practical to file a DVFR  
of South Korea, south of  
altitude not to exceed 5000

All SIF/IFF equipped air  
direction of flight when en  
cate their position when r  
for the PACOM Area.

1. Flying in controlled c  
given when reporting over  
required only at designate

2. Position reporting req  
If crossing ADIZ at a po  
least 15 minutes but not  
minutes while within the A

3. SIF equipped aircraft  
in the Pacific Command.  
of ARTC agencies.

c. Inbound Flights Only: Time of penetration of Coastal ADIZ outer boundary and subsequent operation therein is computed by the Air Defense Control Center using reporting ground speed, time over last position outside ADIZ and estimate for intersection or point within the ADIZ. Allowable tolerance for adherence to flight plan is corrected by comparison of actual and pre-plotted track. Revisions to flight plan must be forwarded prior to entering ADIZ to avoid violation of ADIZ procedures.

d. All military aircraft comply with PACOM Procedures for use of IFF Mark X (SIF) in the Pacific Command. Inbound flights discontinue use of PACOM Mode III codes and comply with published Air Traffic Control Radar Beacon Mode III codes upon penetration of inner boundary Defense Area or Hawaiian Airways Area, whichever occurs first unless directed otherwise by Air Defense or Air Traffic Control Agency.

**KOREA ADIZ**

1. If flying on an approved flight plan in controlled airspace, a position report when entering or when within the KADIZ is not required unless designated as a regular reporting point on the Enroute Charts or otherwise requested by Air Traffic Control. When inbound toward Korea, ETA at KADIZ boundary will be given when a position report is made at the last reporting point prior to entering the KADIZ. If flying outside controlled airspace (off airways), the aircraft will give ETA at the KADIZ boundary point of penetration and altitude at least 15 and not more than 30 minutes prior to penetration. Pilots will report when entering the KADIZ, 100 NM from the land mass if entry was made at a greater distance and every 30 minutes while within the KADIZ.

2. The Korea Limited Identification Zone (KLIZ), is designated by COMAFK as an area within which KADIZ operating and identification procedures are modified to facilitate local flight operations. The KLIZ is in effect 24 hours a day unless terminated by declaration of a defense condition. Flights conducted within the boundary of the KLIZ are exempt from the requirement to file a DVFR or IFR flight plan.

3. Flights conducted wholly within the boundaries of the KADIZ are exempt from filing DVFR or IFR flight plan if:

a. The weather is IFR, the flight departs and returns utilizing the Agreement for Fighter-Interceptor Operations (AFIO).

b. The weather is VFR, prior to departing the KLIZ, the flight/aircraft commander contacts an ACGW radar station and reports call sign, number of aircraft in the flight, area in which the aircraft/flight will be operating, route to be used to and from the area, the estimated time the flight will depart the operating area for return to the KLIZ. When departing the area of operations for return, the flight commander will contact the appropriate radar station giving the ETA at the KLIZ boundary.

4. When the KLIZ is not in effect, aircraft operating from locations where it is not possible or practical to file a DVFR flight plan prior to take-off, may operate VFR over the land mass of South Korea, south of Prohibited Area KO/P-518, provided their flight is conducted at an altitude not to exceed 5000 feet Mean Sea Level and at a ground speed not to exceed 150 knots.

**OKINAWA COASTAL ADIZ**

All SIF/IFF equipped aircraft will squawk the appropriate mode and code of the day for the direction of flight when entering the Okinawa Coastal ADIZ. Pilots shall be prepared to authenticate their position when requested by GCI using the proper authenticators, KAA 38 or KAA 60, for the PACOM Area.

**PHILIPPINE ADIZ**

1. Flying in controlled airways—when flying on established airways, ETA for ADIZ must be given when reporting over last compulsory point prior to crossing ADIZ. Reporting over ADIZ is required only at designated compulsory reporting points indicated on enroute charts.

2. Position reporting required when crossing ADIZ whether flying in controlled air space or not. Crossing ADIZ at a point not on airways, give ETA, point of penetration, and altitude at least 15 minutes but not more than 30 minutes prior to crossing. Make position reports every 30 minutes while within the ADIZ as requested.

3. SIF equipped aircraft will comply with PACOM instructions for the use of IFF Mark X (SIF) in the Pacific Command. Inbound aircraft will change Mode III code as directed by Air Defense ARTC agencies.

## TAIWAN ADIZ

1. All non-combat mission aircraft flying over the high seas are required to maintain an altitude of not lower than 4000 feet to fly within the designated airway(s) and to make instant position reports when passing over the designated position reporting points.

2. All non-combat mission aircraft flying inbound T'ai-pei FIR are required to establish radio communication with T'ai-pei Areas Control or T'ai-pei Communication Center before entering T'ai-pei FIR.

3. All non-combat training or test-flight aircraft are required to maneuver within the designated training or test-flight airspace. In any case, to fly away from the designated airspace, permission is required from the appropriate ATC unit prior to leaving the airspace.

4. Any non-combat aircraft that are chartered for a special seaward mission are allowed to call "STARGAZER" for Control Reporting Center directly on 121.5 for position reports when deemed necessary.

5. Aircraft will be intercepted by Chinese Air Force interceptors, if

a. They do not adhere to the Air Defense Identification Procedures or to the Air Traffic Control Regulations and Procedures.

b. They deviate from their current flight plan—fail to pass over a compulsory reporting point within 5 minutes of the estimated time of passing over the point, operating 20 NM from the centerline of the airway assigned or 2000 feet from the assigned altitude or other deviations.

6. Following actions shall be taken when being intercepted by the CAF interceptors:

a. Do not perform any maneuver which may be construed as hostile and fly straight and level.

b. Tune radio received to the international emergency frequency immediately.

HF: 8364 kHz

VHF: 121.5 MHz

UHF: 243.0 MHz

c. If direct communication radio cannot be established with the CAF interceptors, comply strictly with the following visual signals given by the interceptors:

Daytime or VMC	Nighttime or IMC	Meaning
Bank to the left/right.	Bank to the left/right with navigation lights on.	Turn 10 DEG to the left/right.
A series of dives and zooms.	A series of dives and zooms with navigation lights on.	Lower landing gear immediately.
Burst of gunfire or rockets in the vicinity of the aircraft and within the vision of the pilot. (This signal will be given only once.)	Burst of gunfire or rockets in the vicinity of the aircraft and within the vision of the pilot. (This signal will be given only once.)	Interceptors will have to shoot at the aircraft under interception if it disobeys any instruction given by the CAF interceptors.
Rock from side to side several times.	Rock from side to side several times with navigation lights on.	Affirmative or message understood. (Can be used by either pilot.)

7. Aircraft under interception will be attacked if they fail to obey any instructions given by the AF interceptors.

8. The Authority of the Republic of China will not be responsible for any damage caused to aircraft by the interceptors or other devices due to non-compliance of the Air Traffic Control or Air Identification Regulations and Procedures.

1. Acft approaching to Thailand ADIZ with

2. Acft approaching f to BANGKOK CONTROL

3. Acft approaching f ADIZ to BANGKOK CO

**NOTE:** For Eastbound fl

1. Establish radio con crossing PE7, PE4, PE3,

2. Enter VADIZ at d special approval.)

3. Fly airways and ma

4. If cleared outside c level whichever is higher

5. If intercepted by m

a. Fly straight and

b. Tune radio to 12

c. If unable to est with.

6. Special procedures

a. If advised that but should prepare to ap

b. If advised that c

(1) If departing

(2) If approaching

(3) If Saigon FIR fuel will not permit dive

(4) New flight p made during alert.

(5) During air ra air/ground communication

## AIR TR

## Island Reporting Service.

NOTAMs pertinent to th significant to that parti "flight watch" the part the flight watch station

Island Reporting Service

1. A VFR flight plan

2. The aircraft is equi outlets to be used.

3. The flight route an lished with the flight wa

4. The "off time" is the station (preferred),

5. The pilot makes en or passing the designate

### THAILAND ADIZ

1. Acft approaching from South on Airways: Acft report last compulsory reporting point prior to Thailand ADIZ with estimate for 11° North to BANGKOK CONTROL on assigned freq.
2. Acft approaching from South off airways: Acft report 10° North with estimate for 11° North to BANGKOK CONTROL on assigned freq.
3. Acft approaching from North; East or West: Acft report 10 min before entering or departing ADIZ to BANGKOK CONTROL on assigned freq.

NOTE: For Eastbound flts FIR (BH) report shall be included over Ubon.

### VIETNAM (VADIZ)

1. Establish radio contact with Saigon ACC prior to crossing PE9 and PE10 on 120.1, prior to crossing PE7, PE4, PE3, PE11, PE12, and PE13 on 120.9.
2. Enter VADIZ at designated points of entry (PE). (Entry and exit at other points require special approval.)
3. Fly airways and make position reports as indicated on Enroute Charts.
4. If cleared outside controlled airspace, maintain at least 3000 ft MSL, or 1000 ft above ground level whichever is higher.
5. If intercepted by military interceptor:
  - a. Fly straight and level.
  - b. Tune radio to 121.5 or 243.0 MHz.
  - c. If unable to establish radio contact, visual signals as listed on page 283 will be complied with.
6. Special procedures for air raids.
  - a. If advised that a first call alert has occurred, aircraft may proceed along cleared routes but should prepare to apply procedure listed below.
  - b. If advised that an air raid is imminent the following action is required.
    - (1) If departing Saigon FIR continue as cleared.
    - (2) If approaching Saigon FIR divert to some other area.
    - (3) If Saigon FIR has been penetrated divert to an alternate outside of Saigon FIR. If fuel will not permit diverting, land at nearest aerodrome.
    - (4) New flight plan required from appropriate ATC unit prior to departure, if landing is made during alert.
    - (5) During air raid period all radio navigational aids will be closed down. For required air/ground communications use 121.5 and 243.0 MHz or 8837 and 6619.5 kHz.

### AIR TRAFFIC CONTROL PROCEDURES—HAWAII

**Island Reporting Service.** VFR Flight Following is a service whereby flight weather conditions and NOTAMs pertinent to the route ahead of the aircraft are continuously monitored for information significant to that particular flight. This monitoring is performed by specific FSS designated to "flight watch" the particular aircraft. If urgent flight condition information becomes available, the flight watch station will attempt to deliver it immediately.

- Island Reporting Service is available to all pilots under the following conditions:
1. A VFR flight plan is filed, and Island Reporting Service specifically requested by the pilot.
  2. The aircraft is equipped with functioning two-way radio compatible with the communication outlets to be used.
  3. The flight route and proposed cruising altitude are such that communications can be established with the flight watch stations over the designated flight watch points.
  4. The "off time" is reported to the departure station. "Off time" may be given directly to the station (preferred), through a tower, an airport manager or other reliable source.
  5. The pilot makes enroute radio contacts with the designated flight watch stations when over or passing the designated flight watch points.

6. Island Reporting Service is optional with the pilot and does not relieve him of his basic responsibility for the safe conduct of the flight.

**DVFR (Defense VFR) Flight Plan.** DVFR flight plans must be filed in person or by telephone. "Air-filed" flight plans make the aircraft subject to Air Defense Command interception for positive identification.

Flight Service Stations will accept collect long distance telephone calls made for the purpose of filing required DVFR flight plans. The following procedures apply:

1. Contact the long distance telephone operator and place a collect station-to-station call from "SECURITY PILOT (your last name)" to the FAA station.
2. When the FAA station accepts the call, file your DVFR flight plan as expeditiously as possible.

Pilots should note that FAA stations will not accept calls from locations which are obviously much closer to another FAA station.

Detailed ADIZ procedures are found under ADIZ Procedures.

VFR, and DVFR flight plans must be closed upon landing. If an arrival report is not received within 30 minutes after ETA, a communications search for you will be conducted. If this search fails to locate your aircraft, a Rescue Coordination Center will be advised and an extensive costly physical search for your aircraft will be inaugurated.

## VFR ADVISORY INFORMATION

VFR advisory information is provided by numerous radar and non-radar approach control facilities to those pilots intending to land at an airport served by an Approach Control tower. This information includes: wind, runway, traffic and NOTAM information.

Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a pre-determined time or point, to receive further landing information.

Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing. Radio contact point will be based on time or distance rather than on landmarks.

Compliance with this procedure is not mandatory but pilot participation is encouraged.

1. **Radar Traffic Information Service.** When VFR advisory information is provided by approach control facilities, pilots are advised of information on any aircraft observed on the radar scope, which, in the judgment of the controller, appears to constitute a potential conflict to the operation of their aircraft.

a. **Purpose of the Service.** RADAR TRAFFIC INFORMATION SERVICE IS NOT INTENDED TO RELIEVE THE PILOT OF HIS RESPONSIBILITY FOR CONTINUAL VIGILANCE TO SEE AND AVOID OTHER AIRCRAFT. IT IS PROVIDED TO AID HIM IN HIS VISUAL SURVEILLANCE BY CALLING TO HIS ATTENTION A SPECIFIC DIRECTION IN WHICH RADAR INDICATES POSSIBLE CONFLICTING TRAFFIC TO EXIST. PILOTS ARE REMINDED THAT THE SURVEILLANCE RADAR UTILIZED BY THE CONTROLLER DOES NOT PROVIDE ALTITUDE INFORMATION.

b. **Provision of the Service.** The provision of this service is not mandatory. Many factors (such as limitations of the radar, volume of traffic, controller workload and communications frequency congestion) could prevent the controller from providing this service. The controller possesses complete discretion for determining whether he is able to provide or continue to provide this service in a specific case. His reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provisions of this service is entirely dependent upon whether the controller believes he is in a position to provide it. Subject to the foregoing limitations:

(1) Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot advises he does not desire the service.

(2) Traffic information may be provided for flights not operating on IFR flight plans when requested by pilots of such flights.

**NOTE:** Participation by VFR pilots in formal programs implemented at certain terminal locations (see Special Notices) constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c. **Issuance of Traffic Information.** Traffic information will include the following concerning the "target" constituting traffic:

- (1) Azimuth from the aircraft, in terms of the twelve hour clock;
- (2) Distance from the aircraft in nautical miles; and
- (3) Direction in which the "target" is proceeding. Example: "Traffic 10 o'clock, 3 miles, West-Bound."

The pilot may, upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller.

Recent Federal Aviation  
respect to the conduct of  
special VFR (FW/SVFR)  
policy that IFR aircraft  
Helicopter special VFR op  
as follows:

USAF - USAF fixed  
ditions within a co

U. S. Navy and U.  
ance, FAR Part 91  
control zones with  
special VFR opera  
(Honolulu Intl Airp

## PILOT

### I. RADAR ENVIRONM

A. Discontinue position re  
normal position reporting  
TERMINATED."

B. When a radio frequen  
Honolulu Center (this  
Honolulu Center (this

### II. NON-RADAR ENVI

A. Normal position report  
B. INITIAL CONTACT PR

1. When contact is to  
a. Honolulu Center (

2. When contact is to  
give estimate of next re  
which you are descending

a. Honolulu Center (

b. Honolulu (this is)  
five thousand.

3. A pilot unable to c  
contact on another appro

**NOTE:** ICAO procedure  
honor such usage by milit

**NOTE:** Words (this is)

## AIR ROU

1. **NORMAL.** Communi  
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SECTOR discrete frequen  
frequency change is req  
aircraft that do not have

2. **EMERGENCY FREQU**  
MHz is limited to the c  
vicinity of the ARTC Cen  
Center transmitting/receiv

3. **MISC.** Air Traffic  
Section II, of the DOD F

## SPECIAL VISUAL FLIGHT RULES

Recent Federal Aviation Regulation amendments impose restrictions and establish priorities with respect to the conduct of special VFR operations. Basically, the new rules prohibit Fixed Wing Special VFR (FW/SVFR) operations in specified control zones and the preamble establishes the policy that IFR aircraft will be given priority over FW/SVFR aircraft in all other control zones. Helicopter special VFR operations are not affected by these changes. FW/SVFR shall be applied as follows:

USAF - USAF fixed wing aircraft are not permitted to operate under special VFR conditions within a control zone.

U. S. Navy and U. S. Army - Where a person has received an appropriate ATC clearance, FAR Part 91.107 permits special VFR operations for fixed wing aircraft within control zones with weather minima of 1 mile visibility and clear of clouds. However, special VFR operations for fixed wing aircraft are prohibited at Honolulu, Hawaii (Honolulu Intl Airport) in accordance with FAR Part 93.113.

## PILOT PROCEDURES WITH ARTC CENTERS

### I. RADAR ENVIRONMENT

A. Discontinue position reports when advised that your aircraft is in "RADAR CONTACT." Resume normal position reporting when ATC advises "RADAR CONTACT LOST" or "RADAR SERVICE TERMINATED."

B. When a radio frequency change is made use the following:

- Honolulu Center (this is) Air Force 12345 at 17,000, over or
- Honolulu Center (this is) Air Force 12345 at 17,000 descending to 10,000, over.

### II. NON-RADAR ENVIRONMENT

A. Normal position reporting unless advised otherwise by center.

B. INITIAL CONTACT PROCEDURES IN NON-RADAR ENVIRONMENT

1. When contact is to be followed by a position report, tell the controller your position, e.g.:

- a. Honolulu Center (this is) Air Force 12345, Palm Tree, over.

2. When contact is to be made at a specific time or place and no position report is required, give estimate of next reporting point and altitude/flight level and the altitude/flight level to which you are descending or climbing, Examples:

- a. Honolulu Center (this is) Navy 54321, estimating Maui four two, at FL 270.
- b. Honolulu (this is) Navy 54321, estimating Maui four two, at nine thousand descending to five thousand.

3. A pilot unable to contact a facility on the frequency specified is responsible for initiating contact on another appropriate frequency or through the nearest FSS.

**NOTE:** ICAO procedures require the decimal point to be spoken as "decimal" and FAA-TAC will honor such usage by military aircraft.

**NOTE:** Words (this is) may be omitted if no confusion or misinterpretation will result.

## AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) COMMUNICATIONS

1. **NORMAL.** Communications between ARTCC controllers and pilots of IFR aircraft will be conducted via direct controller-to-pilot communications channels using the appropriate ARTC SECTOR discrete frequency. Pilots will be advised of the frequency to be used and when a frequency change is required. Communications between ARTCC controllers and pilots of IFR aircraft that do not have in-flight tuning capability will be conducted by relay through the FSS.

2. **EMERGENCY FREQUENCIES.** Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since those frequencies are installed for center use at the local ARTC Center transmitting/receiving site only.

3. **MISC.** Air Traffic Control Communications Information and Procedures are contained in Section II, of the DOD FLIP Planning.

## AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

Automatic Terminal Information Service (ATIS) provides information on ceiling, visibility, wind, altimeter, instrument approach and runway in use. Availability of this service and frequencies at terminal areas are indicated on the Enroute Charts as part of the aerodrome data. ATIS messages are coded (ALPHA, BRAVO, etc.) and pilots of arriving or departing aircraft should repeat the code word to the controller to obviate the need for retransmission of the data.

## RADAR BEACON PROCEDURES FOR AIR TRAFFIC CONTROL PURPOSES

**AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ACTRBS):** ACTRBS is similar to and compatible with military coded radar beacon equipment (Mark X SIF). Civil Mode A is identical to military Mode 3.

The Radar Beacon Code Employment Plan is based on a concept designed to minimize the number of code changes required of a pilot and to enable a controller to display, and quickly identify only those Mode 3/A responses from aircraft operating within his airspace area of jurisdiction.

Accordingly, pilots of aircraft equipped with a functioning coded radar beacon transponder, and operating on an IFR flight plan will be instructed by ATC to reply on the appropriate code. Flights that have been assigned a particular code by ATC will remain on that code until further advised by ATC.

Within the Hawaiian Airways Area and the Guam ADIZ, pilots of aircraft equipped with functioning coded radar beacon transponder will adjust their transponders to reply on Mode 3/A Codes specified below, unless a different code has been assigned by advance coordination or via direct communications with ATC. If possible, coordination shall be effected with the appropriate ATC facility when special military operations preclude compliance with this requirement:

Code 0500—for all operations within restricted/warning areas.

Code 0600—for all operations conducted below flight level 240 on a VFR flight plan or no flight plan.

Code 0700—for all operations conducted at and above flight level 240 on a VFR flight plan or no flight plan.

**Tokyo FIR**—Aircraft equipped with transponder squawk Mode A3, Code 11 below FL 240, Code 21 above FL 240, between Obuchi Point, Chitose RBn on Awy A7 or Jet Route J35L unless otherwise specified by ATC.

**Taegu FIR**—All aircraft within the Taegu FIR are required to adjust transponder to appropriate Mode A: below FL 240 Code 1100; above FL 240 IFR Code 2100, VFR Code 0700 or as requested. IFF failure request permission to continue from ACC.

**Manila FIR**—All pilots of aircraft equipped with transponder are required to operate transponder on Mode A Code 01 prior to penetration of and while within Philippine ADIZ.

BUF

1. GENERAL: Prior to and sensitive areas, USAF 60-8. The clearance authority are also contained in PAC

2. BUFFER ZONES: The

a. ASIAN COASTAL 20 nautical miles to sea Korea, North Vietnam or this zone, a 20 nautical island falling outside

b. KOREAN BUFFER

c. REPUBLIC OF VIET south of the Ben Hai r North Vietnam and the R

3. SENSITIVE AREAS: territory or the territory from the border of the nautical miles greater than

I. A. CIRVIS (pronounced S security of the United States require very urgent defens

B. CIRVIS reports should US or Canadian military be similar to those used word CIRVIS spoken three DISTRESS and URGENCY Signal "XXX" transmitter

C. Additional CIRVIS reports These should contain a re

D. A CANCELLATION re tively identified as friend

II.

A. Report immediately by

1. Hostile or unidentified against the United States

2. Missiles.

3. Unidentified flying o

4. Hostile or unidentified

5. Hostile or unidentified

6. Individual surface v suspicious activity or obs constituting a threat to

7. Any unexplained or the United States or C parties in the Polar region

B. Upon Landing:

1. Reports which for o

2. Unlisted airfields, f

3. Post landing reports

C. DO NOT REPORT cr government vessels (inclu

D. See FLIP PLANNING,

## BUFFER ZONES AND SENSITIVE AREAS

1. GENERAL: Prior to operating in those PACAF areas adjacent to established buffer zones and sensitive areas, USAF aircrews are required to be briefed as outlined in PACAF Regulation 60-8. The clearance authority for and types of flights authorized into buffer zones/sensitive areas are also contained in PACAFR 60-8.

2. BUFFER ZONES: The following zones are established as buffer zones:

a. ASIAN COASTAL BUFFER ZONE. A zone paralleling the coastline of the mainland of Asia, 20 nautical miles to seaward including the coastal areas of the USSR, Communist China, North Korea, North Vietnam and Cambodia. Where Communist Bloc off-shore islands fall outside of this zone, a 20 nautical mile buffer zone is established around that portion of the perimeter of the island falling outside the coastal buffer zone.

b. KOREAN BUFFER ZONE. A five nautical mile buffer zone south of the Korean DMZ.

c. REPUBLIC OF VIETNAM (RVN) BUFFER ZONE. A buffer zone five kilometers (2.7 NM) inside the Republic of Vietnam along the borders of Laos and Cambodia and ten kilometers (5.4 NM) south of the Ben Hai river which marks the provisional military line of demarcation between North Vietnam and the Republic of Vietnam.

3. SENSITIVE AREAS: The airspace over either land or water areas adjoining Communist Bloc territory or the territory of governments unfriendly to the United States. Sensitive areas extend from the border of the country concerned into friendly or neutral territory to a distance 20 nautical miles greater than the limits of established buffer zones.

## CIRVIS REPORTS

I.

A. CIRVIS (pronounced SUR VEES) reports are reports of information of vital importance to the security of the United States and Canada and their forces, which in the opinion of the observer, require very urgent defensive and/or investigative action by the US and/or Canadian Armed Forces.

B. CIRVIS reports should be transmitted in plain language, as soon as possible, to any available US or Canadian military or civil air/ground communications facility. Reporting procedures will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS spoken three times to clear the frequency(ies) over all other communications, except DISTRESS and URGENCY. If this fails to clear the frequency(ies), the International Urgency Signal "XXX" transmitted three times or "PAN" spoken three times will be employed.

C. Additional CIRVIS reports should be made if more information on the sighting becomes available. These should contain a reference to the original report.

D. A CANCELLATION report should be made in the event a previously reported sighting is positively identified as friendly or that it has been erroneously reported.

II.

A. Report immediately by radio:

1. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada or their forces.

2. Missiles.

3. Unidentified flying objects.

4. Hostile or unidentified group(s) of military surface vessels.

5. Hostile or unidentified submarines.

6. Individual surface vessels, submarines, or aircraft of unconventional design, or engaged in suspicious activity or observed in an unusual location or on a course which may be interpreted as constituting a threat to the United States, Canada, or their forces.

7. Any unexplained or unusual activity which may indicate a possible attack against or through the United States or Canada, including the presence of any unidentified or suspicious ground parties in the Polar region or other remote or sparsely populated areas.

B. Upon Landing:

1. Reports which for any reason could not be transmitted while airborne.

2. Unlisted airfields, facilities, weather stations or air navigation aids.

3. Post landing reports (to include as many photographs as are obtained).

C. DO NOT REPORT craft or aircraft in normal passage or known U.S. or Canadian military or government vessels (including submarines) and aircraft.

D. See FLIP PLANNING, SECTION III, for recommended report format.

## CRUISING ALTITUDES

## MAXIMUM AUTHORIZED ALTITUDE (MAA)

FAA AREAS - An MAA is the highest altitude at which adequate reception of navigational aid signals is assured. The establishment of an MAA at 40,000 ft MSL means that adequate reception on a jet route so designated is assured up to, and including 40,000 ft MSL.

PACIFIC AND SOUTHEAST ASIA AREAS - Maximum authorized altitudes denote the highest altitude allowed along an airway, air route, corridor, etc. In this area, MAAs are established by national states for various reasons to restrict flight above designated altitudes.

## MINIMUM CROSSING ALTITUDES (MCAs)

The lowest altitudes at certain radio fixes at which an aircraft must cross when proceeding in the direction of a higher minimum enroute IFR altitude.

## MINIMUM ENROUTE ALTITUDE (MEA)

An MEA will be shown for airways in both controlled and uncontrolled airspace when established by a responsible National Agency. This is the lowest authorized altitude at which DOD aircraft may operate on designated airways.

FAA AREAS (HONOLULU FIR, GUAM FIR) - The MEA is the altitude in effect between radio fixes which assures acceptable navigational signal coverage and provides 1000 ft clearance in non-mountainous, and not less than 1500 ft clearance in mountainous terrain over the highest obstacle within a horizontal distance of 4 NM either side of the airway centerline.

ICAO - The MEA is the altitude in effect between radio fixes which provides **at least** 1000 ft clearance over the highest obstacle located within 4.32 NM of the intended course to be flown.

## MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA)

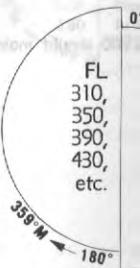
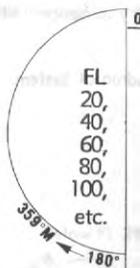
HONOLULU FIR and GUAM FIR - The specified altitudes in effect between radio fixes on VOR airways, off-airway routes on route segments, which meet obstruction clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 22 NM of a VOR.

PACIFIC AND SOUTHEAST ASIA, AUSTRALIA, NEW ZEALAND AND ANTARCTICA - MOCAs when published are those altitudes determined in accordance with AFM 60-16 criteria which requires 1000 ft clearance of obstacles in non-mountainous and 2000 ft clearance in mountainous terrain within 22 NM of any point on the intended flight path. These are shown in non-controlled airspace and may be shown in controlled airspace if established MEAs are not available. MOCAs may be shown in conjunction with MEAs, in controlled airspace to call attention to a requirement for caution if flying under IMC at the MEA. The MOCAs are based upon elevation data contained in current USAF WAC/ONC charts.

## MINIMUM RECEPTION ALTITUDE (MRA)

The lowest altitude required to receive adequate signals to determine specific VOR/VORTAC/TACAN fixes. These are normally established only in areas under FAA jurisdiction.

Consult other FLIP Supplements for definitions used in adjacent areas.



Applicable

## EXCEPTIONS:

1. VFR flights NOT authorized except the exception of military operations.

## EXCEPTIONS:

1. VFR flights NOT authorized
2. VFR flights NOT authorized

## EXCEPTIONS:

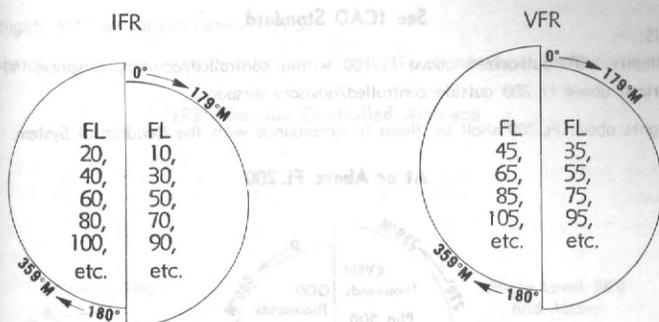
1. VFR flights NOT authorized
2. VFR flights NOT authorized more than 1 hr.

**CRUISING ALTITUDE DIAGRAMS**

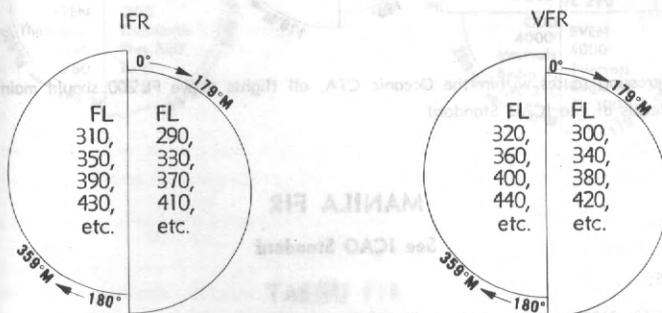
**ICAO STANDARD**

**On and Off Airways**

**Below FL 290**



**At and Above FL 290**



Applicable in all areas with EXCEPTIONS as published herein

**BANGKOK FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150 in controlled airspace or in advisory areas, with the exception of military requirements.

**GUAM FIR**

See ICAO Standard

**HONG KONG FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150.
2. VFR flights NOT authorized between SS-SR.

**HONOLULU FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 50 in Honolulu Oceanic CTA.
2. VFR flights NOT authorized when operated more than 100 NM at sea for a period of more than 1 hr.

**INDONESIAN FIRs/UIRs**

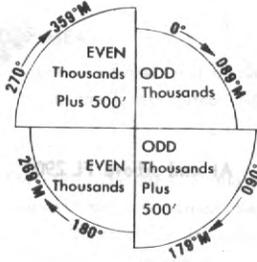
**(THE MAKASSAR AND SURABAJA FIRs; SUKARNOPURA SUB-FIR; BIAK AND DJAKARTA UIRs/FIRs)**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150 within controlled/advisory airspace. VFR flights NOT authorized above FL 200 outside controlled/advisory airspace.
2. All flights above FL 200 shall be flown in accordance with the Quadrantal System.

**At or Above FL 200**



3. When crossing routes within the Oceanic CTA, all flights above FL 200 should maintain the VFR flight levels of the ICAO Standard.

**MANILA FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150 in controlled airspace.
2. VFR flight NOT authorized between SS-SR.

**OKINAWA FIR**

See ICAO Standard

**RANGOON FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150.

**SAIGON FIR**

See ICAO Standard

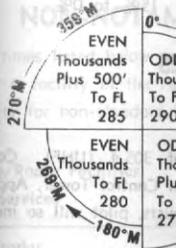
EXCEPTIONS:

1. VFR flights NOT authorized above FL 150.
2. VFR flights NOT authorized between SS-SR.
3. VFR flights NOT authorized when operated more than 100 NM at sea.

EXCEPTIONS:

1. VFR flights NOT authorized
2. VFR flights NOT authorized
3. Quadrantal cruising level

Below FL 200



EXCEPTIONS:

1. VFR flights NOT authorized
2. VFR flights NOT authorized
3. VFR flights NOT authorized

USN USE OF AIRWAY CONDITION

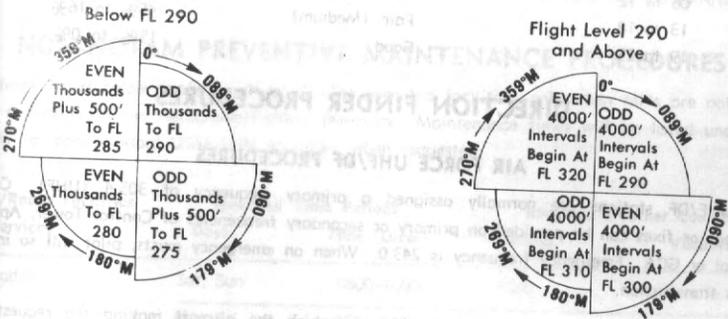
**SINGAPORE FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150 in controlled airspace or in advisory areas.
2. VFR flights NOT authorized between SS-SR.
3. Quadrantal cruising levels are in effect at or above FL 30 outside of controlled airspace.

**IFR - Outside Controlled Airspace**



**TAEGU FIR**

See ICAO Standard

**T'AI-PEI FIR**

See ICAO Standard

EXCEPTIONS:

1. VFR flights NOT authorized above FL 150.
2. VFR flights NOT authorized between SS-SR.
3. VFR flights NOT authorized when operated more than 100 NM at sea.

**TOKYO FIR**

See ICAO Standard

NAVY AIR/UNIT/STATIONS

VHF and UHF direction finding service is available in emergency on request through tower GCA unit at the station. Equipment is immediately available for operation when instrument conditions exist during normal working hours of station and five (5) minutes notice of all times after tower or GCA is downed. This equipment has an effective range of approximately 100 miles line of sight although greater distances can be obtained depending on the strength of the director's radio transmitter. Forward or emergency radio communications capability will be used to transmit appropriate restriction.



## USN USE OF RUNWAY CONDITION READINGS (RCR) (FOR USN AVIATORS ONLY)

Runway condition (braking action) at USAF bases and certain USN airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition readings (RCR). By comparing the RCR to a table in the applicable aircraft flight manual, USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS Manuals for Naval aircraft. Accordingly, the following table of equivalents is furnished to provide a convenient method of converting RCRs to comparable braking action and predicted landing ground roll distances for use by naval aviators. Runway conditions at USN airfields will be reported by air traffic controllers in the terms of equivalent braking action as delineated in the following table:

Runway Condition Reading (RCR)	Equivalent Braking Action	% Increase in landing roll
00 to 05	Nil	100% or more
06 to 12	Poor	99% to 46%
13 to 18	Fair (Medium)	45% to 16%
19 to 25	Good	15% to 0%

## DIRECTION FINDER PROCEDURES

### AIR FORCE UHF/DF PROCEDURES

1. UHF/DF stations are normally assigned a primary frequency of 305.4 (UHF). Courses, bearings or fixes can be provided on primary or secondary frequencies of Control Tower, Approach Control or GCA. Emergency frequency is 243.0. When an emergency exists, pilot will so indicate in his transmission.

2. A "Course" is that MAGNETIC direction in which the aircraft making the request must initially steer in order to reach the direction finding station assuming zero wind.

3. A "Bearing" is the TRUE bearing of the aircraft requesting the bearing from the D/F station. Bearing information available only at pilot's request.

4. A "Fix" is a position, usually stated in miles and magnetic direction from a navigational aid, some prominent surface landmark, or geographical coordinates. Position fixing can be obtained by having two or more D/F stations taking bearings on aircraft transmissions at the same time.

5. A "D/F Net" is a network of several direction finding stations which has a coordination center (net control) with a plotting board where courses from net D/F stations can be plotted to obtain a position fix.

6. A "One Station Fix" is a procedure used by the D/F station to determine the aircraft's distance and time from the D/F facility.

7. The controller will give the classification of courses or bearings when requested by the pilot.

CLASS	ACCURACY OF COURSES/BEARINGS
A	Within 2 Degrees
B	Within 5 Degrees
C	Within 10 Degrees

### NAVY VHF/UHF/DF STATIONS

VHF and UHF direction finding service is available in emergency on request through tower or GCA unit at the station. Equipment is immediately available for operation when instrument conditions exist during normal working hours of station and five (5) minutes notice at all other times when tower or GCA is manned. This equipment has an effective range of approximately 100 miles line of sight, although greater distances can be obtained depending on the signal strength of the aircraft's radio transmitter. Normal or emergency radio communications frequencies will be used to transmit appropriate instructions.

"All Aircraft Commanders controlling agency of the subsequent changes of Ram agency also." For variation of T'ai-peí Intl.

IFF  
WORLD/CINCPAC Changeover  
18°00'N 123°15'W, 28°00'N  
30°00'N 175°00'W, 61°30'N  
U.S. Control will comply with  
PACOM manual (Procedures

All military acft entering  
the Asia or S. China Sea mo

## NON-NOTAM

The times listed below apply  
after a facility in the Aero  
facility for non-standard US

### Radio/Radar Facilities and Services

ISR radar S  
M

PAR radar S  
M

TACAN S

VOR S

VHF/MF S  
(R/N-Range)

WLS S

PACON A

UHF/DF A

UHF/RBn A

ROKAF operated facilities c

ISR radar S

PAR radar S

UHF/DF A

NOTE: Equipment will be  
conditions deteriorate below  
be returned to operation w  
be taken.

VIP ARRIVAL

All Aircraft Commanders Carrying Very Important Persons will confirm this fact by calling the controlling agency of the Aerodrome at 100 NM out, giving Estimated Ramp Block Time. Any subsequent changes of Ramp Block Time exceeding five (5) minutes will be called to controlling agency also." For variations to this procedure, see Aerodrome Remarks. See SPECIAL NOTICES for T'ai-pei Intl.

IFF/SIF CHANGEOVER PROCEDURE

NORAD/CINCPAC Changeover Line for airborne IFF/SIF procedures is as follows: 29°00'N 114°50'W, 28°00'N 123°15'W, 28°00'N 131°00'W, 43°00'N 140°00'W, 50°00'N 140°00'W, 52°00'N 153°00'W, 50°00'N 175°00'W, 61°30'N 176°30'W, 65°00'N 169°00'W then terminates. All acft subject to U.S. Control will comply with either the NORAD manual 55-18 (IFF/SIF) instructions, or the PACOM manual (Procedures for the use of IFF Mark X SIF) in the Pacific Command as appropriate. All military acft entering or operating within the Philippine ADIZ, in or near Malaysian ADIZ, or the Asia or S. China Sea must comply with IFF/SIF procedures for the PACIFIC COMMAND.

NON-NOTAM PREVENTIVE MAINTENANCE PROCEDURES

The times listed below apply to all USAF/USN operated facilities, only when MP's are not listed after a facility in the Aerodrome/Facility Directory. Maintenance times will be listed under the facility for non-standard USAF/USN facilities, when requested.

Radio/Radar Facilities and Services	Specified Time Periods		Required Weather Conditions	
	Days	Time (Local)	Ceiling	Visibility
SR radar	Sat, Sun	0800-1000	5000	5 miles
	Mon-Fri	0200-0400	5000	5 miles
PAR radar	Sat, Sun	1000-1200	3000	3 miles
	Mon-Fri	0400-0600	3000	3 miles
TACAN	Sat, Sun	1500-1600	Clear to 4/10ths	10 miles
OR	Sat, Sun	1400-1500	Clear to 4/10ths	10 miles
F/MF (RBN-Range)	Sat, Sun	1700-1800	Clear to 4/10ths	10 miles
LS	Sat, Sun	1600-1700	3000	3 miles
TACON	Any day	0800-1000	Clear to 4/10ths	5 miles
HF/DF	Any day	1400-1600	Clear to 4/10ths	5 miles
HF/RBN	Any day	0800-1000	Clear to 4/10ths	5 miles
OKAF operated facilities only.				
SR radar	Sat, Sun	0830-1000	5000	5 miles
PAR radar	Sat, Sun	1000-1200	3000	3 miles
HF/DF	Any day	1400-1600	Clear to 4/10ths	5 miles

NOTE: Equipment will be immediately returned to operation or NOTAM action taken if WEATHER conditions deteriorate below ceiling or visibility requirements listed above. If equipment cannot be returned to operation within the TIME period specified above, immediate NOTAM action will be taken.

## INTERCEPTION SIGNALS

The following interception signals are adopted for use of the airspace contiguous to the United States, Hawaii, Alaska, America Samoa, Guam, Midway, Wake Island and territorial waters, the Okinawa ADIZ and the Saigon ADIZ, Philippine ADIZ, Day means day or VFR conditions, night means night or IFR conditions.

## INTERCEPTION SIGNALS

FIRST SERIES		
Signal by interceptor	Meaning	Response by intercepted aircraft
<p>Day Rocking wings from a position in front of intercepted aircraft and after acknowledgement a slow level turn on to the desired course.</p> <p>Night As day with the addition of a series of flashing lights at irregular intervals by any means available.</p> <p>NOTE:—If the interceptor intends only to lead intercepted aircraft away from an area it signals in front and to the left of the intercepted aircraft. If the interceptor intends to lead intercepted aircraft for a landing it signals in front and to the right of the intercepted aircraft.</p> <p>If the intercepted aircraft is unable to maintain sufficient speed to follow the interceptor:</p> <p>(1) The interceptor shall fly in the direction the intercepted aircraft should fly. Circle to the left and fly again in the proper direction.</p> <p>(2) When the area for descent is reached the interceptor shall circle to the right. The intercepted aircraft should then let down in a descending turn at the minimum rate of descent.</p>	<p>'Follow me'</p> <p>'Fly in this direction'</p> <p>'Descend in this area'</p>	<p>Day or Night Rocking wings and following.</p> <p>Rocking wings and maintaining indicated direction.</p> <p>Rocking wings and commencing descent.</p>
SECOND SERIES		
Signal by interceptor	Meaning	Response by intercepted aircraft
<p>Day or Night An abrupt break away upwards of 90 degrees or more.</p>	'You may proceed'	<p>Day or Night Rocking wings.</p>
THIRD SERIES (To be used on arriving in vicinity of aerodrome).		
Signal by interceptor	Meaning	Response by intercepted aircraft
<p>Day Circling aerodrome and lowering landing gear.</p> <p>Night As day and showing steady lights if carried.</p>	'Land at this aerodrome'	<p>Day or Night Same as interceptor, and proceed to land.</p>
FOURTH SERIES (To be used if intercepted aircraft finds aerodrome inadequate).		
Signal by intercepted aircraft	Meaning	Response by interceptor
<p>Day Rocking wings while passing over landing runway at a height exceeding 1000 feet above the level of the aerodrome.</p> <p>Night Flashing landing lights while passing over the landing runway at a height not exceeding 1000 feet above the level of the aerodrome. (If unable to flash landing lights flash any lights available.)</p>	'Aerodrome that you have designated is inadequate'	<p>Day or Night If it is desired that other aircraft follow him to an alternative aerodrome, the interceptor signals the FIRST series.</p> <p>Should the interceptor decide to release intercepted aircraft he signals the SECOND series (meaning 'You may proceed')</p>
DISTRESS SERIES		
Signal by intercepted aircraft	Meaning	Response by interceptor
<p>Day Porpoising.</p> <p>Night Switching on landing lights and holding steady beam.</p>	'In distress'	<p>Day or Night Use appropriate interception signal, as shown above.</p>

## Interception Signals:

The following rules are a  
ance with previously issued  
Radio/Navigation Information  
contains the Soviet Rules for  
within USSR airspace in acc  
ments. Foreign aircraft, flyi  
or not complying with comm  
the flight of that aircraft,  
will compel them to land at

## 2. Signals used by alert air

INTERCEPTING  
AIRCRAFT SIGNALS

DAY—Wagging wings  
three times.

NIGHT—Three blinks  
with navigation lights.

DAY—An entrance ahead  
along the course of the  
violator aircraft and a  
turn to the side of the  
airport for landing with  
a bank of 20°, marking  
himself by wagging his  
wings.

NIGHT—An entrance  
ahead of the course of  
the violator aircraft and  
to turn to the side of the  
airport for landing with  
a bank of 20°, marking  
himself by blinking his  
navigation lights.

DAY—(1) During visual  
sight of the aerodrome—  
a circle over the landing  
aerodrome; (2) During  
the approach to the air-  
field behind the clouds—  
a circle over the aero-  
drome and entrance onto  
the landing course.

NIGHT—Entrance onto  
the landing course and  
turning on of the land-  
ing lights.

DAY—Multiple wing  
wags while flying on a  
parallel course.

NIGHT—Multiple blinks  
of the navigation lights  
while flying on a parallel  
course.

DAY—A vigorous turn to  
outside and climb from  
that altitude.

NIGHT—A vigorous turn  
to the outside and climb  
from that altitude.

USSR INTERCEPTION SIGNALS

Interception Signals:

1. The following rules are applicable to foreign aircraft operating within USSR airspace in accordance with previously issued clearances or existing overflight agreements. The Aerodrome and Radio/Navigation Information Guide as published by the Department of Civil Air Fleet, USSR, contains the Soviet Rules for Engagement. These rules are applicable to foreign aircraft operating within USSR airspace in accordance with previously issued clearances or existing overflight agreements. Foreign aircraft, flying in the airspace of the USSR, violating established flight procedures, or not complying with commands of the Air Traffic Control Service of the Civil Air Fleet directing the flight of that aircraft, will be considered violators and alert aircraft of the Anti-Air Defense will compel them to land at the nearest aerodrome.

2. Signals used by alert aircraft of the USSR and rocket signal are shown in the chart below:

USSR INTERCEPTION SIGNALS

INTERCEPTING AIRCRAFT SIGNALS	ROCKET SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
DAY—Wagging wings three times. NIGHT—Three blinks with navigation lights.	DAY or NIGHT One green rocket	Attention, you are a violator aircraft.	DAY—Wagging the wings. NIGHT—Blinking the navigation lights.	I will execute your signal.
DAY—An entrance ahead along the course of the violator aircraft and a turn to the side of the airport for landing with a bank of 20°, marking himself by wagging his wings. NIGHT—An entrance ahead of the course of the violator aircraft and a turn to the side of the airport for landing with a bank of 20°, marking himself by blinking his navigation lights.		Follow me.	DAY—Wagging the wings. NIGHT—Blinking the navigation lights.	I will execute your signal.
DAY—(1) During visual sight of the aerodrome—a circle over the landing aerodrome; (2) During the approach to the airfield behind the clouds—a circle over the aerodrome and entrance onto the landing course. NIGHT—Entrance onto the landing course and turning on of the landing lights.		Land at that aerodrome.	DAY—Wagging the wings. NIGHT—Blinking the navigation lights.	I will execute your signal.
DAY—Multiple wing wags while flying on a parallel course. NIGHT—Multiple blinks of the navigation lights while flying on a parallel course.	DAY or NIGHT One red rocket	Follow my commands otherwise your safety is not guaranteed.	DAY—Wagging the wings. NIGHT—Blinking the navigation lights.	I will execute your signal.
DAY—A vigorous turn to outside and climb from that altitude. NIGHT—A vigorous turn to the outside and climb from that altitude.		Your path is free.	DAY—Wagging the wings. NIGHT—Blinking the navigation lights.	I will execute your signal.

## OPERATING PROCEDURES FOR FLIGHT WITHIN THE HIGH ALTITUDE STRUCTURE

### I. JAPAN

The High Altitude Chart is designed for planning and in-flight use for operating in the airspace above FL 240.

#### A. VFR OPERATIONS:

VFR operations within the High Altitude structure will be conducted in accordance with standard VFR procedures.

#### B. IFR OPERATIONS:

All pilots are requested to use the route structure shown on the chart to the maximum extent possible to facilitate air traffic control. Pilots may request a clearance to conduct direct flight off the designated Jet Routes provided:

1. The aircraft will be flown on a route defined by the high altitude navigational aids depicted on the chart.

2. The facilities selected to define the route are not more than 300 nautical miles apart.

**NOTE:** When the distance between the facilities defining the route exceeds 300 nautical miles, the aircraft will not be assigned a specific flight level, but may be cleared to operate in "VFR conditions on top" if so requested by pilots.

#### C. FLIGHT PLAN:

Flight plans for the high altitude routes will be standard flight plans. Remarks section should contain types of radio navigational equipment installed on the aircraft, i.e., "ADF and VOR".

#### D. CRUISING FLIGHT LEVELS:

As indicated on High Altitude Enroute charts.

#### E. RADIO COMMUNICATION:

Position reporting frequencies for the High Altitude structure are as indicated below. Aircraft may be requested to monitor other controls, such as Yokota Approach Control. In these cases, the enroute controller will give instructions as to time or place and frequency to monitor.

REPORT TO	PRIMARY	SECONDARY	OVER (FIX)
FUKUOKA CONTROL	124.1	135.9	Mishima, Itazuke
	278.8 (E)	255.4	Ikishima
IWAKUNI RADIO	135.9		Iwakuni, Shimizu
	255.4 (E)		Miho
KAGOSHIMA RADIO	135.9		Kagoshima, Tarpon
	255.4 (E)		Bonito, Swordfish
OSAKA RADIO	123.9	135.9	Kushimoto, Rokko
	308.4 (E)	255.4	Itami
SAPPORO CONTROL	119.3	255.4	Chitose, Numanohata,
	135.9		Zulu, Kushiro, Memanbetsu,
	123.9	135.9	Wakkanai
	308.4 (E)	255.4	Misawa, Miyako
TOKYO CONTROL	125.7	260.8	Daigo, Tokyo, Kumagaya,
	124.1	278.8	Nikko, Omiya, Haddock, White
	118.9 (E)		Bait, Yellow Tail, Eda, Yokosuka, Chigasaki, Tateyama, Oshima, Dallas, Marlin, Spencer, Trumpeter, Abalone, Mullet, Goldfish, Hamamatsu, Kowa, Nagoya, Komatsu

#### F. POSITION REPORTING:

Position reporting is standard as shown on the back cover of the Enroute Supplement.

#### G. FLIGHTS WITHIN ADIZ:

Standard procedures for flights within or entering an ADIZ apply to the High Altitude structure.

### II. ALL OTHER AREAS

The High Altitude chart is designed for planning and inflight use in the Okinawa FIR above FL 240, in the Manila FIR above FL 245, and in the T'ai-pei FIR above FL 250.

#### A. OPERATING PROCEDURES:

All Operating Procedures within these areas are the same as the low altitude procedures for the respective areas.

#### B. CRUISING FLIGHT LEVELS:

As indicated on High Altitude Enroute charts.

### AIR TO AIR COMMUNICATIONS

communications by aviators in

### VANDERBILT RWI NET:

provides access to the 8  
contact the station nearest

"Vanderbilt Alpha (Brooklyn)

Romeo - Whiskey - India w

Vanderbilt Radio/Wire

### STATION

1. Seoul Hill #

2. Beason (30 n

3. Madison (Suw

4. Bucket (Oson

5. Fresno (P'Yor

6. Highpoint (C

7. Richmond (T

8. Salem (Taegu

9. Dartboard (1

10. Brooklyn (18

11. Changsan (P

\*12. Camp Red Cl

(Uijongbu)

\*13. Camp Howze

(2nd Inf Div

\*14. Camp Casey

(7th Inf Div

"ON CALL" Basis - For a

PIREPS: Request pilots m

PIREPS to the Detachment

in Korea are scarce and a

facilities may also be use

couraged. Procedures as fo

1. Normal RWI procedur

2. Ask for Yongsan 229

If busy, Yongsan 4152 (F

RWI facilities to C.O. USA

U. S. ARMY—KOREA

**AIR TO AIR COMMUNICATIONS:** Frequencies 348.6 and 45.8 are established for air to air communications by aviators in Korea.

**VANDERBILT RWI NET:** Army aircraft are encouraged to use the Vanderbilt RWI Net, which provides access to the 8th Army telephone system. Aviators desiring to enter this net should contact the station nearest to his position as follows:

"Vanderbilt Alpha (Bravo, etc.) this is Vanderbilt Beaver 62124 (Raven 93127, etc.); request Romeo - Whiskey - India with Yongsan 4152, (Camp Howze 555, etc.)"

Vanderbilt Radio/Wire Integration Net Frequencies 38.6(P) - 39.6(A).

**STATIONS**

**CALL WORD**

- |                                       |                     |
|---------------------------------------|---------------------|
| 1. Seoul Hill #3                      | Vanderbilt Alpha    |
| 2. Beason (30 mi E of Seoul)          | Vanderbilt Bravo    |
| 3. Madison (Suwon)                    | Vanderbilt Charlie  |
| 4. Bucket (Osan)                      | Vanderbilt Delta    |
| 5. Fresno (P'Yong'Taek)               | Vanderbilt Echo     |
| 6. Highpoint (Chonan)                 | Vanderbilt Foxtrot  |
| 7. Richmond (Taejon)                  | Vanderbilt Golf     |
| 8. Salem (Taegu)                      | Vanderbilt Hotel    |
| 9. Dartboard (10 mi SE Taegu)         | Vanderbilt India    |
| 10. Brooklyn (18 mi N Pusan)          | Vanderbilt Juliett  |
| 11. Changsan (Pusan)                  | Vanderbilt Kilo     |
| *12. Camp Red Cloud<br>(Uiijongbu)    | Vanderbilt Lima     |
| *13. Camp Howze<br>(2nd Inf Div area) | Vanderbilt Mike     |
| *14. Camp Casey<br>(7th Inf Div area) | Vanderbilt November |

"ON CALL" Basis - For activation contact I Corps (GP) Sig, OICRC 2910)

**PIREPS:** Request pilots make increased use of RWI (Radio Wire Integration facilities) to send PIREPS to the Detachment 18, 20th Weather Squadron, weather forecaster. Weather data sources in Korea are scarce and a pilot report can be of great assistance to the weather forecaster. RWI facilities may also be used to obtain in-flight weather report or forecasts and this usage is encouraged. Procedures as follows:

1. Normal RWI procedure—Vanderbilt Net 38.6 MHz.
2. Ask for Yongsan 2297 or 2154, weather forecaster.

If busy, Yongsan 4152 (FOC); ask for weather forecaster. Report failures or inadequacies of the RWI facilities to C.O. USA AATC Co. (FOC) immediately.

## AIRCRAFT POSITION REPORTS

1. Reference paragraph 5h, EA Regulations 95-1, dtd 3 Sep 65.
2. Based upon the need for adequate flight following procedures, aircraft search and rescue procedures, and control of Army aircraft (USA and ROKA) within Korea, it is imperative that position reports be rendered, recorded, and forwarded to Flight Operations Center (FOC) by the most expeditious means possible (radio or land line).
3. Each Army airfield (USA and ROKA), having a control tower and/or voice communications facility will establish and maintain an aircraft position report log.
4. Log will reflect type aircraft, serial number, position reported, time of report, and time report was forwarded to FOC.

Aviators will "Transmit in the Blind" departing or landing intentions when operating from airfields or heliports which do not have control facilities. An example of such a transmission follows: "Attention all aircraft vicinity H-201. Raven 123 departing to the west".

## FOC

Flight Operations Center Main (FOC (M)) located at H-201 is operational continuously. Telephone Yongsan 4152 or 4714. Call Sign "FOC". Do not use phonetic alphabet for call sign.

Flight Coordination Center (FCC) located at H-309. Call Sign is "Evenreach."

Flight Operations Center Alternate (FOC(A)) located at H-521. Call Sign is "Jackrabbit."

FOC (M)	FCC	FOC (A)
"FOC"	"Evenreach"	"Jackrabbit"
32.7 (P)	32.7 (P)	32.7 (P)
39.2 (S)	39.2 (S)	39.2 (S)
122.5 (P)	122.5 (P)	122.5 (P)
121.5 (G)	121.5 (G)	241.0 (P)
241.0 (P)	241.0 (P)	255.8 (S)
255.8 (S)		

**MULTIPLE STOP FLIGHT PLANS:** All Multiple Stop Flight Plans must include estimated time enroute for each leg of flight, and anticipated ground at each intermediate stop. The pilot is responsible for notifying FOC as to the down and off time at each stop. These reports may be transmitted by airfield operations, called directly to FOC or Evenreach, radio or telephone, called through the radio wire integration system, or a message given to the unit in the vicinity of the field site, asking that they pass immediately, on a priority basis, through command channels by telephone or radio. These reports may also be passed to FOC through Taegu Center, Air Operations Center (Osan AB), or GCI sites through MDC (Master Direction Center). All of the latter have direct circuits to FOC.

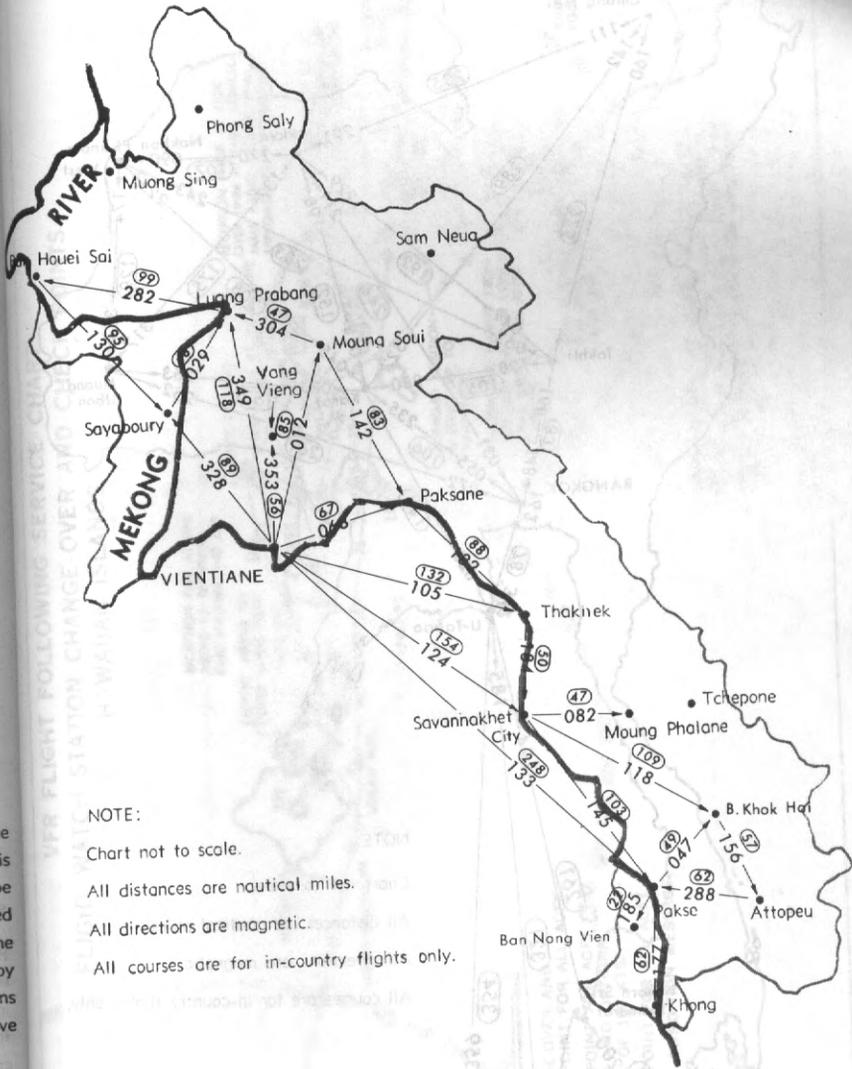
**FLIGHT PLAN TO SURVEILLANCE ZONE:** In order to coordinate Army Aviation Operations with Air Defense, it is necessary that the flight path be listed in the flight plan sent to FOC. Minimum acceptable description of flight plan to surveillance zone will include: route to zone, point of entry, point leaving zone and route from zone. Check points, heliports, airfields, map coordinates or latitude and longitude locations may be used for identification of various points. If the route of flight is classified, a copy must be on file with Air Defense and flight path identified by code word. Flight plans listing DMZ as route of flight cannot be accepted by FOC.



## NOTE:

- Chart not to scale
- All distances are approximate
- All directions are approximate
- All courses are approximate

VFR ROUTES LAOS

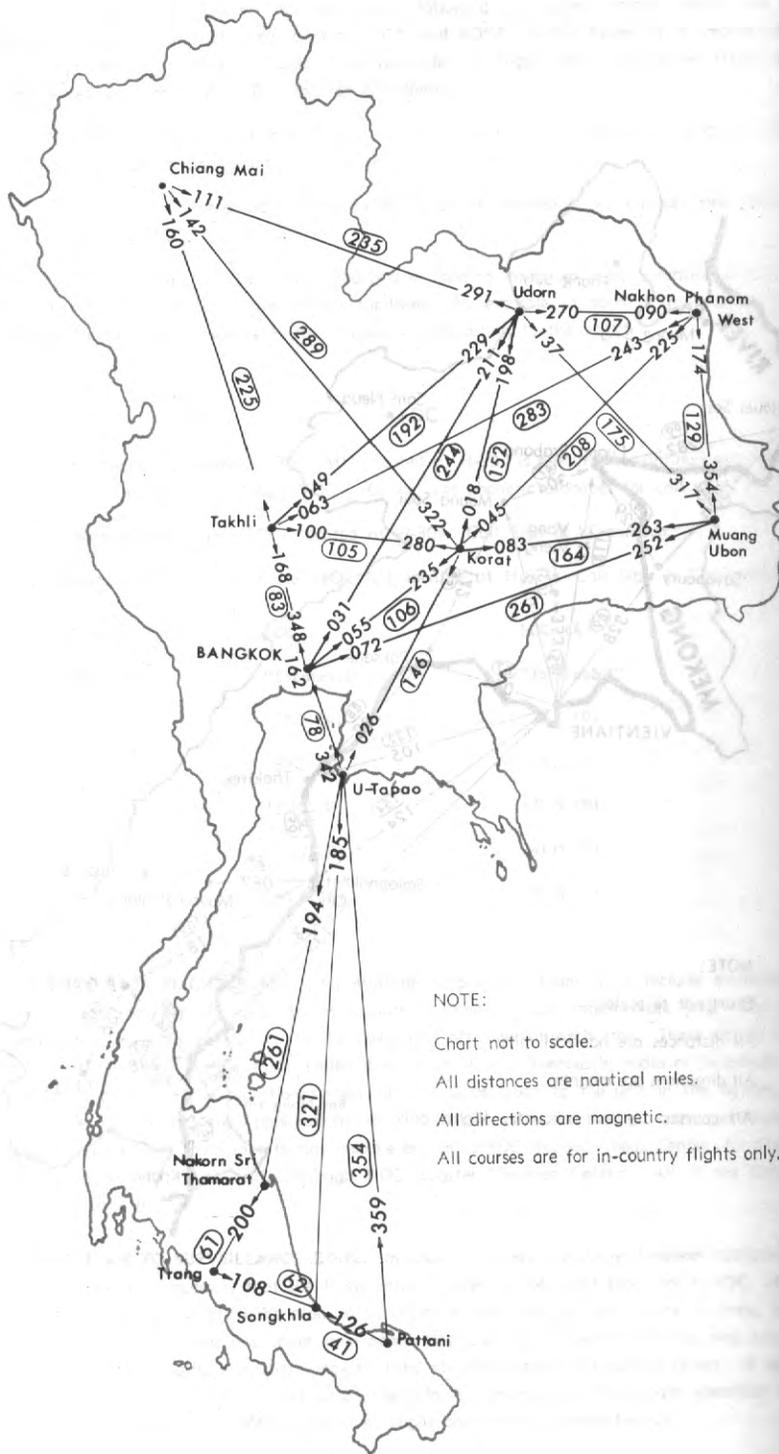


NOTE:  
 Chart not to scale.  
 All distances are nautical miles.  
 All directions are magnetic.  
 All courses are for in-country flights only.

VFR FLIGHT FOLLOWING SERVICE CANCELLED  
 VFR FLIGHT FOLLOWING SERVICE CANCELLED OVER AIRPORT  
 HAWAIIAN AIRWAYS

AIRPORTS  
 VFR REFERENCE POINTS  
 MILEAGE  
 DESIGNATED POSITION  
 NAME OF DELIVERY OF FUEL  
 AIRPORT SERVICE STATION (ASIS)  
 AIRPORT SERVICE STATION (ASIS)  
 AIRPORT SERVICE STATION (ASIS)  
 AIRPORT SERVICE STATION (ASIS)

VFR ROUTES THAILAND



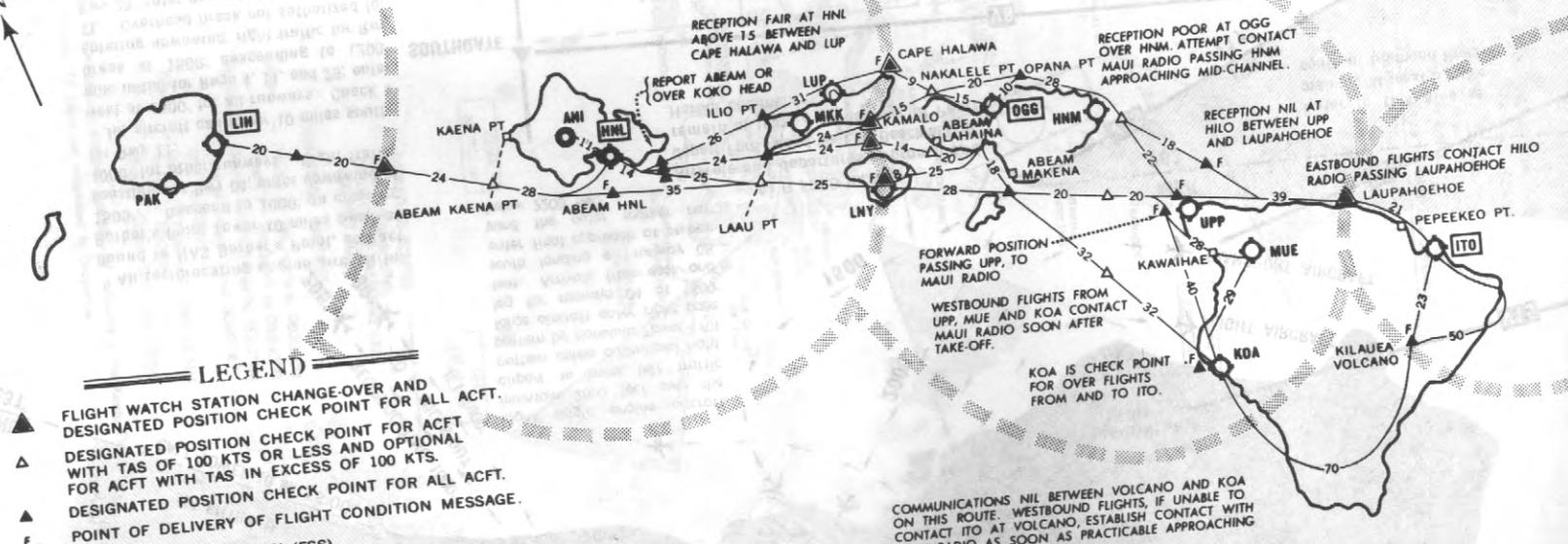
NOTE:  
 Chart not to scale.  
 All distances are nautical miles.  
 All directions are magnetic.  
 All courses are for in-country flights only.

VFR FLIGHT FOLLOWING SERVICE CHART  
 FLIGHT WATCH-STATION CHANGE-OVER AND CHECK POINTS

RECEPTION FAIR AT HNL



# VFR FLIGHT FOLLOWING SERVICE CHART FLIGHT WATCH STATION CHANGE-OVER AND CHECK POINTS HAWAIIAN ISLANDS



- LEGEND**
- ▲ FLIGHT WATCH STATION CHANGE-OVER AND DESIGNATED POSITION CHECK POINT FOR ALL ACFT.
  - △ DESIGNATED POSITION CHECK POINT FOR ACFT WITH TAS OF 100 KTS OR LESS AND OPTIONAL FOR ACFT WITH TAS IN EXCESS OF 100 KTS.
  - ▲ DESIGNATED POSITION CHECK POINT FOR ALL ACFT.
  - F POINT OF DELIVERY OF FLIGHT CONDITION MESSAGE.
  - HNL FLIGHT SERVICE STATION (FSS)
  - ▨ FSS RECEPTION LIMITS
  - ● AIRPORTS
  - VFR REFERENCE POINT
  - 20 MILEAGE

COMMUNICATIONS NIL BETWEEN VOLCANO AND KOA ON THIS ROUTE. WESTBOUND FLIGHTS, IF UNABLE TO CONTACT ITO AT VOLCANO, ESTABLISH CONTACT WITH MAUI RADIO AS SOON AS PRACTICABLE APPROACHING KOA.

RECEPTION FAIR AT HNL ABOVE 15 BETWEEN CAPE HALAWA AND LUP

REPORT ABEAM OR OVER KOKO HEAD

RECEPTION POOR AT OGG OVER HNM. ATTEMPT CONTACT MAUI RADIO PASSING HNM APPROACHING MID-CHANNEL.

RECEPTION NIL AT HILO BETWEEN UPP AND LAUPAHOEHOE

EASTBOUND FLIGHTS CONTACT HILO RADIO PASSING LAUPAHOEHOE

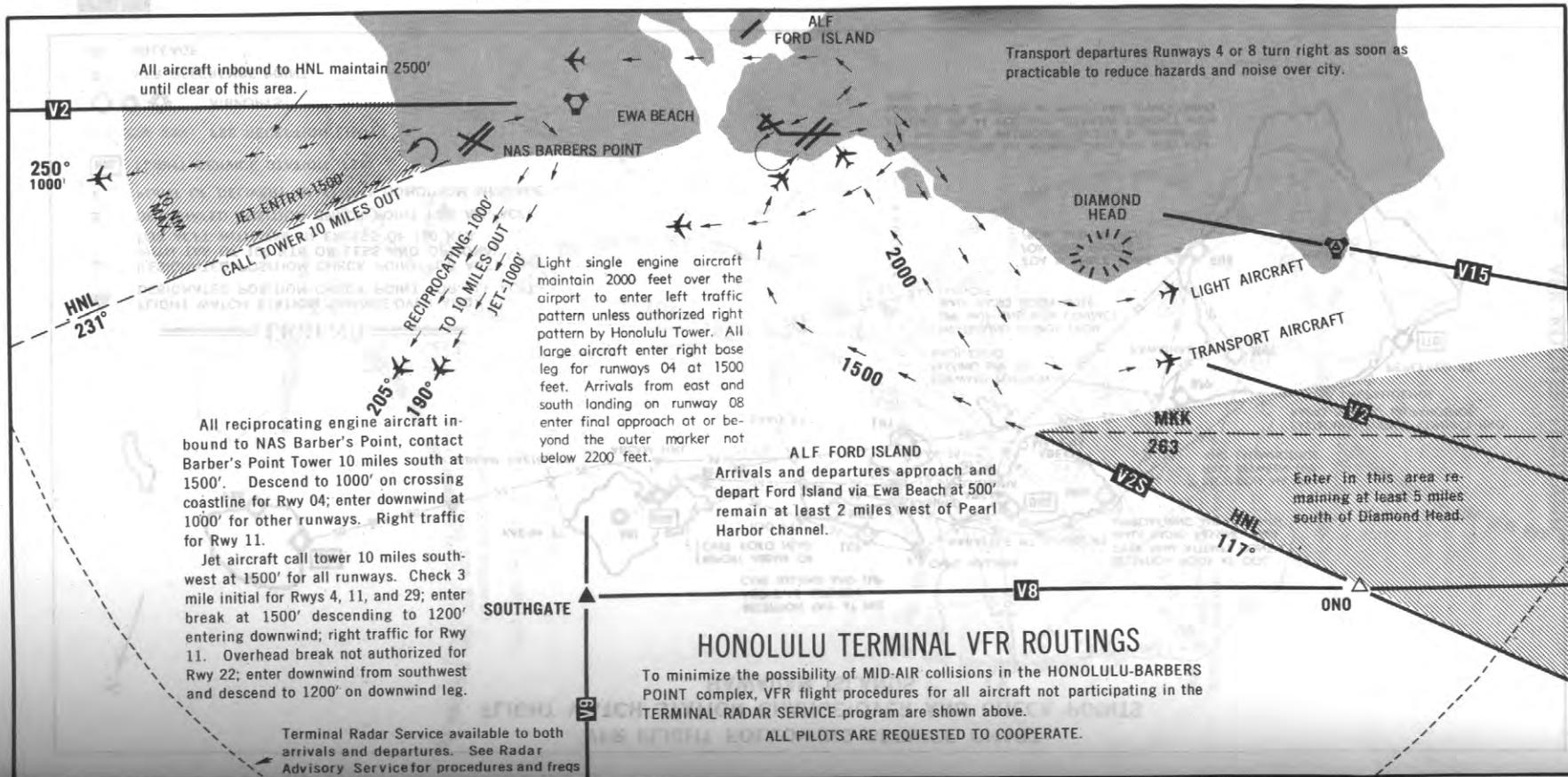
FORWARD POSITION PASSING UPP, TO MAUI RADIO

WESTBOUND FLIGHTS FROM UPP, MUE AND KOA CONTACT MAUI RADIO SOON AFTER TAKE-OFF.

KOA IS CHECK POINT FOR OVER FLIGHTS FROM AND TO ITO.

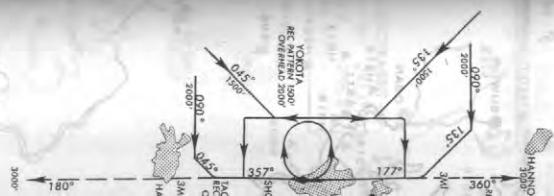
n-country flights only.  
ogentic.  
tical miles.





Special VFR routing base complex. All

Yok  
Tac  
Iru



VFR APPROACHES - DEPARTURES  
IRUMA - TACHIKAWA - YOKOTA

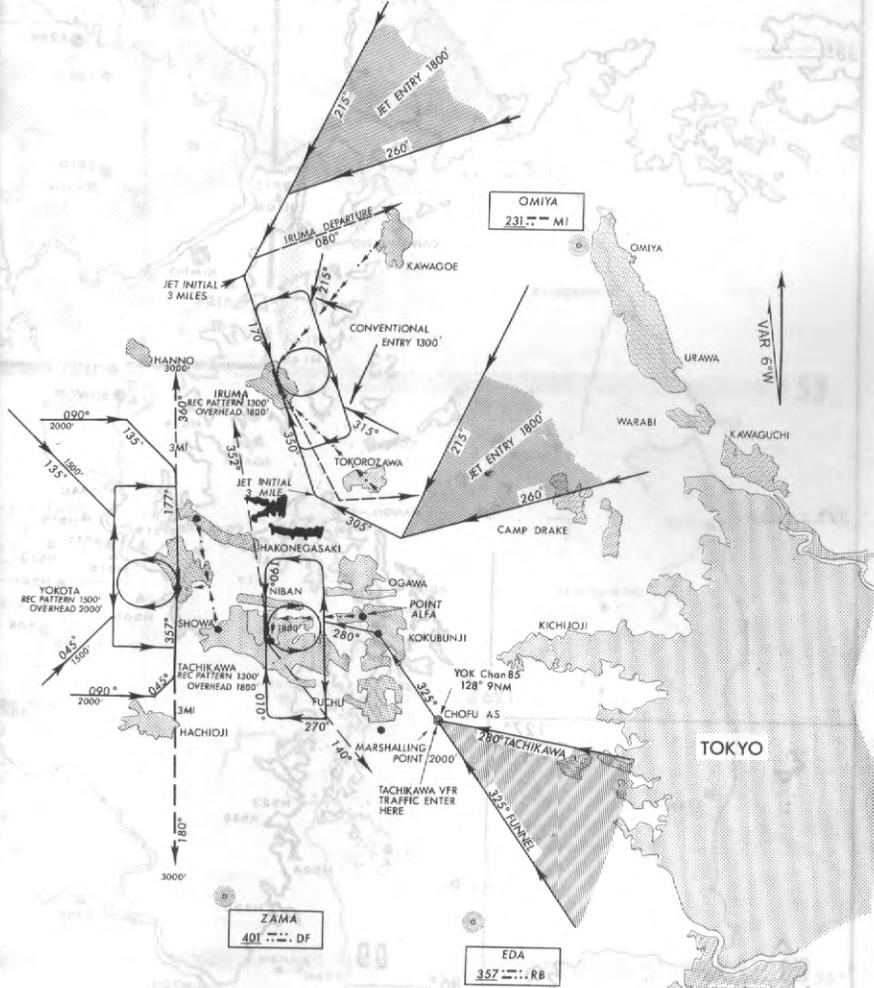
APPROACH AIRSPEED

CONV & TURBO PROP

120 - 180 KNOTS

JETS: IRUMA 270 KNOTS - YOKOTA 250-350 KNOTS

ALTITUDES ARE MSL



DEPARTURE ROUTES ----->>>>  
HELICOPTER ROUTES ----->>>>  
(HELICOPTER PATTERNS ARE 500 FEET AGL)

DEPARTURE NOTICES

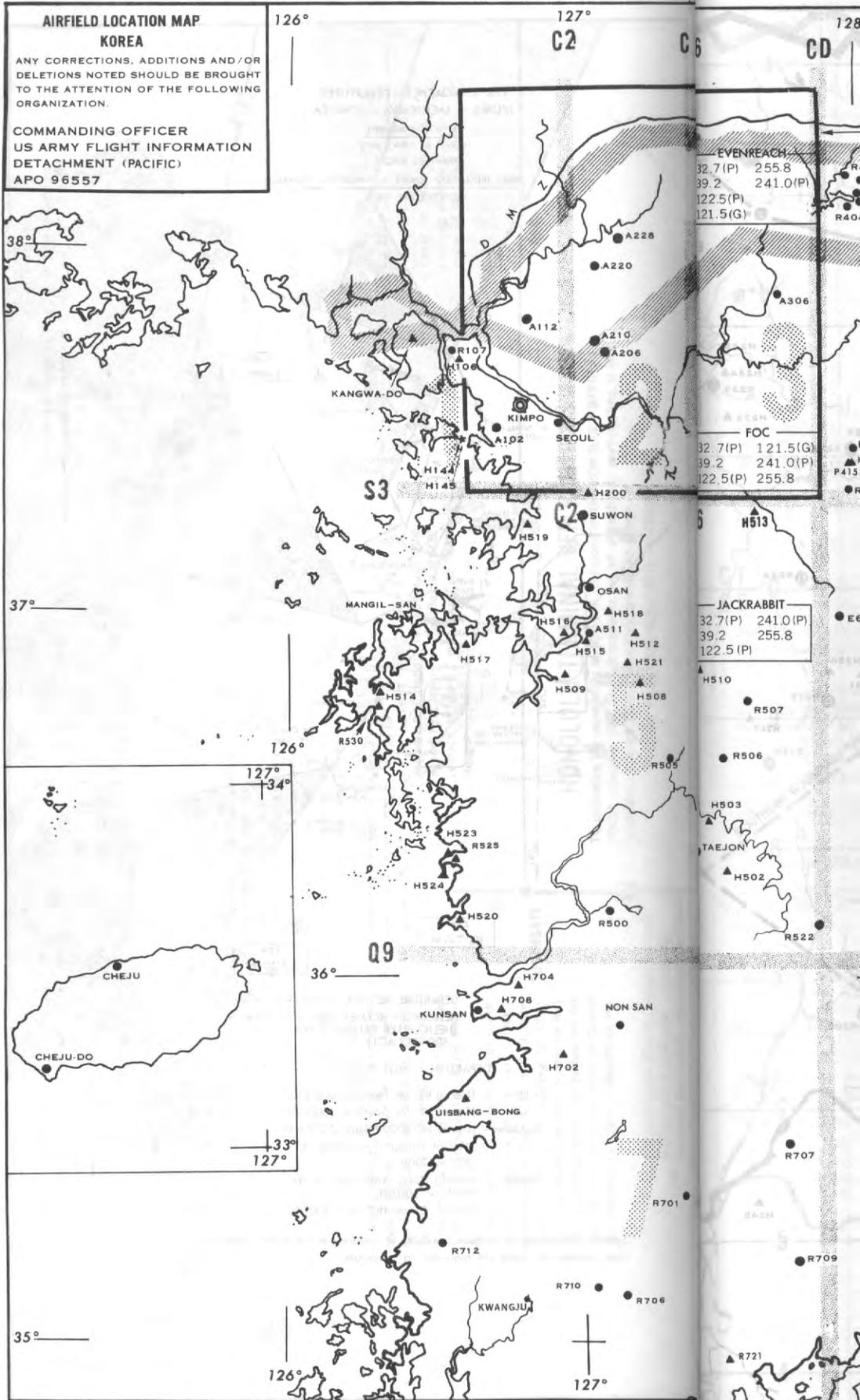
- Iruma - (North) RT 3M North to 080/3000  
(South) LT 3M South to 080/3000
- Tachikawa - (South) 140/3000 (North) 352/2NM  
West of Iruma if not 3000' RT  
007' to 3000'
- Yokota - (North) Climb 360' until 26 NM  
north or 3000ft.  
(South) Climb 180' until 3000ft.

Special VFR routings to minimize possibility of collisions in the Kanto Plains tri-base complex. All pilots are requested to cooperate.

**AIRFIELD LOCATION MAP  
KOREA**

ANY CORRECTIONS, ADDITIONS AND/OR DELETIONS NOTED SHOULD BE BROUGHT TO THE ATTENTION OF THE FOLLOWING ORGANIZATION.

COMMANDING OFFICER  
US ARMY FLIGHT INFORMATION  
DETACHMENT (PACIFIC)  
APO 96557

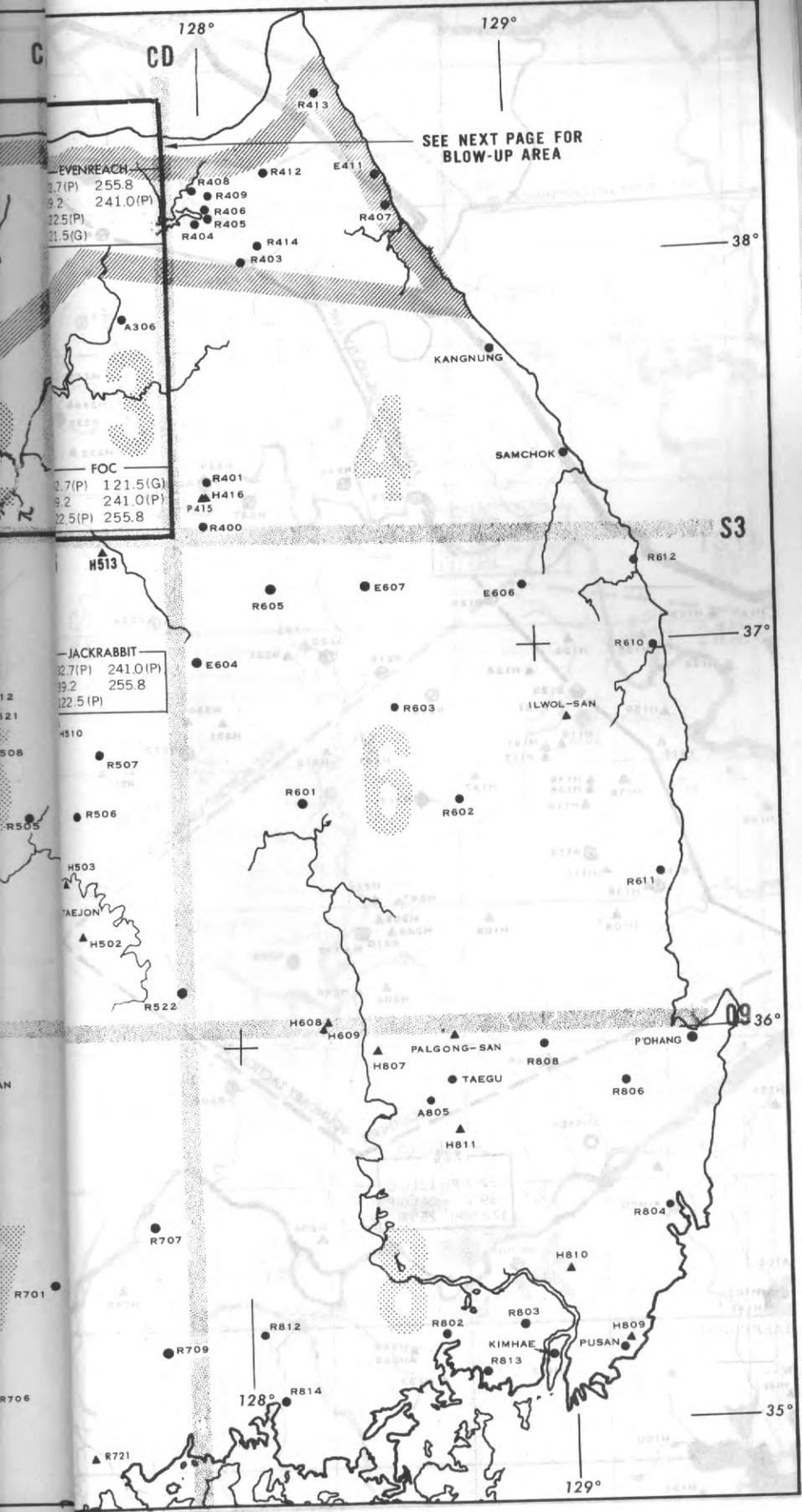


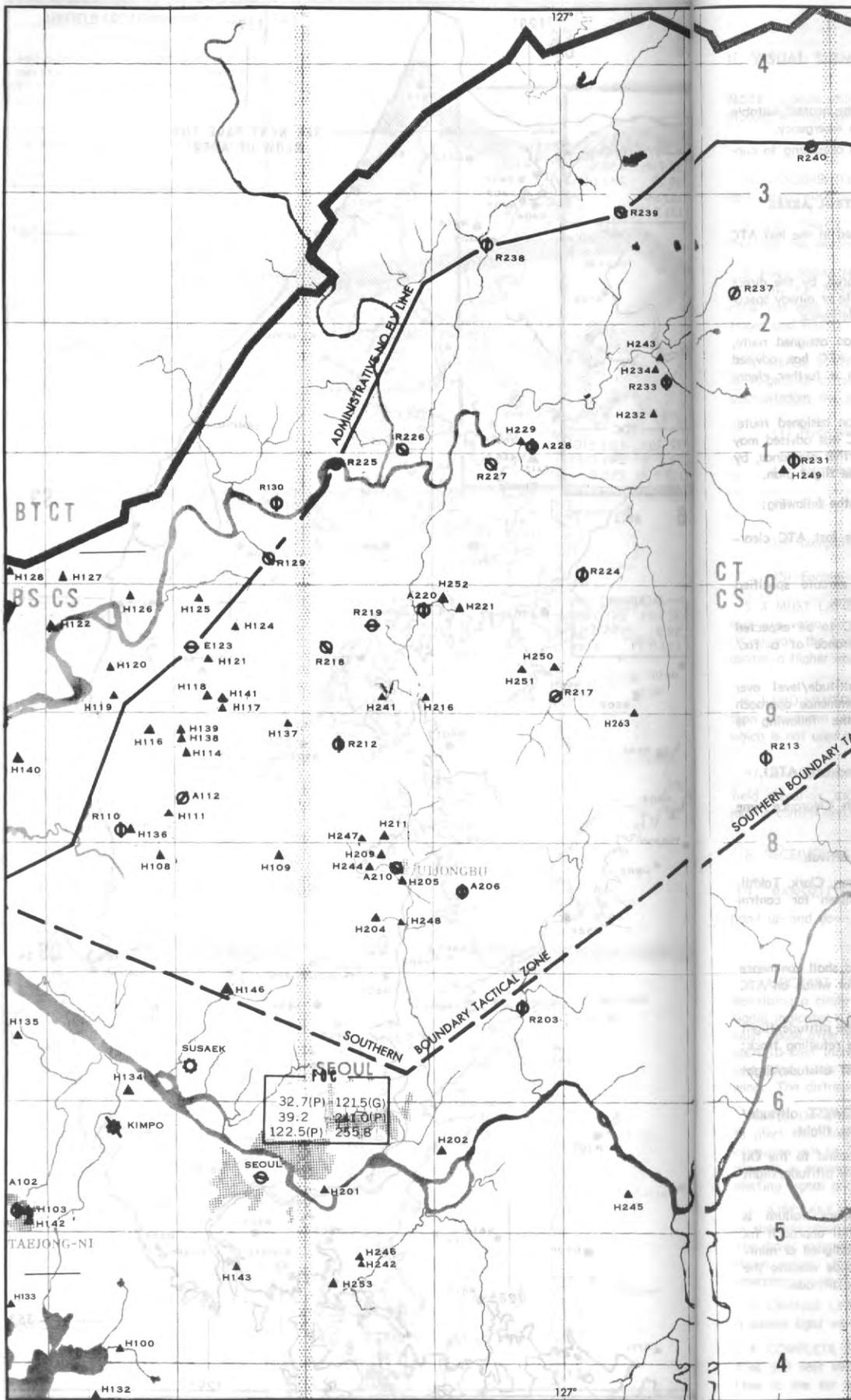
32.7(P)	255.8
39.2	241.0(P)
122.5(P)	
121.5(G)	

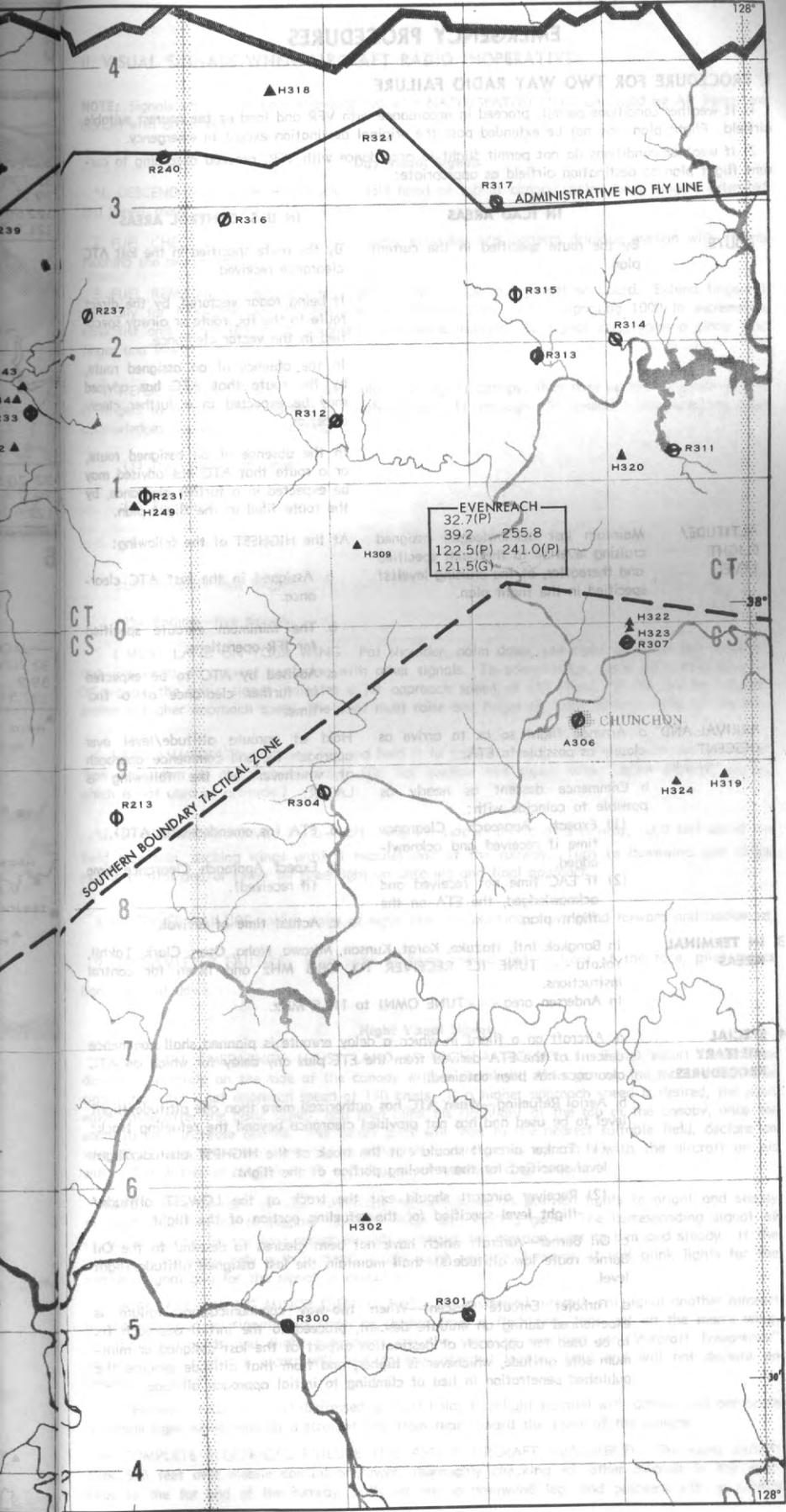
FOC	
32.7(P)	121.5(G)
39.2	241.0(P)
122.5(P)	255.8

JACKRABBIT	
32.7(P)	241.0(P)
39.2	255.8
122.5(P)	









## EMERGENCY PROCEDURES

## I. PROCEDURE FOR TWO WAY RADIO FAILURE

1. If weather conditions permit, proceed in accordance with VFR and land at the nearest suitable airfield. Flight plan may not be extended past the original destination except in emergency.

2. If weather conditions do not permit flight in accordance with VFR, proceed according to current flight plan to destination airfield as appropriate:

## IN ICAO AREAS

ROUTE By the route specified in the current plan.

ALTITUDE/  
FLIGHT  
LEVEL Maintain last acknowledged assigned cruising level(s) to the point specified and thereafter, at the cruising level(s) specified in the flight plan.

ARRIVAL AND  
DESCENT a. Arrange flight so as to arrive as closely as possible to ETA.  
b. Commence descent as nearly as possible to coincide with:

- (1) Expect Approach Clearance time if received and acknowledged.
- (2) If EAC time not received and acknowledged, the ETA on the flight plan.

## 3. IN TERMINAL AREAS

In Bangkok Intl, Itazuke, Korat, Kunsan, Misawa, Naha, Osan, Clark, Takhli, Yokota --- TUNE ILS RECEIVER TO 108.3 MHz and listen for control instructions.  
In Andersen area --- TUNE OMNI to 118.5 MHz.

## 4. SPECIAL MILITARY PROCEDURES

a. Aircraft on a flight in which a delay enroute is planned shall commence descent at the ETA derived from the ETE plus any delay for which an ATC clearance has been obtained.

b. Aerial Refueling—When ATC has authorized more than one altitude/flight level to be used and has not provided clearance beyond the refueling track:

- (1) Tanker aircraft should exit the track at the HIGHEST altitude/flight level specified for the refueling portion of the flight.
- (2) Receiver aircraft should exit the track at the LOWEST altitude/flight level specified for the refueling portion of the flight.

c. Oil Burner—Aircraft which have not been cleared to descend to the Oil Burner route low altitude(s) shall maintain the last assigned altitude/flight level.

d. Turbojet Enroute Descent—When two-way communications failure is experienced during an enroute descent, proceed to the initial approach fix to be used for approach at destination airport at the last assigned or minimum safe altitude, whichever is higher, and from that altitude execute the published penetration in lieu of climbing to initial approach altitude.

## IN U. S. CONTROL AREAS

By the route specified in the last ATC clearance received.

If being radar vectored, by the direct route to the fix, route or airway specified in the vector clearance.

In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or

In the absence of an assigned route, or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

At the HIGHEST of the following:

- a. Assigned in the last ATC clearance.
- b. The minimum enroute specified for IFR operations.
- c. Advised by ATC to be expected in further clearance at a fix/time.

Hold at enroute altitude/level over approach fix and commence approach at whichever of the following is LATER:

- a. ETA (as amended with ATC).
- b. Expect Approach Clearance time (if received).
- c. Actual time of arrival.

## II. VISUAL SIGNALS

**NOTE:** Signals which are marked with an asterisk (\*)

\*1. DESCEND TO and joined, move hand

2. FUEL CHECK touching the oxygen

3. FUEL REMAINING vertically for 1000—close fist and signal finger and thumb.

\*4. HEFOE SYSTEM of fingers to denote acknowledges the signal

(1) Hydraulic

(2) Electrical

(3) Fuel—the

(4) Oxygen—

(5) Engine—

5. I MUST LAND and vice versa, to OK signal; the basic desires a higher approach

6. LAND IMMEDIATE then move arm up which is not used a

\*7. RADIO INOPERATIONAL field elevation, radio mobile control and/

8. RECEIVER FAILURE

9. TRANSMITTER FAILURE

hand up and down.

1. AIRCRAFT EMERGENCY describing a circle signal indicates a must pause after the each 10-knot increase emergency with the wing. The distress

**NOTE:** On a star to alert the wing execution will be for aircraft is equipped alerting signal and

2. AIRCRAFT HAZARD in the formation b The basic airspeed above, except that emergency in doing

3. CHANGE LEADER a steady light which

4. COMPLETE EMERGENCY flies 500 feet over Flies to the far e

## II. VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE

**NOTE:** Signals which have been standardized with NATO/SEATO/CENTO and used by Air Force are marked with an asterisk.

### Day Visual Signals

\*1. **DESCEND TO LOWER ALTITUDE:** Hold hand at top of canopy, palm down, fingers extended and joined, move hand forward and down.

2. **FUEL CHECK:** Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.

3. **FUEL REMAINING:** Extend one finger for each 1000 lbs of fuel on board. Extend finger(s) vertically for 1000-5000 lbs; horizontally for 6000-9000 lbs. After signaling 1000 lb increments, close fist and signal 100 lb increments in the same manner. To signal zero, form a circle with finger and thumb.

\*4. **HEFOE SYSTEM:** Clench fist and hold it at top of canopy, then hold up the required number of fingers to denote which system is involved (see (1) through (5) below). The receiving pilot acknowledges the signal by repeating it.

(1) Hydraulic—one finger.

(2) Electrical—two fingers.

(3) Fuel—three fingers.

(4) Oxygen—four fingers.

(5) Engine—five fingers.

5. **I MUST LAND ON YOUR WING:** Pat shoulder, palm down; use right hand for left shoulder, and vice versa, to prevent confusion with other signals. To acknowledge, other pilot must give an OK signal; the basic signal indicates a jet approach speed of 130 knots. If the distress aircraft desires a higher approach speed, the pilot must raise one finger for each 10-knot increase desired.

6. **LAND IMMEDIATELY:** Close fist and hold it to top of canopy, with thumb extended downward, then move arm up and down rapidly. (Do not confuse this signal with "GEAR DOWN" signal, which is not used at altitude.)

\*7. **RADIO INOPERATIVE:** Fly aircraft along the side of the landing runway, 1000 feet above the field elevation, rocking wings until it reaches end of the runway. Turn to downwind and check mobile control and/or tower for greenlight on base leg and final approach.

8. **RECEIVER FAILURE:** With palm of hand over ear position, move hand forward and backward.

9. **TRANSMITTER FAILURE:** With palm of hand toward and in front of the face, pilot moves hand up and down.

### Night Visual Signals

1. **AIRCRAFT EMERGENCY (MUST LAND AS SOON AS POSSIBLE):** Signal escort aircraft by describing a circle on the side of the canopy with a flashlight, then get on the man's wing—this signal indicates a jet approach speed of 130 knots. If a higher approach speed is desired, the pilot must pause after the basic signal, and then blink his flashlight at the top of the canopy, once for each 10-knot increase desired. The escort pilot will lead to the nearest suitable field, declare an emergency with the controlling agency, then fly a straight-in approach with the aircraft on his wing. The distressed aircraft lands and the escort executes a go-around.

**NOTE:** On a straight-in app, the escort aircraft turns his position lights to bright and steady to alert the wingman to prepare to lower flaps and landing gear. The corresponding signal of execution will be for the lead escort aircraft to return his position light to dim and steady. If the aircraft is equipped only with a steady-bright light position, however, it will blink lights for the alerting signal and for the signal of execution.

2. **AIRCRAFT HAVING MINOR DIFFICULTIES:** The distressed aircraft will signal another aircraft in the formation by signaling a series of flashes from a flashlight, then get on the man's wing. The basic airspeeds and flight procedures are the same as specified for "Aircraft Emergency" above, except that the escort will lead to the intended landing field and will not declare an emergency in doing so.

3. **CHANGE LEAD:** Pilot of distressed aircraft holds flashlight parallel with canopy rail and sends a steady light while making a straight line from rear toward the front of the canopy.

4. **COMPLETE ELECTRICAL FAILURE (NO ASSIST AIRCRAFT AVAILABLE):** Distressed aircraft flies 500 feet over mobile control or tower, thoroughly checking for other aircraft in the area. Flies to the far end of the runway, pulls up into a downwind leg, and proceeds with a normal

landing, while watching mobile or tower for signals. The control tower will clear the area of other aircraft, and will call the emergency crash equipment to the scene.

5. DESCENT TO LOWEST PRACTICAL ALTITUDE: The pilot makes a rapid vertical movement with a flashlight.

6. RADIO FAILURE: Same as day signal procedure.

7. SIGNAL ACKNOWLEDGEMENT: Point a steady light from the flashlight at the signaling aircraft.

**International Flight Distress Signals for NATO/SEATO/CENTO**

Use these signals together with the signals marked by an asterisk in in-flight distress signals for Air Force use, apply to aircrews operating with NATO/SEATO/CENTO forces.

**EMERGENCY SIGNALS (DAY)**

1. BAILING OUT. One or both clenched fists pulled downward across the face, to stimulate pulling the ejection blind.

2. DESIRE TO LAND. Movement of the hand, flat, with palm down, from above the head, forward and downward, finishing the movement in a simulated round-out. As an alternate signal, lower the undercarriage.

3. RADIO FAILURE. Tap the microphone or earphone, and give the thumb-up signal (or thumb-down signal, as appropriate).

**EMERGENCY SIGNALS (NIGHT)**

1. ANY DISTRESS. Since night signals are difficult to understand, use only one night signal for an in-flight emergency—repeated intermittent flashes with a flashlight, to indicate that the aircraft is in distress and wishes to land as soon as possible. The lead aircraft should assume that the aircraft in distress has one or more systems that have failed (e.g., speed brakes, flaps, or undercarriage) and should proceed with extreme caution.

**INFORMATION SIGNALS**

1. FUEL STATUS. Make a drinking motion with closed hand, with thumb extended toward the mouth. Signal an estimate of the remaining flying time by extending one finger for each ten minutes, and a closed hand to indicate one hour. (Example: To indicate one hour and a half flying time remaining, signal three fingers and a clenched fist.)

**III. U. S. COAST GUARD SHORE RADIO STATIONS MAINTAINING WATCH ON 8364 kHz**

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the center frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated:

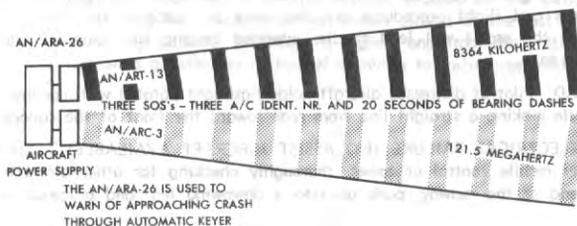
ACTIVITY	CALL	ANSWERING FREQ
Adak	NOX	8734
Honolulu	NMO	8650
Guam	NRV	8734
Long Beach	NMQ	8728
San Francisco	NMC	8734

**IV. EMERGENCY RADIO SIGNALS**

Whenever a plane is assumed to be in distress, it is the duty of all aircraft in flight to listen for emergency radio signals.

Ascertain from Operations what frequencies are most likely to be received. Check all emergency frequencies as often as possible, especially at the above times. Operating frequencies of currently standard emergency transmitters are shown below.

International silence periods are observed on 500 kHz from 15 to 18 and 45 to 48 minutes past the hour. In ITU Regions 1 and 3 (except Japan and The Philippines), silence periods are observed on 2182 kHz from 00 to 03 and 30 to 33 minutes past the hour. Distress calls, when transmitted on these frequencies, will have a better chance of being intercepted during these periods.



**V. AIRCRAFT W...**

A. When a pilot in shall, unless unable necessary: (NOTE: accidents within its

1. Keep distressed c remain in the vicinity

2. If his position is

3. Report to the re information as possi

a. Type of craft

b. Time of observ

c. Number of per

d. Whether perso

e. Number of per

f. Apparent phys

4. Act as instructed

B. If the pilot in establish communic

take charge of acti hands over responsi circumstances.

C. Whenever a dist a pilot in command

1. Plot the position

2. If possible, take

3. At his discretion

NOTE: In addit

D. When it is nec surface craft is in means at its dispos

1. Circle the surfa

2. Cross the projec ing the throttle or

3. Heading in the

E. Crossing the wa throttle or changi which the signal is

F. Current maritim

1. For acknowledg a. Hoisting of stood).

b. The flashing

c. The changing

2. For indicating

a. Hoisting of

b. The flashing

## V. AIRCRAFT WITNESSING DISTRESS

A. When a pilot in command observes that another aircraft or a surface craft is in distress, he shall, unless unable to do so, or in the circumstances of the case considers it unreasonable or unnecessary: (NOTE: each ICAO contracting state shall ensure that wreckage resulting from aircraft accidents within its territory is removed, obliterated, or charted to prevent subsequent confusion).

1. Keep distressed craft in sight until his presence is no longer necessary or he is no longer able to remain in the vicinity.
2. If his position is not known with certainty, take such action as to determine it.
3. Report to the rescue coordination center or air traffic services unit, as much of the following information as possible.
  - a. Type of craft in distress, its identification and condition.
  - b. Time of observation expressed in GMT on the 24 hour system.
  - c. Number of persons observed.
  - d. Whether persons have been seen to abandon distressed craft.
  - e. Number of persons observed to be afloat.
  - f. Apparent physical condition of survivors.
4. Act as instructed by the rescue coordination center.

B. If the pilot in command of the first aircraft to reach the place of the accident is unable to establish communication with the rescue coordination center or air traffic services unit, he shall take charge of activities of all other aircraft to arrive until such time as by mutual agreement he hands over responsibility to that aircraft best able to provide communication under the prevailing circumstances.

C. Whenever a distress call and/or message is intercepted on radiotelegraphy or radiotelephony by a pilot in command of an aircraft, other than a search aircraft, he shall:

1. Plot the position of the craft in distress, if given.
2. If possible, take a bearing on the transmission.
3. At his discretion, while awaiting instructions, proceed to the position given in the distress signal.

NOTE: In addition, compliance is required with communications procedures.

D. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. When this is not possible, the following procedure shall be used:

1. Circle the surface craft at least once.
2. Cross the projected course of the surface craft close ahead, at a low altitude, opening and closing the throttle or changing the propeller pitch.
3. Heading in the direction in which the surface craft is to be directed.

E. Crossing the wake of the surface craft, close astern, at a low altitude, opening and closing the throttle or changing the propeller pitch shall mean that the assistance of the surface craft to which the signal is directed is no longer required.

F. Current maritime signaling procedures include:

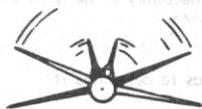
1. For acknowledgement of receipt of signal:
  - a. Hoisting of the "Code Pennant" (vertical red and white stripes) close up, (meaning understood).
  - b. The flashing of a succession of "T's" by signal lamp in Morse code.
  - c. The changing of heading.
2. For indicating the inability to comply:
  - a. Hoisting of the international flag "N" (a blue and white checked square).
  - b. The flashing of a succession of "N's" in the Morse code.

VI. AIR/GROUND EMERGENCY PROCEDURES

A. STANDARD AIRCRAFT ACKNOWLEDGEMENTS

MESSAGE RECEIVED AND UNDERSTOOD:

Aircraft will indicate that ground signals have been seen and understood by—



DAY OR MOONLIGHT: Rocking from side to side.

MESSAGE RECEIVED AND NOT UNDERSTOOD:

Aircraft will indicate that ground signals have been seen but not understood by—



DAY OR MOONLIGHT: Making a complete right hand circle.



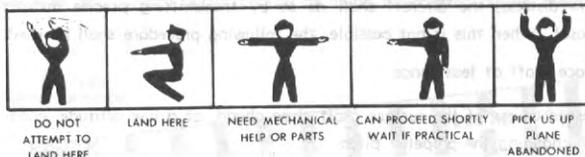
NIGHT: Making green flashes with signal lamp.



NIGHT: Making red flashes with signal lamp.

B. BODY SIGNALS

INSTRUCTIONS: If you are able to attract the attention of the pilot of a rescue airplane, the body signals illustrated below can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.



C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

1. INSTRUCTIONS

- Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
- Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
- Symbols should be at least 10 feet high or larger. Care should be taken to lay out symbols exactly as shown.
- In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
- On snow covered ground, signals can be made by dragging, shoveling or tramping. Depressed areas forming symbols will appear black from the air.
- Pilot should acknowledge message by rocking wings from side to side.

D. GROUND/AIR



REQUIRE DOCTOR SERIOUS INJURY



PROBABLY SAFE TO LAND HERE

IF IN DOUBT

Direction of your see it to fit the s

E. GROUND/AIR



OPERATION CO

F. PAULIN SYMBOL

INSTRUCTIONS: on one side and pegs. In life raft and floated in ce



LAND O.K. TO LAND & SEA: ARROW SHOWS LANDING DIRECTION



LAND NEED MEDIC & SEA: ATTENTION



ON LAND: NEED WARM CLOTHING AT SEA: NEED EXP. SUIT OR GEAR INDICATE

NOTE: (1) If is be made larger (2) Paulins show valuable shelter,

**D. GROUND/AIR VISUAL CODE FOR USE BY SURVIVORS**



REQUIRE DOCTOR SERIOUS INJURY    REQUIRE MEDICAL SUPPLIES    UNABLE TO PROCEED    REQUIRE FOOD AND WATER    REQUIRE FIREARMS AND AMMO    INDICATE DIRECTION TO PROCEED    AM PROCEEDING IN THIS DIRECTION    WILL ATTEMPT TAKE-OFF    AIRCRAFT BADLY DAMAGED

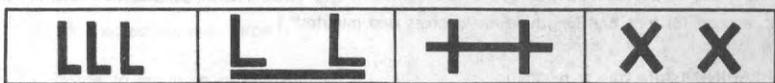


PROBABLY SAFE TO LAND HERE    ALL WELL    REQUIRE FUEL AND OIL    NO    YES    NOT UNDERSTOOD    REQUIRE MECHANIC    REQUIRE MAP AND COMPASS    REQUIRE SIGNAL LAMP WITH BATTERY AND RADIO

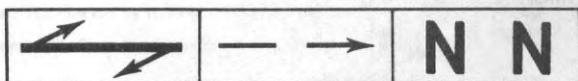
IF IN DOUBT, USE INTERNATIONAL SYMBOL . . . . . **SOS**

Direction of your aircraft approach may cause difficulty in proper recognition. Draw signal as you see it to fit the symbols as outlined here.

**E. GROUND/AIR VISUAL CODE FOR USE BY SEARCH PARTIES**



OPERATION COMPLETED    WE HAVE FOUND ALL PERSONNEL    WE HAVE FOUND ONLY SOME PERSONNEL    WE ARE NOT ABLE TO CONTINUE RETURNING TO BASE



HAVE DIVIDED IN TWO GROUPS, EACH PROCEEDING IN DIRECTION INDICATED    INFORMATION RECEIVED THAT AIRCRAFT IS IN THIS DIRECTION    NOTHING FOUND WILL CONTINUE SEARCH

**F. PAULIN SYMBOLS**

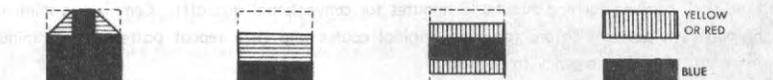
INSTRUCTIONS: Either USAF or USN paulins may be used to form signals. The paulins are blue on one side and yellow or red on the other. They are held down in wind with rocks, stones, or pegs. In life rafts, lines are tied to grommets to facilitate holding. Wood may be tied to edge and floated in center of small lakes or slow rivers.



LAND & SEA: O.K. TO LAND. ARROW SHOWS LANDING DIRECTION    LAND & SEA: DO NOT ATTEMPT LANDING    ON LAND: WALKING IN THIS DIRECTION. AT SEA: DRIFTING    ON LAND: NEED GAS AND OIL. PLANE IS FLYABLE    LAND & SEA: PLANE IS FLYABLE & SEA: NEED TOOLS



LAND & SEA: NEED MEDICAL ATTENTION    LAND & SEA: NEED FIRST AID SUPPLIES    ON LAND: NEED QUININE OR ATABRINE. AT SEA: NEED SUN COVER    AT SEA: NEED EQUIPMENT AS INDICATED. SIGNALS FOLLOW    LAND & SEA: NEED FOOD AND WATER



ON LAND: NEED WARM CLOTHING. AT SEA: NEED EXPOSURE SUIT OR CLOTHING INDICATED    ON LAND: SHOULD WE WAIT FOR RESCUE PLANE. AT SEA: NOTIFY RESCUE AGENCY OF MY POSITION    ON LAND: INDICATE DIRECTION OF NEAREST CIVILIZATION. AT SEA: INDICATE DIRECTION OF RESCUE CRAFT    YELLOW OR RED    BLUE    PANEL SIGNALS SURVIVORS USE LIFERAFT SAILS TO CONVEY SIGNALS

NOTE: (1) It is preferable to use the International Ground Air Emergency Code. The symbols can be made larger and hence more recognizable from the air.

(2) Paulins should be folded to form the signals shown on this page. A paulin is an extremely valuable shelter, poncho, floor cloth, sleeping bag cover, sunshade, or rain collector.

## VII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE

## (UNCERTAINTY—ALERT—DISTRESS—LOST)

- If flying at low altitude, climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)
- If equipped with IFF switch to "EMERGENCY". If equipped with SIF, set master code control to "EMERGENCY", Mode 3 switch in, Mode 3 dial code 77 (New code 7700).
- If time permits, contact controlling agency and give nature of distress and pilot's intentions.
- If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0 MHz	121.5 MHz	2182 kHz	8364 kHz	500 kHz

- (a) VIOCE\*\* PAN or MAYDAY (3 times) THIS IS (aircraft call sign 3 times).  
(b) CW\*\* XXX or SOS (3 times) DE (aircraft call sign 3 times).
- TYPE OF AIRCRAFT.
- POSITION or ESTIMATED POSITION (state which) and TIME (When geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
- HEADING (state true or magnetic).
- INDICATED AIRSPEED.
- ALTITUDE.
- FUEL REMAINING (in hours and minutes).
- NATURE OF EMERGENCY.
- PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.).
- ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.).
- TWO 10-SECOND DASHES (voice—depress mike button. CW—by key) AIRCRAFT CALL SIGN (once) OVER (voice) or K (CW).

(When contact established comply with instructions. Accept "communications control" by ground station, silence interfering stations, do not shift frequency or ground stations unless necessary.)

\*\*Use PAN (voice) or XXX (CW) when your situation requires urgent action, but is not actual distress. Use MAYDAY (voice) or SOS (CW) when you are threatened by serious and imminent danger and you require immediate assistance.

## E. UNABLE TO MAKE RADIO CONTACT

- Attempt to alert military or civil radar by flying the appropriate pattern as follows:
  - IF RECEIVER ONLY IS OPERATING: Fly a triangular pattern to the RIGHT (see diagram). Hold each heading for one minute (2 minutes for conventional aircraft). Complete a minimum of two such patterns before resuming original course and then repeat pattern at 20 minute intervals. Guard emergency frequencies.

NOTE: If radar contact is established by ADC instructions will be given on 243.0. VHF only equipped aircraft will be handled by ADC as aircraft without radio.

- IF TRANSMITTER AND RECEIVERS ARE BOTH INOPERATIVE: Fly a triangular pattern to the LEFT (see diagram) in the same manner as previously described. If radar contact is established, a rescue aircraft will be dispatched for intercept. Resumption of course will not compromise this system as the aircraft will continue to be tracked as "distressed" from point of initial contact. If distressed aircraft is flying in IFR conditions or if at night, landing lights, navigational lights, etc., should be turned on to aid the interceptor.

c. To signify  
SELECT MO

## VIII. RECOMMENDED INTERCEPT

- Attempt radar intercept.
- If able to make visual contact, you to the nearest safe altitude.
- If unable to make visual contact, should fly, circulate, until the area of interest. you should describe nature of descent.

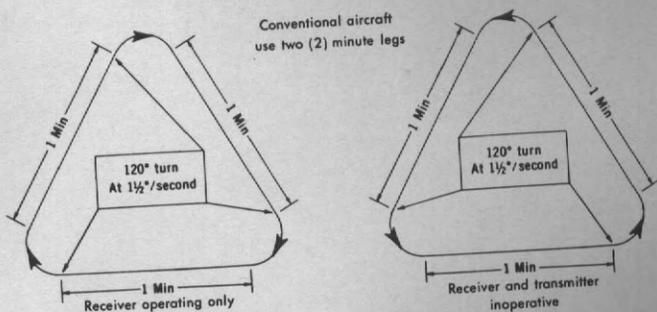
## IX. RECOMMENDED PROCEDURES

- Reduce speed to minimum safe speed.
- Attempt radar intercept.
- Inform controlling agency.
- If distressed, follow instructions directed by the intercepting agency.
- If distressed, follow instructions above, to the nearest safe altitude.
- If the intercepting agency is unable to identify the aircraft:
  - If the intercepting agency is unable to identify the aircraft, continue on original course.
  - If the intercepting agency is unable to identify the aircraft and broadcast, should retransmit the distress message.

## X. BAIL-OUT

- For bail-out, follow instructions of the intercepting agency.
- For ditching, follow instructions of fire.

- c. To signify airborne communication failure, U. S. MILITARY AIRCRAFT operating in SEASIA, SELECT MODE 3 CODE 76.



### VIII. RECOMMENDED PROCEDURES FOR AIRCRAFT IN DISTRESS WHEN INTERCEPTED

1. Attempt radio contact, if possible.
2. If able to maintain a minimum of 210 knots, get in trail formation and the interceptor will lead you to the nearest suitable airport.
3. If unable to maintain a minimum of 210 knots, the interceptor will fly in the direction you should fly, circle to the left and again fly in the proper direction. This procedure will be repeated until the area for descent is reached. The interceptor will circle to the right over the area where you should descend. The distressed aircraft should let down in a descending turn at minimum rate of descent.

### IX. RECOMMENDED PROCEDURES FOR THE INTERCEPTOR AFTER INTERCEPTION

1. Reduce speed for formation flight or maximum endurance, as required.
2. Attempt radio contact, if possible.
3. Inform controller of contact and follow his instructions.
4. If distressed aircraft can maintain minimum of 210 knots, lead him to suitable airport as directed by the controller.
5. If distressed aircraft cannot maintain 210 knots, lead the aircraft, as recommended in 1 C above, to the location directed by the controller.
6. If the interceptor must leave the distressed aircraft:
  - a. If the interceptor turns his lights from steady to blinking for 15 seconds, then breaks formation with lights blinking (night) or wings rocking (day), the distressed aircraft should continue on course.
  - b. If the interceptor turns his lights from steady to blinking for 30 seconds, then back to steady and breaks formation with lights on steady (night) or fishtails (day), the distressed aircraft should resume distress orbit.

### X. BAIL-OUT, DITCHING, CRASH LANDING

1. For bail-out, set radio for continuous emission.
2. For ditching or crash landing, set radio for continuous emission if there is no additional risk of fire.

## I. POSITION REPORTS

### A. MANDATORY IFR POSITION REPORTS

1. Aircraft identification
2. Position
3. Time
4. Flight level or altitude
5. Next position reporting point and ETA
6. Name only of next succeeding point when flying on airways
7. Remarks

If entering ADIZ, give appropriate ADIZ position reports listed under ADIZ procedures.

### B. IF REQUESTED

1. ETA over aerodrome of first intended landing
2. Wind
3. D-Value
4. Present weather
5. Cloud
6. Aircraft icing
7. Turbulence
8. Remarks

## II. CHANGE OF FLIGHT PLAN

### A. CHANGE OF ROUTE AND/OR DESTINATION

1. Aircraft identification
2. Type of Flight Plan
3. Type aircraft and TD code
4. Estimated True Airspeed
5. Description of New Route of flight to destination (including related flight plan data beginning with time and position from which requested change is to be commenced)
6. ETE from point of change to destination
7. Remaining hours and minutes of fuel
8. Alternate airport (if required)
9. Station where original flight plan is filed

### B. CHANGE OF ALTITUDE

1. Aircraft identification
2. Requested new cruising level
3. Revised ETE to next reporting point

### C. CHANGE OF AIRSPEED

If true airspeed as given the Flight Plan varies or is expected to vary:

1. Within areas under U. S. jurisdiction: in excess of 10 knots
  2. Within ICAO areas: in excess of 5%
- Advise appropriate ATC unit of revised TAS.

### D. CHANGE OF ETA

1. ICAO areas—ETA change to next reporting point or change of flight plan ETE to destination airfield in excess of 3 minutes  
—will be passed on to appropriate ATC unit. Include hours of fuel remaining when ETA to destination changes in excess of 30 minutes (15 for jets).

### E. CHANGES FROM VFR TO IFR

1. If flight plan was previously submitted, communicate necessary changes.
2. If flight plan was not submitted, submit as listed under "Filing Flight Plans in Flight" below:

## III. FILING FLIGHT PLANS IN FLIGHT

- |                             |                            |
|-----------------------------|----------------------------|
| 1. Type of Flight Plan      | 9. Destination             |
| 2. Aircraft Identification  | 10. Remarks                |
| 3. Type of aircraft/TD Code | 11. Estimated Time Enroute |
| 4. Estimated true airspeed  | 12. Fuel endurance         |
| 5. Point of departure       | 13. Alternate              |
| 6. Proposed departure time  | 14. Pilot's name           |
| 7. Cruising altitude        | 15. Aircraft home base     |
| 8. Route of flight          | 16. Nr. of persons aboard  |

NOTE: Request available NOTAM and Weather information for new routes and destinations.

Lithographed by 14ND-NPPSO  
for the Department of Defense

7651st Aeronautical Chart and Information Squadron