

FURLONG

483 TAW

DOD

SPECIALIZED FLIGHT INFORMATION PUBLICATION

TACTICAL
AERODROME DIRECTORY

SOUTH VIETNAM

15 NOVEMBER 1967

SPECIAL NOTICE

SEE NEW FEATURE, PAGE 352

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF DEFENSE



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UNITED STATES AIR FORCE, APO SAN FRANCISCO, 96353

15 NOV 67 TAC A/D DIR RVN

AMENDMENTS

Amendment Sheet(s) will be issued to correct this publication on an "as required basis". They may be published at any time if the change or changes involved are significant. Upon receipt, all Amendment Sheets should be attached to the inside front cover so that all significant changes are readily available to the user.

NOTICE TO AIRMEN

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

ATTENTION

This Publication is CORRECTED TO THE LAST DAY OF EACH MONTH and distributed from the 7651st ACISQ located at Hickam AFB, Hawaii approximately 7 days thereafter. Corrections for the next issue must arrive at the 7651st ACISQ prior to three working days before the last day of each month. THE DATE ON THE FRONT COVER IS THE ESTIMATED DATE THE PUBLICATION WILL BE IN THE HANDS OF MOST USERS. THIS PUBLICATION IS EFFECTIVE AND MAY BE USED ON RECEIPT.

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A _ _ _	Alfa	(Al-fah)	N _ _ _	November	(No-ven-ber)
B _ _ _ _	Bravo	(Brah-roh)	O _ _ _ _	Oscar	(Oss-cah)
C _ _ _ _ _	Charlie	(Char-lee)	P _ _ _ _	Papa	(Pah-pah)
D _ _ _ _	Delta	(Dell-tah)	Q _ _ _ _ _	Quebec	(Keh-beck)
E _ _ _	Echo	(Eck-oh)	R _ _ _ _	Romeo	(Row-me-oh)
F _ _ _ _	Faxtrof	(Foks-trot)	S _ _ _	Sierra	(See-air-rah)
G _ _ _ _	Golf	(Golf)	T _ _ _	Tango	(Tang-go)
H _ _ _ _	Hotel	(Hoh-tell)	U _ _ _	Uniform	(You-nee-form)
I _ _ _	India	(In-dee-ah)	V _ _ _ _	Victor	(Vik-tah)
J _ _ _ _ _	Juliett	(Jew-lee-ett)	W _ _ _ _	Whiskey	(Wise-key)
K _ _ _ _	Kilo	(Key-loh)	X _ _ _ _	Xray	(Ecks-ray)
L _ _ _ _	Lima	(Lee-mah)	Y _ _ _ _ _	Yankee	(Yang-key)
M _ _ _ _	Mike	(Mike)	Z _ _ _ _ _	Zulu	(Zoo-loo)
1 _ _ _ _ _	Wun		6 _ _ _ _	Six	
2 _ _ _ _ _	Too		7 _ _ _ _	Seven	
3 _ _ _ _	Tree		8 _ _ _ _	Ait	
4 _ _ _ _	Fow-er		9 _ _ _ _	Nin-er	
5 _ _ _ _	Fife		0 _ _ _ _	Zero	

TABLE OF CONTENTS

Abbreviations	14-15
Aerodrome Directory	23-322
Aerodrome/Facility Legend	3-15
Aerodrome Name/Number Cross Reference	17-22
Comment/Correction Cards	379-382
Flight Following Frequencies	383-384
General Information	2
Heliport Directory	329-343
Heliport Name/Number Cross Reference	327-328
New Features	352
Phonetic Alphabet	Inside Front Cover
Procedures:	
ADIZ	365-366
Air/Ground Emergency	367-369
Brevity Code	363
Buffer Zone	364
Distress	373
Flight Following	383-384
Helicopter/Heliport	345-349
Position Reporting	374-375
Preventive Maintenance	372
Tactical Operations	359-360
Two-Way Radio Failure	370-371
VIP Arrivals	359
Radio Nav aids by Identification	351
Special Notices	352-357
VFR Routes	Inside Back Cover

I. GENERAL:

A. This Tactical Aerodrome/Heliport Directory, covering South Vietnam, is a DOD Specialized Flight Information Publication published and distributed monthly by the 7651st Aeronautical Chart and Information Squadron, (ACIC) United States Air Force, APO San Francisco 96553.

B. This publication contains an Aerodrome/Heliport Directory, navigational facilities, RADAR data, special notices and procedures applicable to the area of coverage. The aerodrome directory format depicts a photograph to assist in ready identification of the many nearly identical aerodromes in South Vietnam and pertinent textual information for each airfield. PHOTOGRAPHS ARE ORIENTED TRUE NORTH UNLESS OTHERWISE INDICATED. Sophisticated type aerodromes that are readily recognizable and have a terminal instrument approach procedure are depicted by a VFR aerodrome sketch at the upper right corner of the page rather than by a photograph.

C. The Heliport Directory presently contains textual information only. When sufficient photographic coverage becomes available, it will be included in the Heliport Directory.

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

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

II. CORRECTIONS:

A. USAF: 1. Station Commanders will inspect the entries covering facilities under their control as shown in this edition to verify the correctness and completeness of the listings. Any errors noted, or suggested changes will be reported in accordance with current regulations to: "Commander, 7651st Aeronautical Chart & Information Squadron, APO San Francisco 96553".

2. It is also the responsibility of any individual or unit noting errors in this publication to report them THROUGH THE APPROPRIATE BASE OPERATIONS for corrections. However, where this is not convenient the information can be forwarded direct to the address indicated in paragraph 1 above. Telephone Hickam 442100 or 445380, 0700-1600 Local Time.

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

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

C. U. S. COAST GUARD: District Commander and Commanding Officers of Aviation Units will insure that entries in this edition concerning facilities under their command are correct. It is the responsibility of any person noting an error in a facility listing to report it for correction. Locally prepared post cards may be used. Handwritten entries are acceptable but must be signed, and writer must be identified. Report all errors, omissions or recommended changes to the Commandant (OAU), U. S. Coast Guard Headquarters, Washington, D. C. 20226.

D. U. S. Army: Report all errors, omissions or recommended changes to Commanding Officer, U. S. Army Flight Information Detachment (USAR-PAC), APO San Francisco 96557, TWX address USAFID (USARPAC) Schofield Barracks, Hawaii. Telephone 65-9531, 65-9621.

III. PROCUREMENT:

Brief justification is necessary to substantiate requirements.

A. GENERAL: When submitting requisitions direct to ACIC or any of the ACIC Overseas Squadrons-Detachments, or through Major Command Channels, a minimum notice of thirty days is required for all changes to be effected on current automatic distribution list.

AERODROME/FACILITY DIRECTORY LEGEND

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

SAMPLE

Notam file Symbol
see bottom of
page for details

Interphone Drop to Military Flight Service
Aerodrome Elevation
Longest usable landing runway
Runway Composition
Grid Zone Designation (UTM unless otherwise indicated)
Geographical Location Of Entry
Aerodrome ICAO code
Lighting
Runway Bearing
Weight bearing capacity, keyed to longest runway
JASU - 2(MA-2), (MD-3), (MA-1A), 2(MC-1M)
FUEL - A-1, J40 ACI(NC-TB) 0-113, 0-128 SP LHOX AMMO - 7.62
J-BAR/A-GEAR
Rwy 09 MA-1A, BAK-6(B), BAK-12(B) BAK-12(B), MA-1A Rwy 27
(100' OVRN) (500') (1000') (150' OVRN)
AERODROME REMARKS - Aval ptn alt 1600 ft jets, 1100 ft rectangular ptn convl acft.
① Non anti-icing inhibitor. (N)-Tran svc aval 1300-1800Z dly.
Jet Aircraft Starting Units
Tenant activity
Operating Agency

Radial Capability
Single Frequency Approach Pilot to Disperser
P.t. Aeronautical Station for Advy Svc
VOR Test Facility
Circled footnote follows the item of information to which it refers
Emerg Freq VHF 243.0
Emerg Freq VHF 121.5
Emerg Freq LHF 243.0 and VHF 121.5
COMMUNICATIONS (SFA) (PTD 305.4) (UNICOM 122.8) (VOT 111.0)
① SPEEDY APP CON - 255.4 135.9 AIRLIFT COMMAND POST - 349.40 (U)
TOWER - 313.8 236.6 126.2 GND CON - 275.8 VOLCANO DEP CON - 363.8 135.9 (V)(E)
PFSV: METRO - Freq 344.6 unless otherwise indicated
RADIO AIDS TO NAVIGATION
(H) VOR CWM 112.0 26°22'N 127°57'E 230° 0.4 NM to Field
(H) TACAN RJC Chan 78
(STAN) Rbn(HHW) (AO/A2) GEL 216 190° 0.3 NM to Field
UHF/VHF DF, CALL HOMER 118.1 305.6 At Field
ILS Bold Type Indicates an approved USAF/USN instrument approach procedure
ILS BRG 320 LCZR 1-APG 109 5/322.6 Glide Slope 3° LOM JK 320
Indicates ILS not used in an approved USAF/USN instrument approach procedure. Authorized only for practice in VFR
RADAR ① IFR - Call VOLCANO APP CON, VFR - Call KELLY RADAR
317.8 287.8 270.6 261.5 255.4 142.92x 135.9 134.1x 108.3 (V)
ASR Rwy 05L/R, Ceil 500 VIS Day 2 Ngt 2 Min Alt 642
PAR Rwy 23R, 05R, Ceil 200 VIS Day 1 Ngt 1 Min Alt 342 Indicates On Request
Rwy 23L Ceil 300 VIS Day 1 Ngt 1 Min Alt 442
RADIO/NAV REMARKS - Request pilots report inflight wx at compulsory reporting points.
① On call. ② IFF aval. MP 1500-1800Z dur VFR. Bold Type indicates Jet minimum when different from conventional
All mileages are nautical, except Radar Minimums. All bearings are magnetic. All times are GMT unless otherwise indicated.

USAF/USN NOTAM SERVICE

- ① Aerodrome is covered by USAF/USN NOTAMS and maintains a USAF/USN NOTAM File.
 - ② Aerodrome is covered by USAF/USN NOTAMS but does not maintain a USAF/USN NOTAM File.
- All Navigation aids not listed under a base covered by USAF/USN NOTAM system will be carried under appropriate IFR, in NOTAM summary.

AERODROME SKETCHES

LEGEND

LEGEND

Bearings/radials are magnetic unless otherwise indicated.

Distances are nautical miles.

Elevations are feet above/below Sea Level. Numerals in parentheses indicate height above ground.

RUNWAYS/LANDING AREAS

Hard Surfaced..... 

PSP/AM-2..... 

Sod, Gravel, etc..... 

Under Construction..... 

Closed..... 

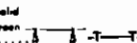
Helicopter Landings Area..... 

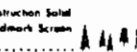
Sterilized/Displaced Threshold..... 

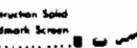
Taxiway, Apron and Overrun..... 

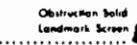
MISCELLANEOUS BASE AND CULTURAL FEATURES

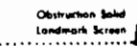
Buildings..... 

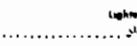
Power Lines..... 

Towers..... 

Tanks..... 

Oil Well..... 

Smoke Stack..... 

Obstruction.....  5812 (70) 

Spot Elevation.....  5812

Trees..... 

Populated Places..... 

Cuts and Fills..... 

Cliffs and Depressions..... 

Hachuring..... 

RADIO AIDS TO NAVIGATION

VORTAC.....  VOR..... 

LF RRG.....  RRG..... 

TAFAN..... 

MISCELLANEOUS AERONAUTICAL FEATURES

Aerodrome Beacon.....  Coded

Wind Cone..... 

Landing Tee..... 

Tetrahedron..... 

Control Tower..... 

APPROACH LIGHTING

CENTERLINE..... 

U S CONFIGURATION..... 

CHANGI DOUBLE CROSS..... 

SINGLE ROW CENTERLINE..... 

PORTABLE APPROACH STROBES..... 

CALVERT (BRITISH)..... 

TWO PARALLEL ROW..... 

U S STANDARD(A) WITH ROLL GUIDANCE BARS..... 

U S STANDARD(A) WITHOUT ROLL GUIDANCE BARS..... 

VASI..... 

U S NAVY OPTICAL LANDING SYSTEM..... 

LEGEND

COUNTRY ABBREVIATION

VIETM — Vietnam

OPERATING AGENCY ABBREVIATIONS

()	Codes enclosed in parenthesis indicate organization is tenant activity.	
A	US Army	(A) US Army on Aerodrome
AF	US Air Force	(AF) US Air Force on Aerodrome
N	US Navy	(N) US Navy on Aerodrome
CG	US Coast Guard	(CG) US Coast Guard on Aerodrome
MC	US Marine Corps	(MC) US Marine Corps on Aerodrome
Civ	Civil Agencies	
LDCA	Laos Department of Civil Aviation	
P	Civil aerodrome for which permit covers use by transient military aircraft.	
PC	Same legal status as P, but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 80-16 unless on official business with written orders.	
PVT	Private Air Field	
RAA	Royal Australian Army	
RAAF	Royal Australian Air Force	
ROKA	Republic of Korea Army	
VDCA	Vietnam Directorate of Civil Aviation	
VNA	Vietnam Army	
VNAF	Vietnam Air Force	
VNN	Vietnam Navy	
1 ATF	1st Australian Task Force	

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

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

B Rotating Light (Rotating beacon).

(Includes flashing white; green and white; split beam and other types.)

(Omission of B indicates beacon is not available. At civil aerodromes, omission may indicate that beacon does not operate standard hours (sunset-sunrise).)

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

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

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

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

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

RUNWAY DATA

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

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

SURFACE:

1. **HARD** --- (ASP) Asphalt. Hot or cold laid plant mixes of asphalt cement with graded crushed aggregate. Includes crushed stone rolled to form a smooth hard surface and bound with a permanent bitumen binder.

(BED ROCK)

(BRICK) Laid and mortared.

(CON) Concrete: Stone, sand, cement and water mixture.

2. **OTHER** --- (BITUMEN): A coal tar or petroleum product binding, usually with sand and/or gravel. (Do not confuse with bitumen bound macadam.)

(MACADAM) Crushed stone rolled to form a smooth, hard surface and bound with a temporary binder such as clay, earth, etc.

(CINDERS)

(EARTH)

(GYPSUM)

(OIL)

(CLAY)

(GRASS)

(LATERITE)

(SAND)

(CORAL)

(GRAVEL)

(LIMESTONE)

(SOD)

(TURF)

(AM-2) Aluminum Matting

(DBST) Double Bituminous Surface Treatment (ASP treated Crushed Rock)

(MX19) Aluminum Matting.

(M8A1) Light-duty Steel Matting.

(PAP) Pierced Aluminum Plank

(PSP) Pierced Steel Plank

(T-17) Coated nylon membrane.

(UNK) Surface Material Unknown

AIRFIELD CLASSIFICATION

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

CLASSIFICATION OF AIRFIELDS IS AS FOLLOWS:

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

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

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

WEIGHT BEARING CAPACITY

- S** — Runway weight bearing capacity for aircraft with single wheel type landing gear. (C-47), (F-100), etc.
- T** — Runway weight bearing capacity for aircraft with twin wheel type (includes single tandem) landing gear. (C-124, (B-47), etc.
- TT** — Runway weight bearing capacity for aircraft with twin tandem wheel type (includes quadricycle) landing gear. (B-52), (C-135), etc.
- AUW** — Maximum runway gross weight bearing capacity for all aircraft, irrespective of landing gear configuration.
- SWL** — Single wheel loading. (This includes information submitted in terms of Equivalent Single Wheel Loading and Single Isolated Wheel Loading). Tire inflation pressure given when available. e.g. (SWL 00/T.P. 250 PSI.)
- PSI** — Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support. e.g. (PSI 555). Aircraft by type based on past usage when more specific information is not known. i.e. (C-54).

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

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

SERVICING

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

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

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

JET AIRCRAFT STARTING UNITS (JASU)

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

USAF TYPE**Electrical Starting Units:**

- A-1** — 7.5 kw, 28v, 280 amp.
- A-3** — 22 kw, 28v, 800-1200 amp.
- A-3A** — 22 kw, 28v, 800-1200 amp.
- A-7** — 28v, 1050 amp.
- AF/M33A-10** — 28v, 15 kw, 800 amp; 115-200v, 15 kw, 400 cycle, 3 phase, 20 kva at .75 P.F., 4 wire.
- B-10** — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase, 4 wire.
- B-10A** — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase, 4 wire.
- B-10B** — 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kva at .75 P.F., 400 cycle, 3 phase, 4 wire.
- C-31** — 28v, 11 kw, 2 wire, 115-200v, 8 kw, 2 wire, 380-900 cycle.
- C-32** — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
- C-32A** — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
- C-32C** — 28v, 22 kw, 800-1200 amp; 115-200v, 8 kw, 70 amp; 2 wire, 380-900 cycle.
- C-36** — 28v, 45 kw; 115-200v, 15 kw, 380-900 cycle, 1 phase, 2 wire.
- C-36B** — 28v, 45 kw; split bus; 115-200v, 15 kw, 380-900 cycle, 1 phase, 2 wire.
- ECU-6M** — 28v, 1000 amp; 220v, 130 amp, 40v, 64 amp.
- MD-3** — 28v, 1500 amp, 45 kw, split bus; 115-200v, 3 phase, 400 cycle, 60 kva at .75 P.F., 4 wire.

- MD-3A — 28v, 1500 amp, 45 kw, split bus; 115-200v, 3 PH, 60 kva at .75 P.F., 400 cycle, 4 wire, 45 kw.
 MD-3M — AC 400 cycle 60 kw, 200v line to line, 115v line to neutral, 3 phase 75 P.F.; DC 15 kw rating, amp 28v.

Air Starting Units:

- ACE57A — 3600 psi, 18000 cu in capacity.
 CTC-9-105-3 — 238 lb/min, 75 psia, 60°F.
 MA-1 — 150 Air HP, 115 lb/min 50 psia.
 MA-1A — 150 Air HP, 82 lb/min 45 psia.
 MA-2 — 250 Air HP, 180 lb/min 65 psia.
 MC-1 Modif — 15 CFM, 3500 psia, 8000 cu in.
 MC-2A — 15 CFM 300 psia.
 MC-11 — 4000 psi, 8000 cu in, 15 CFM.
 302-TD — 182 lb/min 52.8 psia.

Combination Air and Electric Starting Units:

- MA-1MP — 28v, 500-1000 amp, split bus; 115-200v, 25 kva, 3 phase, 400 cycle, 4 wire, 80 kva; 3500 psi; 40 psia, 150 Air HP, 117 lb/min, 13 CFM.
 MA-2MP — 28v, 1000 amp and 28v, 500 amp, split bus; 115-200v, 3 phase, 30 kva, 400 cycle, 4 wire; 3500 psi; 13.5 CFM, 45 psia, 150 Air HP, 110 lb/min.
 MA-3MP — 28v, 80 kw, 100 amp, common or split bus; 115-200v, 60 kva at .75 P.F., 400 cycle, 3 PH and 115v, 20 kva at .75 P.F., 400 cycle, single PH; 3500 psi, 15 CFM; 150 lb/min, 60 psi.
 M82A-68 — 28V, 15KW DC, 120V, 25KVA, 1 phase; 120/208V, 75 KVA, 3 phase 400 cycle AC pneumatic capability: 120 ± 4 lbs @ 49 ± 2 PISA. NOTE: During combined electrical and pneumatics loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

MXU-4A

MC-1

MC-2

US NAVY TYPE

Electrical Starting Units:

- NA-3 — 500 amp constant, 1000 amp intermittent, 30-35v DC, 15/35 kw.
 NC-5 — 200/500 amp constant, 1000 amp intermittent, 28-35v DC, 15/35 kw. 115/200v 3 phase 400 cps AC, 30/45 kva.
 NC-6 — 200 amp constant, 28.5v DC, 32/45 kw. 120/208v 3 phase 400 cps AC, 30 kva.
 NC-6A — 400 amp, 28.5v DC, 30 kw, 115/200v 400 cps AC, 30 kva.
 NC-7 — 750 amp constant, 1000 amp intermittent, 28.5v DC, 45 kw. 115/200v 3 phase 400 cps AC, 30 kva.
 NC-3 — 700 amp 28v DC, 120/208v 400 cps AC, 45 kva.
 NC-10 — 750 amp constant, 1000 amp intermittent, 28v DC, 115/200v 400 cps AC, 60 kva.
 NC-12 — 750 amp constant, 1000 amp intermittent, 28v DC, 115/200v 400 cps AC, 125 kva.

Air Starting Units:

- GTC-65 — 120 lbs/min @ 45 psi-USAF equivalent MA-1A and MA-2.
 MA-1E — 120 lbs/min @ 45 psi.
 Walls Air — 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

Combined Air and Electrical Starting Units:

- ECPP/ECPT/ — 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi 700 amp 28v DC, 120/208v 400 cycles AC, 45 KVA.
 NCPF-105

FUEL:

1. Bold type in the directory listing denotes US military base supply at joint use aerodromes. Into-Plane Contract fuel is shown in normal type. Listings preceded by NC indicates no military base supply. Into-Plane Contract nor reciprocal agreement supply is available for fuel listed. (Form 15 is required for NC fuel).

2. USAF "AVFUELS INDENTAPLATE" is for use only at USAF installations including AFRES and ANG.

U. S. AVIATION FUELS (MIL SPECS)

FLIP CODE	GRADE	NATO CODE
A+	115/145	F-22
A	100/130	F-18
B	91/95	F-15
C	80/87	F-12
J4	JP-4	F-40
J5	JP-5	F-44
J6	JP-6	None
J	Jet Fuel, Type unknown	

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

COMMERCIAL AVIATION FUELS

FLIP CODE	GRADE	NATO CODE
D	78 NL (Non Leaded)	None
E	80 NL (Non Leaded)	None
C1	80/87	F-12
B1	81/96	F-16
A1	100/130	F-18
G	108/135	None
A+1	115/145	F-22
TA	Jet Fuel ASTM Type A	F-30
TA1	Jet Fuel ASTM Type A-1	F-34
TB	Jet Fuel ASTM Type B (See Note 2)	F-45
TX	Jet Fuel, Type Unknown	

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

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

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

U. S. AVIATION OILS (MIL SPECS)

FLIP/NATO CODE	GRADE TYPE
0-113	1065, Reciprocating Engine Oil (MIL-L-6083)
0-117	1100, Reciprocating Engine Oil (MIL-L-6082)
0-117+	1100, 0-117 plus cyclohexanone (MIL-L-6082)
0-123	D-1080 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
0-128	D-1120 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
0-132	1005, Jet Engine Oil (MIL-O-6081)
0-133	1010, Jet Engine Oil (MIL-O-6081)
0-148	None, MIL-L-7808 (Synthetic Base), Turbine Engine Oil
0-156	None, MIL-L-23699 (Synthetic Base, Turboprop and Turbo-shaft Engines.

SUPPORTING FLUIDS AND SYSTEMS

ADI	Anti-Detonation Injection Fluid - Reciprocating Engine Aircraft
W	Water, Thrust Augmentation - Jet Aircraft
WAI	Water-Alcohol Injection Type, Thrust Augmentation - Jet Aircraft
SP	Single Point Refueling
PRESAIR	Air Compressors rated 3,000 PSI or More
De-Ice	T-33 De-Icing Fluid (MIL-A-8091)

OXYGEN

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

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

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

JET BARRIER/ARRESTING GEAR

A-GEAR

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

Bi-Directional (B)		
AIR FORCE	NAVY	
BAK-8	E-14	Water Squeezer
	E-6	Reel Type
	E-16	Metal Bender (series of reels)
	M-2	Moored-Mobile Arrestment Gear (2 hydraulic units) may be installed on permanent basis.
BAK-9	E-27	Rotary Friction Brake
	E-15	Two E-27 A-Gears
BAK-12		Rotary Friction Brake
	M-21	Rotary hydraulic operational arrestor, short runout.
	E-28	Rotary hydraulic
BAK-18		Rotary hydraulic
Uni-Directional		
	E-5/E-5-1	Chain Type

J-BAR

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

Uni-Directional

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

Combined J-Bar/A-Gear**Uni-Directional**

- MA-1A modified or MA-1A/E-5** Nylon webb barrier between stanchions combined with pendant type cable and attached to chain type arresting gear.
- MA-1A/BAK-9, BAK-12, or E-27** Nylon webb barrier between stanchions attached to arresting gear and with hook pendant (may be converted to bi-directional on request)
- BAK 11** Pop up engaging device used with any type energy absorber (BAK9, BAK12, or E-27) to engage main landing gear.

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

J-Bar/A Gear (Example A)

Rwy 18 MA-1A, BAK-6(B), BAK-12(B) _____ BAK-12(B), BAK-6(B), MA-1A Rwy 36
(160' OVRN) (600') (1000') (1200') (600') (150' OVRN)

(Example B)

Rwy 03 ←E5-1, E5-1→, ←E5-1 _____ E5-1→Rwy 21
(1465) (2148) (3260) (957)

AERODROME REMARKS:

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

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

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

RADIO NAVIGATIONAL DATA

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

Control Towers	"PLEIKU TOWER"
Approach Control	"SPEEDY APPROACH CONTROL"
Center	"SAIGON CENTER"
Departure Control	"TUY HOA DEPARTURE CONTROL"
Ground Control	"VUNG TAU GROUND CONTROL"
Pilot to Forecaster	"TUY HOA METRO"
Communication Station	"AN KHE RADIO"
VFR Advisory Service	"DANANG VFR ADVISORY SERVICE"
Airlift Command Post	"TAN SON NHUT AIRLIFT COMMAND POST"
Base Operations (PTD)	"TAN SON NHUT OPERATIONS"

COMMUNICATION FREQUENCIES

1. Frequencies published are those indicated by the base and/or traffic control facilities which are required to be made known to the operational user to conduct necessary flying/ground operations.
2. Frequencies published are transmitted and received and are monitored unless otherwise indicated by the letter "X" following the applicable frequency. This means the frequencies with an "X" can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, these will be indicated in a footnote.
3. Frequencies published followed by the letter "T" or "R", means that station frequencies are available to Transmit or Receive only.
4. All Radio Aids to navigation frequencies are transmit only.
5. Freq tabulated on the various pages listed gradationally in groups, i.e., UHF, VHF, HF, LF/MF, etc. when it is known and the information is available primary freq (military followed by civil) are listed first, secondary next, and emergency freq when required last.

SCHEDULED WEATHER BROADCAST: Radio range station and Radio beacons having weather broadcasts are indicated in class of range by symbol B.

RADIO BEACON EMISSIONS

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

POSITION OF VOICE/CW SWITCH ON RADIO COMPASS

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

*NOTE: Always use CW position to check interference first.

RADIO CLASS CODE

AB	— Continuous automatic transcribed weather broadcast service.	MM	— Middle Marker of ILS.
B	— Scheduled Weather Broadcast.	MRA	— Range (Adecock, vertical radiators), power 50 to 150 watts.
(E)	— UHF (245.0) and VHF (121.5) Emergency Frequencies.	MRL	— Range (Loop radiators), power 50 to 150 watts.
GCA	— Ground Control Approach system.	OM	— Outer Marker of ILS.
M	— Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts.	RA	— Range (Adecock, vertical radiators), power 150 watts or greater.
*(H)	— Normal anticipated interference-free service 180 NM up to FL 450; above FL 450 - 100 NM.	RL	— Range (Loop radiators), power 150 watts or greater.
HH	— Non-directional radio beacon (homing), power 2,000 watts or more.	S	— Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only.
ILS	— Instrument Landing System.	*(T)	— Normal anticipated interference-free service 25 NM up to 12,000 ft MSL. (Not to be confused with TVOR equipment category).
L	— Compass Locator. (Maybe component of ILS system.)	TACAN	— (Tactical Air Navigation) UHF pulse type Omni Range and Distance Measuring Equipment (DME).
*(L)	— Normal anticipated interference-free service 40 NM up to 18,000 ft MSL.	U	— UHF (245.0) Emergency Frequency.
LMM	— Compass locator station when installed at middle marker site.	UHF	— Ultra High Frequency.
LOM	— Compass locator station when installed at outer marker site.	V	— VHF (121.5) Emergency Frequency.
MA	— Range (Adecock, vertical radiators), power less than 50 watts.	VAR	— Visual-aural VHF range.
MH	— Non-directional radio beacon (homing), less than 50 watts.	VHF	— Very High Frequency.
ML	— Range (Loop radiators), power less than 50 watts.	VOR	— VHF omni directional range.
		VORTAC	— Combination VOR and TACAN.
		W	— Without voice facilities.
		Z	— VHF station location marker.

*Applicable only to TACANs, VORs, and VORTACs, and precede the listing (See legend sample).

GROUND CONTROLLED APPROACH FACILITIES AND PROCEDURES

R A D A R

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

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

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

NOTE. ASR, as used to control an aircraft on final approach, provides azimuth, range and recommended altitudes each mile on final until reaching minimums. ASR may be used when PAR is not available or during weather conditions which do not require the accuracy afforded by PAR service.

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

b **Final Approach Monitor:** The use of PAR to monitor an approach on another facility such as ILS, TACAN, etc. Radar advisories are issued concerning aircraft position in relation to final approach fix, obstructions, runway alignment, glide slope (for ILS), and distance each mile from touchdown (for ILS).

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

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

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

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

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

3. WEATHER MINIMUMS: Radar Weather Minimums will be specified in the Aerodrome/Facility Directory of this Enroute Supplement for precision and surveillance approaches only where the procedures and minima comply with established criteria. These minima are applicable to jet, turbo prop and conventional type aircraft unless otherwise specified. Where different, jet minima will be published in bold type (Navy pilots should consult current OPNAVINST P37107 for minima restrictions by aircraft type). When the aircraft reaches the published precision approach minimums, the radar controller will so advise the pilot. Surveillance radar approaches provided by USAF/USN radar facilities will include recommended altitudes at each mile on final approach. Radar facilities will advise the pilot of surveillance or precision approach minima, as appropriate. Pilots are reminded that non-USAF/USN facilities are not always required to issue this advisory. (USN fac shall issue instructions relative to missed apch procedures prior to starting final apch). The weather minima listed are ceiling and visibility minima which have been established to provide an adequate margin of safety for an aircraft making a radar approach. These minima should not be construed as an indication of the capability of the radar unit to assist an aircraft in executing an approach.

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

5. IFF/SIF CAPABILITY: Radar facilities having either IFF or SIF equipment are noted under Remarks in Aerodrome/Facility section. Used for identification of aircraft targets as portrayed on ground radar equipment through code and/or mode changes. Also used to complement radar returns for positive control.

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

ABBREVIATIONS

AAF	Army Air Field	cen	center	FOD	Foreign Object Damage
AB	Air Base	CH or	Channel	fr	from
abm	abeam	chg	change	freq	frequency, frequent
ACC	Area Control Center	clv	civil, civilian	FSS	Flight Service Station
acft	aircraft	ck	check, checked	F/W	Fixed Wing
ACP	Airlift Command Post	clkws	clockwise	gnd	ground
A/D	Aerodrome	clnc	clearance	GND CON	Ground Control
ADA	Advisory Area	clsd	closed	hdg	heading
ADR	Advisory Route	cntclkws	counterclockwise	heli	helicopter
adva	advise, advised	CO	Commanding Officer	hol	holiday
advy	advisory	Co	Company, County	hr	hour(s)
afld	airfield	coml	commercial	hvy	heavy
AFR	Air Force Regulation	comm	communication(s)	IFF	Identification Friend or Foe
A/G	Air Ground (Comm)	coman	commission, commissioned	IFSS	International Flight Service Station
AGL	Above Ground Level	con	control, controls, controlled	inbd	inbound
AHP	Army Heliport	const	construction	info	information
aja	adjacent	cont	continue, continued, continuous	inop	inoperative
ALCC	Airlift Control Center	convl	conventional	inat	instrument
ALCE	Airlift Control Element	cra	course	intl	international
ALF	Auxiliary Landing Field	ctms	customs	intav	intensive
alt	altitude	CTA	Control Area	intxn	intersection
altn	alternate	etc	contact	lctd	located
AM	Amplitude Modulation	ctn	cutin	lczr	localizer beacon
ant	antenna	CTZ	Control Zone	ldg	landing
app	approach	cvge	coverage	ldtd	lighted
APP CON	Approach Control	CW	Continuous Wave, Carrier Wave	lt	light
appr	approve, approval	daylt	daylight	ltd	limited
aprt	airport	decom	decommission(ed)	maint	maintenance
aprx	approximate(ly)	dep	departure, depart	max	maximum
arng	arrange, arrangement	DEP CON	Departure Control	mil	military
arr	arrive, arrival	dircc	directional	min	minimum, minutes
ARTCC	Air Route Traffic Control Center	destn	destination	mkr	marker
ATC	Air Traffic Control	dist	distance, district	MP	Maintenance Period
ATIS	Automatic Terminal Information Service	div	division	mt	mountain or mount
attn	attention	dly	daily	ngt	night
auth	authorized, authority	dur	during	NM	nautical miles
AUX AF	Auxiliary Air Field	eff	affect, effected, effective	No or Nr	number
aval	available	elev	elevation	ntc	notice
ben	beacon	emrg	emergency	obsn	observation
bcat	broadcast	eqpt	equipment	obst	obstruction(s)
bdry	boundary	ev	every	OLS	Optical Landing System
bdg(s)	building(s)	bx	except	opr	operator, operate, operated
brg	bearing	extv	extensive	Ops	Flight Operations (coordinated)
btwn	between	fac	facility, facilities	O/R	on request
bus	business	FIR	Flight Information Region	O/S	out of service
		FL	Flight Level		
		fld	field		
		flt(s)	flight(s)		
		FOC	Flight Operations Center		

ABBREVIATIONS

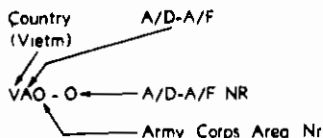
OT	other times	rpt	report, reporting	thru	through
ovrn	overrun	rqrd	required	til	until
perm	permanent	RSDU	Radar Storm Detection Unit	ting	training
perms	permission	rsld	restricted	t/off	take-off
PFSV	Pilot to Forecaster Service	ruf	rough	tran	transient
PNR	Prior Notice Required	R/W	Rotary Wing	trans	transport, transportation
PPO	Prior Permission Only	rwyr	runway	twr	tower
PPR	Prior Permission Required	scnd	secondary	twy	taxiway
prkg	parking	S.F.	Special Forces	UFN	Until Further Notice
prob	prohibited	SIF	Selective Identifi- cation Feature	unigtd	unlighted
ptn	pattern	sked	schedule	unrel	unreliable
qtrs	quarters	SM	statute miles	unavc	unserviceable
quad(s)	quadrant(s)	SOI	Signal Operations Instructions	USB	Upper Side Band
rad	radius, radial	SR	Sunrise	vert	vertical
RAFCON	Radar Approach Control Center	SS	Sunset	vic	vicinity
RBn	Radio Beacon	SSB	Single Side Band	vis	visibility
rcvr	receiver	std	standard	wk(s)	week(s)
rdo	radio	sur	surround(ing)	wkd(s)	weekday(s)
req	request	svc	service	wng	warning
rgt	right	svcg	servicing	wt	weight
RON	Remain Overnight	tel	telephone	wx	weather
		tfc	traffic	xmit	transmit
		thld	threshold	xman	transmission

INTENTIONALLY
LEFT
BLANK

AERODROME CROSS REFERENCE

*BOLD TYPE INDICATES
PRIMARY NAME, E. G. A SHAU

*LIGHT TYPE INDICATES
ALTERNATE NAME, E. G. A Sap



*A/D NAME	A/D NR	PAGE HR	*A/D NAME	A/D NR	PAGE NR
A LOUI	VA1-59	81	Ban Long	VA1-64	86
A Sap	VA1-60	82	Ban Long	VA3-145	167
A RO	VA1-268	300	BAN ME THUOT CITY	VA2-86	108
A SHAU	VA1-60	82	BAN ME THUOT EAST	VA2-12	34
Ai Nghia	VA1-61	83	Ban Trap	VA2-101	123
An Giang	VA4-169	191	BAO LOC	VA2-260	282
AN HIEP	VA4-180	202	Bao Loc City	VA2-260	282
AN HOA	VA4-257	279	Bao Loc New	VA2-260	282
An Khe AAF	VA2-29	51	BAO LOC PLANTATION	VA2-37	59
AN KHE	VA2-29	51	Bao To	VA1-84	106
AN KHE/GOLF COURSE	VA2-261	283	BAO TRAI	VA3-182	204
AAF			Bau Long	VA3-145	167
An Lac	VA2-97	119	BEARCAT	VA3-137	159
An Lo	VA1-69	91	Ben Cat	VA3-135	157
AN LOC	VA34-7	69	BEN CUI	VA3-116	138
AN LONG	VA4-33	55	Ben Duc	VA4-183	205
AN TAN	VA1-62	84	Ben Nam	VA3-125	147
AN THINH	VA1-115	137	BEN THANH	VA4-26	48
AN THOI	VA4-264	286	Ben Tre	VA4-14	36
An Tuc	VA2-29	51	BIEN HOA	VA3-2	24
An Xuan Cu	VA4-57	79	Bin Hung	VA4-163	185
An Xuyen	VA4-57	79	Bing Duong	VA3-214	236
Ap Long Thanh	VA4-169	191	Bing Hung	VA4-163	185
Ap Phuoc An	VA1-63	85	Binh Ba	VA3-117	139
Ap Raung Tuong	V93-24	46	BINH BA I	VA3-117	139
Ap Tan Hoa	VA3-267	289	BINH BA II	VA3-118	140
Ap Thanh Nguyen	V93-136	158	Binh Ba South	VA3-118	140
Ba Cat	VA3-155	177	BINH DAI	VA3-184	206
Ba Han	VA4-146	188	BINH DUC	VA4-183	205
BA GI	VA2-189	211	BINH GIA	VA3-258	280
BA GIA	VA1-82	104	BINH HUNG	VA4-163	185
Ba Lang	VA1-64	86	BINH KHE	VA2-185	207
BA LONG	VA1-64	86	BINH LOC	VA3-119	141
Ba Mia	VA2-215	237	Binh Long	VA3-133	155
BA NGOI	VA2-83	105	BINH SON	VA3-120	142
Ba Ngoi/Hane Cohe	VA2-54	76	BINH SON	VA1-230	252
Ba Ngoi/Trai Ca	VA2-83	105	BINH THAN THON	VA4-186	208
BA RIA	VA3-216	238	BINH THUY	VA4-187	209
BA TO	VA1-84	106	Blaa Minh Da	VA2-37	59
Ba To	VA1-84	106	BLACKHORSE	VA3-240	272
BA TO NEW	VA1-272	294	Ba Mua	VA3-50	72
Ba Tri	VA4-180	202	Bam Am Bla	VA2-215	237
Ba Xuyen	VA4-16	38	Ban Sar Pa	VA2-95	117
BAC LIEU	VA4-58	80	BONG SON	VA2-87	109
Bac Loc	VA2-37	59	Bu Dang	VA3-269	291
Ban Bich	VA2-215	237	Bu Dong Srei	VA3-269	291
Ban Blech	VA2-104	126	BU DOP	VA3-121	143
BAN DON	VA2-39	61	BU GLAO	VA2-270	292
Ban Ho	VA2 85	107	Bu Jamap	VA3-130	152

*A/D NAME	A/D NR	PAGE NR	*A/D NAME	A/D NR	PAGE NR
BU KRAK	VA2-176	198	Chon Than	VA3-126	148
Bu Krak South	VA2-270	292	Highway Strip		
BU NOI	VA3-122	144	CHU LAI	VA1-194	216
Bu Phang	VA2-176	198	Chua Chan	VA3-131	153
Bun Son	VA2-28	50	Chudran	VA2-91	113
Bung Bung	VA3-50	72	Chuong Nghia	VA2-92	114
BUNARD	VA3-297	319	CON SON	VA4-32	54
Bun Ba Mia	VA2-215	237	Con Tach Tria	VA2-8	30
BUON BLECH	VA2-104	126	COURTENAY	VA3-127	149
BUON BRIENG	VA2-188	211	CRYSTAL	VA2-296	318
Bun Brieng New	VA2-215	237	CU CNI AAF	VA3-207	229
BUON EA YANG	VA2-190	212	Cu Hanh	VA2-4	26
Bun Ea Yang 2	VA2-190	212	CU LAO RE ISLAND	VA1-93	115
BUON HA	VA2-88	110	Cu Thuong	VA3-155	177
Bun Hai	VA2-88	110	CUNG SON	VA2-46	68
BUON HO	VA2-85	107	Dai An	VA1-68	96
BUON MI GA	VA2-55	77	DAI LOC	VA1-61	83
BUON TSUKE	VA2-89	111	Dai Phong	VA1-77	99
Buu Son	VA2-28	50	Dak Doa	VA2-94	116
Ca Mau	VA4-10	32	Dak Lane	VA1-75	97
Ca Mau Mai	VA4-10	32	Dak Nhe	VA1-45	67
Ca Mau (New)	VA4-10	32	DAK PEK	VA2-42	64
Ca Mau (Old)	VA4-57	79	Dak Sak	VA2-293	315
CA MA	VA2-123	145	DAK SEANG	VA2-283	305
CAI CAI	VA4-191	213	Dak To	VA2-34	56
Cai Dai Van	VA4-163	185	DAK TO I	VA2-110	132
CAM LO	VA1-65	87	DAK TO II	VA2-34	56
Ca Na/Salines	VA2-123	145	Dak To/Tan Canh	VA2-110	132
Cam Ly	VA2-8	30	DAKKIR	VA3-128	150
Cam Ranh	VA2-54	76	Dol Pek	VA2-42	64
CAM RANN AAF	VA2-54	76	DALAT/CAM LY	VA2-8	30
CAM RANN BAY	VA2-192	214	DALAT/LIEN KHUONG	VA2-9	31
Camp McDermott	VA2-7	29	DAM PAU	VA2-49	71
Camp Rodcliffe	VA2-261	283	DANANG	VA1-3	25
Con Dot	VA3-247	269	Danang East	VA1-195	217
CAN THO	VA4-17	39	Danang/Marble Mt	VA1-195	217
Can Tho (New)	VA4-187	209	DAT DO	VA3-196	218
Can Tho (Old)	VA4-17	39	DAU TIENG	VA3-129	151
Canh Van	VA2-279	201	DE BODRAL	VA2-94	116
CAO LANH	VA4-53	75	De Duc	VA2-232	254
Cao Song Be	VA3-286	308	Di An	VA3-278	300
Cap St Jacques	VA3-5	27	DI AN AAF	VA3-278	300
CAT	VA2-266	288	Di Linh	VA2-48	70
CATECKA	VA2-90	112	DIEM TRUONG	VA1-66	88
Cau Cay	VA3-148	170	DINH QUAN	VA3-289	311
CAU KHOI	VA3-124	146	Dinh Thanh North	VA3-129	151
CAU LAY	VA3-148	170	Dinh Thauh	VA3-129	151
CAY GAO	VA3-125	147	DJAMAF	VA3-130	152
CEMENT PLANT	VA4-166	188	DJIRING	VA2-48	70
Chau Doc	VA4-193	215	Dog	VA2-232	254
CHAU DUC	VA4-193	215	Don Luan	VA3-149	171
CHAU LANG	VA4-164	186	Don Phuc	VA4-197	219
Chau Phu	VA4-193	215	DON PHUOC	VA4-197	219
CHEO REO	VA2-27	49	DONG BA THIN	VA2-198	220
Chi Long Training Center	VA4-173	195	DONG BO	VA3-138	160
CNI LINH	VA3-286	308	DONG HA	VA1-22	44
CHON THANH	VA3-126	148	Dong Phuoc	VA4-197	219
			Dong Tac	VA2-113	135

A/D NAME	A/D NR	PAGE NR	A/D NAME	A/D NR	PAGE NR
DONG TAM	VA4-295	317	KATUM	VA3-287	309
DONG TRE	VA2-199	221	KHAM DUC	VA1-45	67
DONG XOAI	VA3-149	171	Khan Duc	VA1-45	67
Dozier	VA3-135	157	KHANH DUONG	VA2-235	257
Dragon Mt	VA2-219	241	Khanh Duong	VA2-235	257
Duan Loc	VA3-119	141	KHANH DUONG NEW	VA2-291	313
DUC CO	VA2-91	113	KHE SANH	VA1-44	66
DUC HOA	VA3-200	222	KIEN GIANG	VA4-167	189
DUC LAP	VA2-95	117	Kien Hoa	VA4-14	36
DUC LAP 2	VA2-293	315	KIEN LONG	VA4-236	258
DUC MY	VA2-96	118	Kan Hojao	VA2-110	132
DUC PHO	VA1-201	223	Kan Hojao West	VA2-34	56
DUC PHONG	VA3-269	291	Kan Phong	VA2-92	114
Duc Phuong	VA3-269	291	KONTUM	VA2-15	37
DUC XUYEN	VA2-97	119	Krong No	VA2-97	119
DUONG DONG	VA4-165	187	La Hierre	VA1-60	82
Duong Hoa Thuong	VA1-81	103	LABONTE	VA2-300	322
Dz Donna	VA2-218	240	LAC TIEN	VA2-208	230
Dz Kent	VA2-199	221	Lac Thien	VA2-208	230
ENGLISH	VA2-232	254	LAI KHE	VA3-135	157
Fimnon	VA2-9	31	LAM SON	VA3-214	236
GI LANG	VA1-98	120	Lang Dak Sang	VA2-283	305
GIA NGHIA	VA2-202	224	LAO BAO	VA1-71	93
GIA RAY	VA3-131	153	LAP DINH	VA2-237	259
GIA VUC	VA1-43	65	Le Thant	VA2-252	274
GIANG TAY	VA2-233	255	Lien Khuong	VA2-9	31
GIO LINH	VA1-67	89	Litts	VA2-152	154
Go Bac Chien	VA4-51	73	LOC NINH	VA3-31	53
GO CONG	VA4-203	225	Long An	VA3-247	269
GO DAU HA	VA3-299	321	Long Giao	VA3-240	262
Go Do	VA4-174	196	LONG HAI	VA3-274	296
HA TAN	VA1-68	90	Long Khot	VA4-186	208
HA THANH	VA1-204	226	LONG KHOT 2	VA4-262	284
HA TIEN	VA4-36	58	Long Phuoc	VA3-145	167
HA TIEN SOUTH	VA4-273	295	LONG THANH	VA3-136	158
Hai Yen	VA4-163	185	Long Thanh I	VA3-136	158
HAM TAN	VA3-132	154	Long Thanh II	VA3-137	159
HAMMOND	VA2-234	256	Long Thanh North	VA3-137	159
Hau Ban	VA2-27	49	Long Thanh South	VA3-142	164
Hau Duc	VA1-81	103	LONG TOAN	VA4-168	190
HENSEL AAF	VA2-219	241	Long Van	VA2-7	29
HIEP HOA	VA3-267	289	LONG XUYEN	VA4-169	191
Hiep Khanh	VA1-69	91	Luon Thanh	VA2-28	50
Hoa Do	VA2-141	163	LUONG SON	VA2-228	250
Hoa Nhon	VA2-87	109	LUSCOMBE	VA3-284	306
HOI AN	VA1-206	228	Ly Lich	VA3-138	160
HOLLOWAY	VA2-25	47	Ly Son	VA1-93	115
HON QUAH	VA3-133	155	MAHONEY AAF	VA2-282	304
Hong Chong	VA4-166	188	MAI LOC	VA1-72	94
HONG NGU	VA4-134	156	MAI LOC NEW	VA1-275	297
HUA DUC	VA1-81	103	MANG BUK	VA2-41	63
Hue	VA1-6	28	MARBLE MOUNTAIN	VA1-195	217
HUE CITADEL	VA1-70	92	M'DRACK	VA2-100	122
HUE/PHU BAI	VA1-6	28	MEWAL	VA2-101	123
Hue Thanh Noi	VA1-70	92	Min Rong Sakang	VA2-227	249
JOYCE	VA2-152	174	MINH LONG	VA1-102	124
Kala	VA2-48	70	MINH THANH	VA3-139	161
KANNACK	VA2-99	118	MO DUC	VA1-209	231

*A/D NAME	A/D NR	PAGE NR	*A/D NAME	A/D NR	PAGE NR
MOC HOA	VA4-51	73	Phu Vinh	VA4-52	74
MY CHANH	VA1-73	95	Phu Xuan	VA2-199	221
My Thanh	VA1-111	133	Phuoc An	VA2-215	237
My Tha	VA4-26	48	PHUOC BINH	VA1-77	99
My Tha New	VA4-183	205	Phuoc Hai	VA4-172	194
My Thoi	VA4-169	191	PHUOC HIEP	VA3-145	167
Nam Dong	VA1-177	199	PHUOC HOA	VA3-146	168
NAM DUONG	VA1-74	96	Phuoc Hoa New	VA3-50	72
Nam Dong	VA1-177	199	Phuoc Hoa Old	VA3-146	168
Nang Buk	VA2-41	63	Phuoc Hung	VA4-172	194
Nga Ba	VA1-177	199	Phuoc Le	VA3-216	238
NGHIA HANH	VA1-210	232	Phuoc Long	VA3-30	52
Ngak Ngo	VA2-92	114	Phuoc Long City	VA3-243	265
NGOK TAVAK	VA1-75	97	Phuoc Thanh	VA3-50	72
NHA BANG	VA4-170	192	PHUOC THIEN	VA2-105	127
NHA TRANG	VA2-7	29	Phuoc Tha	VA3-196	218
Nhan Bieu	VA1-79	101	PHUOC VINH	VA3-50	72
NHON CO	VA2-21	43	Phung Duc	VA2-12	34
NNON NGHIA	VA2-171	193	PK-17	VA1-69	91
NINH HOA	VA2-103	125	PLANTATION	VA3-205	227
Nang Son	VA1-77	99	PLATEAU GI	VA2-92	114
Non Son	VA1-77	99	PLEI DJERENG	VA2-217	239
Nong Son	VA1-77	99	Plei Djereng	VA2-285	307
Nui Bara	VA3-30	52	PLEI DJERENG NEW	VA2-285	307
Nui Cat	VA3-139	161	PLEI DO LIM	VA2-221	243
Nui Dat	VA3-284	306	PLEI ME	VA2-218	240
OASIS	VA2-252	274	Plei Me I	VA2-218	240
Ong Linh	VA3-150	172	PLEI MRONG	VA2-106	128
Ong One	VA3-140	162	Plei Mrong	VA2-106	128
ONG QUE	VA3-140	162	PLEI RONGOL	VA2-107	129
Pham Cong Tac	VA3-24	46	PLEI TA NANGLE	VA2-200	222
PHAN RANG	VA2-28	50	Plei Toun Breng	VA2-285	307
PHAN RI	VA2-141	163	PLEIKU	VA2-4	26
PHAN THIET	VA2-11	33	Pleiku Area	VA2-25	47
PHEY BRUNH	VA2-211	233	Pleiku Catecka	VA2-90	112
PHO TRACH	VA1-76	98	Pleiku/Cu Hanh	VA2-4	26
Phong Dinh	VA4-17	39	PLEIKU/NANSTEPH	VA2-229	251
Phu Bai	VA1-6	28	POLEI KLENG	VA2-241	263
PHU CAT	VA2-213	235	POLEI KROG	VA2-178	200
PHU CAT 2	VA2-212	234	Poste De Bu Prang	VA2-176	198
Phu Cuong	VA3-153	175	Poste De Jamap	VA3-130	152
PHU HIEP AAF	VA2-298	320	Poulo Condore	VA4-32	54
Phu Hoa	VA3-153	175	PREK KLOK	VA3-288	310
PHU KHUONG	VA3-238	260	QUAN LOI	VA3-147	169
PNU LOC	VA4-172	194	QUAN LONG	VA4-10	32
PHU LOI	VA3-153	175	QUAN LONG CITY	VA4-57	79
PHU MY	VA3-142	164	Quang Long 1	VA4-57	79
Phu My 2	VA3-142	164	Quang Long 2	VA4-10	32
Phu My Thuang	VA1-239	261	QUANG NGAI	VA1-23	45
PHU NHON	VA2-280	302	QUANG TRI	VA1-78	100
Phu Qui	VA2-123	145	Quang Tri North	VA1-79	101
Phu Quoc	VA4-165	187	QUANG TRI I	VA1-79	101
PHU RIENG	VA3-143	165	QUANG TRI LAVANG	VA1-263	285
PHU RIENG 1	VA3-276	298	QUI NHON	VA2-13	35
Phu Rieng Old	VA3-276	298	Rach Gia	VA4-167	189
Phu Tho	VA3-144	166	RACH GIA CITY	VA4-56	78
PHU THO HOA	VA3-144	166	Rach Gia Old	VA4-56	78
PHU TUC	VA2-215	237	Rach Gia New	VA4-167	189

AERODROME DIRECTORY

*A/D NAME	A/D NR	PAGE NR	*A/D NAME	A/D NR	PAGE NR
Rach Sai	VA4-167	189	Thap Cham	VA2-28	50
RANG RANG	VA3-148	170	THAT SON	VA4-173	195
Riong Bolieng	VA2-49	71	THOI HOA	VA4-174	196
Riverside	VA1-79	101	Thoy Dong	VA4-174	196
ROK AAF	VA2-279	301	Thu Dau Mot	VA3-153	175
RUONG RUONG	VA1-177	199	THUAN HOA	VA1-111	133
SADEC	VA4-242	264	THUAN LOI	VA3-154	176
Saigon	VA3-1	23	Thuong Duc	VA1-68	90
Saigon Hippodrome	VA3-144	166	THUONG THOI	VA4-294	316
SOC TRANG	VA4-16	38	THUY DONG	VA4-38	60
Son Bia Mla	VA2-215	239	TIEN PHUOC	VA1-239	261
Son Ha	VA1-204	226	TINH BIEN	VA4-249	271
Son Dong	VA4-14	36	Tinh Bien	VA4-249	271
Song Bam La	VA2-215	237	Highway Strip		
SONG BE	VA3-30	52	TO CHAU	VA4-223	245
SONG BE CITY	VA3-243	265	Ton Dung	VA1-84	106
SONG CAU	VA2-108	130	TONLE CHAM	VA2-292	314
Song Dong	VA4-14	36	Taurane	VA1-3	25
SONG MAO	VA2-18	40	TRA BONG	VA1-112	134
Song Phan	VA3-132	154	TRA CU	VA3-155	177
SOUI DAI	VA2-244	266	Tra My	VA1-81	103
SOUI DOI	VA2-245	267	TRA ON	VA4-250	272
St Siege	VA3-24	46	TRA VINH	VA4-52	74
Suoi Da	VA3-238	260	TRAI BI	VA3-222	244
Suoi Da Lchp	VA3-238	260	Trai Ca	VA2-83	105
SUZANNAH	VA3-277	299	TRANG BANG	VA3-251	273
TA BAT	VA1-80	102	TRANG BOM	VA3-156	178
TA MA	VA1-109	131	Trang Lon	VA3-256	278
Tak Xa	VA3-149	170	TRUC GIANG	VA4-14	36
Tam An	VA3-136	158	TRUNG LAP	VA3-157	179
Tam Hiep	VA4-26	48	TUC TRUNG	VA3-158	180
TAM KY	VA1-40	62	Tuttle	VA2-252	274
TAM KY ALT	VA1-246	268	TUY AN	VA2-253	275
Tam Ky Provincial	VA1-246	268	TUY HOA	VA2-113	135
TAN AN	VA3-247	269	Tuy Hoa Bac	VA2-19	41
Tan Canh	VA2-110	132	Tuy Hoa/Chnp Chai	VA2-19	41
Tan Hei	VA4-26	48	Tuy Hoa Nam	VA2-113	135
Tan Hiep	VA4-26	48	TUY HOA NORTH	VA2-19	41
Tan Hoa	VA3-267	289	Tuy Hoa South	VA2-113	135
Tan Phu Thuang	VA3-182	204	Tuyen Nhon	VA4-38	60
Tan Rai	VA2-227	249	Two Bits	VA2-87	109
TAN SON NHUT	VA3-1	23	VAN CANH	VA2-114	136
Tan Son Northwest	VA3-138	160	Van Ly	VA1-115	137
Tan Tich	VA4-53	75	VAN NINH	VA2-224	246
Tan Uyen	VA3-150	172	VAN XA	VA1-69	91
Tan Xuan	VA2-96	118	VI THANH	VA4-225	247
TANH LINH	VA3-248	270	Vi Thanh 2	VA4-175	197
Tay Ninh	VA3-151	173	Vi Thanh New	VA4-225	247
TAT NINH CITY	VA3-151	173	VI THANH (OLD)	VA4-175	197
TAY NINH WEST	VA3-256	278	VINH CHAU	VA4-254	276
TAY NINH/CAO DAI	VA3-24	46	Vinh Loc	VA1-66	88
Tay Ninh I	VA3-151	173	Vinh Loi	VA4-58	80
Tay Ninh II	VA3-24	46	VINH LONG	VA4-20	42
Tay Ninh III	VA3-256	278	VINH THANH	VA2-259	281
Thach Ban	VA1-257	279	Vo Dat	VA3-159	181
Thai Thien	VA3-142	164	VO DAT I	VA3-159	181
THAN PHU	VA4-290	312	VO DAT II	VA3-160	182
Thon Tri	VA4-172	194	Vo Dinh	VA3-119	141

*A/D NAME	A/D NR	PAGE NR	*A/D NAME	A/D NR	PAGE NR
VUNG TAU	VA3-5	27	Xom Cham	VA1-44	66
Xa Ba Sau	VA3-150	182	Xom Nui Trau	VA4-166	188
Xa Cat	VA3-139	161	XOM ONG LINH	VA3-150	172
XA TAN RAI	VA2-227	249	XOM TRE	VA4-161	183
Xom Ba Hon	VA4-166	188	XUAN LOC	VA3-226	248
Xom Cat Doi Vam	VA4-163	185	XUYEN MOC	VA3-162	184
XOM CAT	VA3-255	277			

°TAN SON NHUT,

VIETNAM XS819962 10°49'N 106°39'E (AOE) (VVVS)

P (A) (AF) 33 BL, 5, 6, 8, 9① H99(CON)

07R/25L 150' wide (S-67, TT-300)

H100(CON) 07L/25R① 150' wide

H29(ASP)① 18/36 130' wide

JASU - 4(AM-32A-60) 2(MA-1), MA-A1 (MD-3), (A-1)

FUEL - A+, J4, AD1, SP, 0-123, 0-128, 0-148①, LOX,, LHOX

J-BAR/A-GEAR -

Rwy 07L① BAK-12(B) (1050)

Rwy 25R

Rwy 07R MA-1A, BAK-12(B) (Thld) (1200')

M-21(B) BAK-12(B) MA-1A Rwy 25L (4961') (1200') (Thld)

AERODROME REMARKS - Non-US contrallers aval 24 hrs dly US contrallers are oval in the event instr are not understood 24 hrs dly Prohibited to non radio acct Overhead t/c pattern 3 mi 2000' for Tactical jets, 3 mi 1500' for turboprop acct and conventional fighters Limited DV ramp space precludes RON of acct larger than C-47 Ext helicopter and lt acct activity in all quads SR-SS. CAUTION: Ext const and veh traffic on field. CAUTION Row of security lights paralleling Rwy 07R/25L could be mistaken for rwy lights Acct will not fly over city of Saigon or Chalon below 5000 ft All multi engine acct will taxi with outboard engines at idle. IFR deporture aircraft will not begin taxiing until IFR clearance is received from tower. VIP arrivals etc PTD 50 NM out H3 heliport PPR for CH-47 Call Tan Son Nhut ext 2400 for approval All helis will land at Saigon Heliport H3 unless clearance is obtained from Base Ops 372.2 Type 3 for C-130 SEE VIETNAM SPECIAL NOTICES ① Avol only thru USAF POL, Ph 3209 ② Closed UFN ③ Rwy 25L 25° Glide Slope. Unmonitored ④ Opr SR-SS ⑤ PNR for apch end engagement

COMMUNICATION (SFA) (PTD - 372.2)

A/G① (AF) VOICE: CALL RADIO - 4732 SSB 6738 SSB 8989 SSB 11176 SSB

AIRLIFT COMMAND POST - 349.4 ARTILLERY ADVISORY - 40.5

①SAIGON CONTROL - ① (Sector 1) 331.8 120.9 (Sector 2) 353.7 120.1 (Sector 3) 125.9 (Sector 4) 255.4

①PARIS CONTROL - 133.2 278.4 256.8 (to N) 382.1 (to S) 342.9①

SAIGON TOWER - 236.6 118.7 (E) GND CON ① - 275.8 121.9

①SAIGON APP CON - 363.8 127.9 (E)

①SAIGON DEP CON - 261.4 125.5 (E) SAIGON CLNC DELIVERY - 121.7

CAPITAL CENTER - 294.9 122.5 36.3

PFVS: METRO - ALCE - 291.8① 139.9① ALCC - 8134 4677① USB 10140① USB

(HITACAN ASM Chan 33 At Field MP 0500-0700Z Tue, Fri & Sun Rbn(HW) (AO/A2) SV 305 10°44'N 106°39'E 004° 4.0 NM to Field.

ILS UHF/DF, Call PARIS DF - 305.4 (U) 10°48'N 106°38'E

RADAR ①, IFR - Call SAIGON APP CON, VFR - Call SAIGON TOWER

335.8x 289.4x 227.4 270.6x 134.1x 124.7x (E)

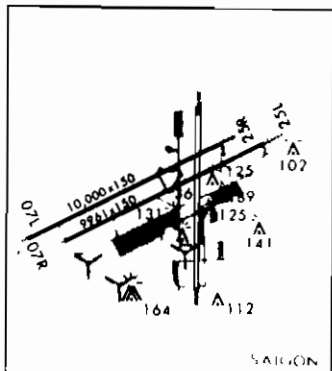
ASR Rwy 07R/25L Ceil 500 VIS Day 1 Ngt 1 Min Alt 533

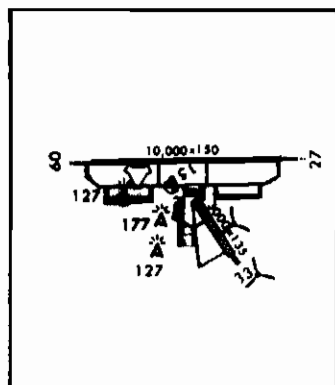
PAR Rwy 25L Ceil 100 VIS Day ½ Min Alt 133 Glide Slope 25°

Rwy 25L Ceil 200 VIS Day Ngt ¾ Min Alt 233 Glide Slope 25°

CIRC Rwy 07R/25L Ceil 600 VIS Day 1 Ngt 1 Min Alt 633

RADIO/NAV REMARKS - ① Radar capability 2200-1400Z dly. All USAF acct will Call Saigon Control not later than 75 NM out. If unable ctc Paris Control. ② Helicopters shall communicate with Gnd Con. ③ IFF/SIF oval MP ASR 0100-0300Z dly. MP PAR 0500-0700Z dly ④ Primary tactical airlift acct in country flight following. ⑤ Airlift acct ctc 15 min prior to ldg ⑥ Tactical Airlift ⑦ While flying in the Saigon FIR, under control of Saigon Center, USAF acct must guard the assigned SSB frequency.





◊ **BIEN HOA**, VIETM XT988129 10°58'N 106°49'E (VVBH)
VNAF (A) (AF) 36 BL4, 70 H100(CON) 09/27 150' wide (S-65, T-125, TT-285)

FUEL - A+, J40 LOX

AMMO - 7.62 275

J-BAR/A-GEAR -

Rwy 09 MA-1A Modified BAK-12 _____ BAK-12 MA-1A Rwy 27
(Thld) (1100') (1100') (Thld)

AERODROME REMARKS - Non-US controllers avail 24 hrs dly. US controllers are avail in the event instr are not understood 24 hrs dly. CAUTION Reduced rwy separation standards are in effect. 10' ditch 345' N of rwy centerline runs entire length of rwy. CAUTION: Const Multi engine jet transports use extreme caution taxiing, twy shoulders unstabilized. All multi engine acft will taxi with outboard engines at idle. Parking fac ltd to jet maint. FULL STOP lds only. Transition and practice apchs not permitted due to ext heavy tfc. Taxiing acft beware of const adj to rwys. Possible ldg delay to Conv acft during jet recoveries and heavy tfc. Left tfc ptn Rwy 09 and Rwy 27. Ptn alt 700 ft for lt acft (O-1, U-10), 1000 ft for other conv acft, 1500 ft for jets. Helicopter and light acft traffic in PHU LOI area 6 NM W. Bien Hoa tfc apch fr W or dep to W maintain 2000 ft or above beyond 4.5 NM from BNH Tacan. Pilots carrying VIP's will confirm block time with GND CON at least 15 min prior to touchdown. Type 3 for C-130. ① (AF) opr on prior req 1300-2300Z. ② Non anti-icing inhibitor.

COMMUNICATIONS (PTD - 226.2)

TOWER - 341.4 118.3 (E) GND CON - 274.1

③ SAIGON CON ④ - DEP 255.4 125.9 ARR 353.7 120.1

ALCE - ⑤ 281.8 4677 USB

PFSV: METRO -

ARTILLERY ADVISORY - 40.2

RADIO AIDS TO NAVIGATION

(H)TACAN ⑥ BNH Chan 73 At Field.

(T)VOR ⑦ BNH 112.6 At Field.

Rbn(HW) (A1) BA 272 At Field.

RADAR ⑧, Coll SAIGON CON.

316.0x 364.1x 253.1x 125.1x

ASR Rwy 27 Ceil 600 VIS Day 1 ¼ Ngt 1 ¼ Min Alt 588

Rwy 09 Ceil 400 VIS Day 1 Ngt 1 Min Alt 412

PAR Rwy 27 Ceil 200 VIS Day ½ Ngt ½ Min Alt 236

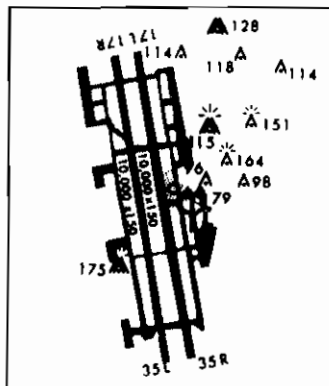
Rwy 27 Ceil 500 VIS Day 1 Ngt 1 Min Alt 536

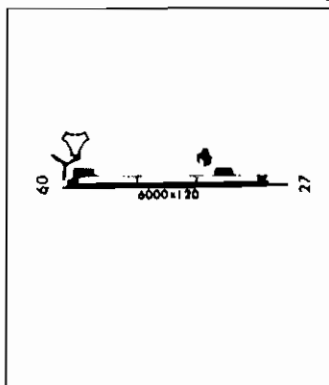
Glide Slope 2.5°

Glide Slope 4.5° ⑨

CIRC Rwy 09/27 Ceil 600 VIS Day 2 Ngt 2 Min Alt 636

RADIO/NAV REMARKS - ⑩ MP 0300-0400Z Tue and Fri. Unusable 230°-245° below 3000' 20-40 NM. ⑪ IFF/SIF aval. MP - ASR 1800-2000Z dly. PAR 2000-2200Z dly. ⑫ Airlift acft etc 15 min prior to landing. ⑬ O/R only, tfc permitting. ⑭ Enroute aid only. ⑮ Radar capability 2200-1400Z dly.





°PLEIKU, VIETM AR783500 14°00'N 108°01'E

VNAF (AF) 2434 L4 H60 (ASP) 09/27 120' wide (SWL 37, S-70, T-100, TT-170) (VVPC)

FUEL - A+

A-GEAR -

Rwy 09 BAK-12(B) _____ BAK-12(B) Rwy 27
(900') (500')

AERODROME REMARKS - US controllers on duty 24 hrs dly. CAUTION: Reduced rwy separation standards are in effect. 12 hrs PPR ctc Capital Center FOC, Ph. 50292. Cross Pleiku Area (Holloway) at or above 3500 ft due to heavy helicopter ttc. Rwy 09 left, Rwy 27 right, due to close proximity Pleiku Area (Holloway). CAUTION: Bright lights ¾ mi prior and ¼ mi to left of apch end Rwy 27 could be mistaken for Rwy 27 during low visibility approaches. CAUTION: Congested taxiing conditions. All multi-engine acft will taxi with outboard engine at idle. No trans moint fac and extremely limited parking. Heli max gnd time 5 min. Rwy 09 apch end acft prkg on ovrn intermittently. No POL svc aval for cargo acft. Use extreme caution during approach and departure due to extensive helicopter operations in local area not controlled by tower. Report specific location of ground fire encountered to tower. Ctc Pleiku App Con for location of ordinance jettison areas. Radar vectoring to these areas provided by Pleiku GCA Type 3 for C-130

COMMUNICATIONS

APP CON - 232.4 119.7 (E)

TOWER - 236.6 286.6 118.3 (E) @PEACOCK CON - 345.0 278.4 142.75

GND CON - 229.3 DEP CON - 227.4 118.7

PFSV: METRO - 372.2

ALCE @ - 291.8 140.4 4677 USB 8134 USB

RADIO AIDS TO NAVIGATION

(H)TACAN@ PLU Chan 107 At Field MP 0500-0600Z Tue and Thu

Rbn(HW) (AO/A2) PK 333 13°58'N 108°01'E 360° 2.0 NM to Field.

Rbn(W) PU 436 At Field

RADAR @, Call PLEIKU APP CON

335.8x 289.4x 227.4x 134.1x 118.7x (E)

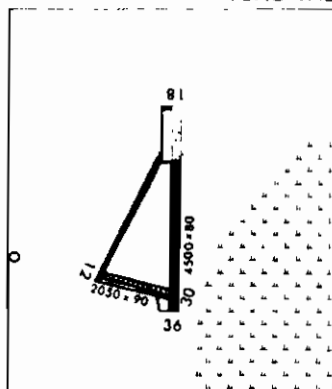
ASR Rwy 09 Ceil 600 VIS Day 1 Ngt 1 Min Alt 3034

Rwy 27 Ceil 500 VIS Day 1 Ngt 1 Min Alt 2934

PAR Rwy 27 Ceil 200 VIS Day ½ Ngt ½ Min Alt 2634 Glide Slope 3.0°

Rwy 27 Ceil 500 VIS Day 1 Ngt 1 Min Alt 2934 Glide Slope 4.5° O/R

RADIO/NAV REMARKS - @ Fac unusable 30° rad CCW to 10° rad MRA 40 NM is 9000 ft 10° rad CCW to 350° rad MRA 40 NM is 11,000 ft. @ IFF/SIF aval. @ MP 0600-0800Z Mon-Fri. @ Airlift acft ctc 15 min prior to ldg. @ Unusable 350°-090° beyond 40 NM.



◊ **VUNG TAU**, VIETM YS300473 10°22'N 107°06'E

A 13 L4 H45(ASP)① 18/36 80' wide (AUW 200)

(VVVT)

20(PSP) 12/30 90' wide

FUEL - A+, J4 Tanker **AMMO** - 7 62 2 75

AERODROME REMARKS - US controllers on duty 24 hrs dly. No flying over ASP tank from NE. Lam Son Soccer fld PPO from CQ, 53rd General Support Group 6' high blast fence apch end Rwy 12. Area 1 mile E of Rwy 18/36 clsd to 5000' except PPR from twr. Flights along beach area below 500' prohibited. Landing auxiliary helicopters PPO. Helicopters parked alongside active rwys. Type 2 for C-130. ① 1500' PSP ovrn N end 18/36 not to be used for landing.

COMMUNICATIONS

① SAIGON APP CON - 363.8 127.9

TOWER - 285.9 118.1 37.2 (U) **GND CON** - 293.9

① SAIGON DEP CON - 261.4 125.5 (E) **ALCE** ① - 281.8 140.4 139.9 4677 US8

RADIO AIDS TO NAVIGATION

Rbn①(HHW) (AO/A2) XVL 235 10°22'N 107°05'E At Field

RADAR ①, IFR Call SAIGON APP CON, VFR Call VUNG TAU TOWER

341.2 134.5 37.2

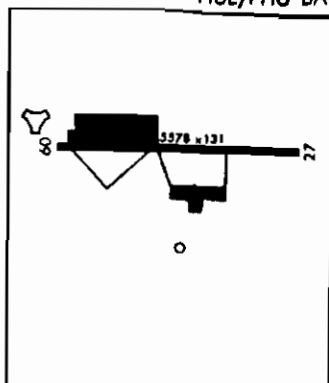
ASR Rwy 36 Ceil 400 VIS Day 1 Ngt 1 Min Alt 413

PAR Rwy 36 Ceil 400 VIS Day ¾ Ngt ¾ Min Alt 413 Glide Slope 3.5°

CIRC Rwy 36 Ceil 600 VIS Day 1½ Ngt 1½ Min Alt 613

RADIO/NAV REMARKS - ① IFF aval. ② Opr 2100-1500Z. Airlift acct etc 15 min prior to ldg.

③ Opr Wed 0001-0300Z, OT 2301-1000Z



◊ **HUE/PHU BAI**, VIETNAM YD887148 16°24'N 107°42'E
VDCA(MC) 49 BL4 H56(A3P) 09/27 131' wide.

(VYSH)

FUEL ① - A+, J4
A-GEAR -

Rwy 09 _____ M-21(B) Rwy 27
(2578')

AERODROME REMARKS - CAUTION: Const. Non-US controllers avail 24 hrs dly. US controllers are avail in the event instr are not understood 24 hrs dly. Acft within a 5 NM radius ctc twr or APP CON for arty advisory Type 3 for C-130. SEE VIETNAM SPECIAL NOTICES. ① 1 hr PNR to VNAF.

COMMUNICATIONS

① **HUE APP CON** - ③ 315.5 125.5 (E)

HUE TOWER - 118.3 241.0 (E)

DEP CON/CLNC DELIVERY - 330.0 125.5

RADIO AIDS TO NAVIGATION

HUE TACAN ① **HUE** Chan 69 At Field

HUE Rbn(HW) (AO/A2) **HU** 393 At Field

RADAR ①, Call HUE APP CON 315.5 252.2x 246.8x 240.6x 233.3x 226.8x 119.2x (E)

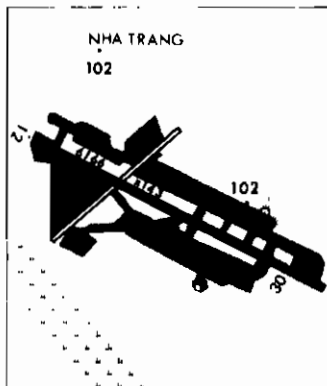
ASR Rwy 27 Ceil 400 VIS Day 1 Ngt 1 Min Alt 449

PAR Rwy 09 Ceil 200 VIS Day ½ Ngt ½ Min Alt 249 Glide Slope 4°

Rwy 27 Ceil 100 VIS Day ¼ Ngt ¼ Min Alt 149 Glide Slope 3°④

Rwy 27④ Ceil 200 VIS Day ½ Ngt ½ Min Alt 249 Glide Slope 4°

RADIO/NAV REMARKS - ① Rstd 040°-330° CCW MRA 40 NM 6000 ft, 330°-280° CCW MRA 40 NM 4000 ft, 280°-170° CCW MRA 40 NM 7000 ft, 170°-120° CCW MRA 40 NM 12,000 ft, 120°-100° CCW MRA 40 NM 8000 ft MP hrs 1600-1800Z dly ④ FL 100 and below call HUE APP CON, above FL 100 call DANANG APP CON 363.8, 127.9 ④ Circling to North only, High terrain to West. ④ 4° oval O/R. ④ for USAF Use Only.



°NHA TRANG, VIETM CP034523 12°14'N 109°12'E (AOE)

VNAF(A) (AF) 20 L4, 7① H61(A5P) 12/30 143' wide

(VVSN)

JASU - 6(A-1), 4(A-3), 3(MD-3), 3(MD-3M), 2(MA-1A)

FUEL ① - A+, J4①, 3P, ADI, 0-123, 0-128, 0-148

AERODROME REMARKS - Non-US controllers avail 24 hrs dly. US controllers are avail in event instr are not understood 24 hrs dly. CAUTION: Reduced rwy separation standards are in effect. PPR between 0730-2330Z. PPR for C-124, C-133 and C-141 24 hrs dly. Extremely ltd prkg facilities for RON acft. C-130 maint ltd. Heavy stu tng in progress 2330-0300Z Mon-Fri, expect 30 min delay in T/off & ldg. Left traffic to Rwy 12, right traffic to Rwy 30. Pattern altitude: 500 ft Heli, 700 ft light acft, 1000 ft convl acft, 1500 ft Jet and Turboprop acft. Type 3 for C-130. SEE NHA TRANG & VIETNAM SPECIAL NOTICES. ① No anti-icing inhibitors. ② 30 min PNR. ③ Expect refueling delays btwn 0300-0500Z.

COMMUNICATIONS

①CAM RANH BAY APP CON - 237.4 241.2 135.9

TOWER - 236.6 118.3 (E) GND CON - 275.8

ALCE ① - 311.9 140.4 4677 USB ARMY OPS - 44.7

①PORTCALL - 278.4 133.2

PFSV: METRO -

RADIO AIDS TO NAVIGATION

TACAN① AGT Chan 105 At Field

Rbn(HW) (AO/A2) KH 400 At Field

RADAR ①②, VFR Call NHA TRANG TOWER, IFR Call CAM RANH BAY APP CON.

335.8x 289.4x 270.6x 134.1x 125.1x (E)

ASR Rwy 30 Ceil 1000 VIS Day 1 3/4 Ngt 1 3/4 Min Alt 1020

PAR Rwy 30 Ceil 300 VIS Day 3/4 Ngt 3/4 Min Alt 320 Glide Slope 3.0°

Rwy 30 Ceil 500 VIS Day 1 Ngt 1 Min Alt 520 Glide Slope 4.5° O/R

CIRC Rwy 30 Ceil 1000 VIS Day 2 Ngt 2 Min Alt 1020

RADIO/NAV REMARKS - ① Restricted beyond 40 NM below following alt: 005°-040° MRA 10,000 ft, 040°-075° MRA 5000 ft, 075°-110° MRA 13,000 ft, 110°-165° MRA 8000 ft, 165°-200° MRA 17,000 ft, 200°-210° MRA 26,000 ft, 210°-280° MRA 22,000 ft, 280°-320° MRA 10,000 ft, 320°-330° MRA 18,000 ft, 330°-005° MRA 12,000 ft. DME restricted to 25 NM. ② CAUTION: High terrain all quadrants. PAR rstd to 500 ft deviation right of centerline. IFF/SIF aval. ③ MP 0400-0600Z Mon-Sat, 0400-0800Z Sun. ④ Airlift acft etc 15 min prior to ldg.



◇DALAT/CAM-LY, VIETM BP185220 11°57'N 108°25'E

VDCA 1A1 4931 H44(A5P) 10/28 104' wide

(VVCL)

FUEL - A+, J4

AERODROME REMARKS - SECURE. Opr SR-55. Security poor at night. Trees on opch to Rwy 28. No rwy markers. Prkg for two C-130s. Type 2 for C-130.

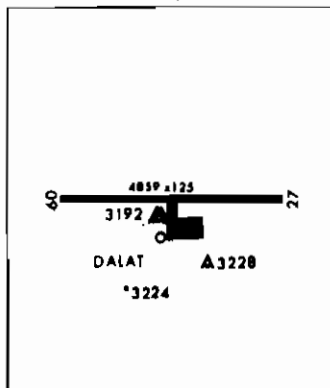
RADIO - 281.1 122.5 33.4 2400-1045Z

DALAT TOWER - 241.0 118.1 45.6 2400-1045Z

DALAT TACAN@ DLT Chan 65 At Field

RADAR@ - Call CAM-LY GCA - 273.9 383.0 119.2 127.9 (E)

RADIO/NAV REMARKS - @ Opr SR-55.



◊ **DALAT/LIEN KHUONG**, VIETNAM BP142001 11°45'N 108°23'E

VNAF 3156 BL4① H48(ASP) 09/27 125' wide

(VVSL)

FUEL ① - A, C

AERODROME REMARKS - Opr 2300-1030Z Winter; 2300-1100Z Summer. 100' ovrn ea end Prkg area 540' X 400' (6 C-130's) S side rwy. Non-US controllers aval. US controllers not aval. PPR for C-130 and C-123. Type 2 for C-130, C-123 and C7A. ① 20 min ntc to twr. ① PNR to VNAF.

COMMUNICATIONS

DALAT RADIO - 281.1 122.5 40.0 Opr SR-55 OT O/R.

DALAT APP CON ① - 118.1 **DALAT TOWER ①** - 236.6 118.7

RADIO AIDS TO NAVIGATION

DALAT Rbn①(HW) (AO/A2) DL 385 At Field

DALAT Rbn②(HW) (AO/A2) HYD 350 11°45'N 108°21'E 085° 1.1 NM to Field.

RADIO/NAV REMARKS - ① A/D Times, OT Call Saigon APP CON. ② 2300-1300Z. OT O/R before 0900Z to Saigon ACC. ③ Rstd unusable at min enroute alt beyond 30 NM.



◊ **QUAN LONG**, VIETNAM WR196142 09°11'N 105°11'E

VNA/CIV (A) 16 33(PSP) 09/27 95' wide

(VVCM)

FUEL - A+, J4

AERODROME REMARKS - SECURE SR-SS. Clay ovrns 100' W end 500' E end. PSP prkg 396' X 195'. Type 2 for C-130.

CA MAU RADIO - 339.2 122.5 46.3 SR-SS OT O/R

@PLAYBOY CONTROL (AF) - 278.4 239.7

Rbn(W) FM 346 045° 1.2 NM to Field 09°10'N 105°09'E



°PHAN THIET, VIETM AN801068 10°54'N 108°04'E

VDCA (A) 203 L4① H36(ASP) 07/25 60' wide

(VVPT)

FUEL② - A+, J4 AMMO - 7.62 Links .30

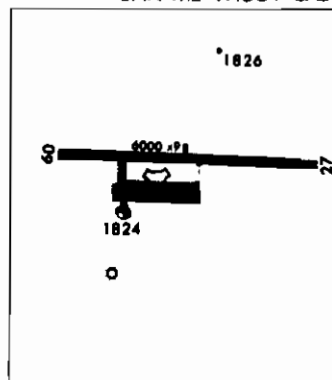
AERODROME REMARKS - Opr SR-55. 320' ovrn Rwy 07, 40' ovrn Rwy 25. Many obst and 300' Decca twr off E end of rwy. Prkg area ea side apch end Rwy 25 unsafe due to inadequate rwy clearance. Prkg 115' X 170'. Type 2 for C-130, C-123 and C7A. ① 30 min PNR. ② Emerg only for cargo acft.

RADIO - 291.9 122.5 40.0

TOWER - 283.1 118.3 45.6

Rbn(HHW) (A2) PT 355 10°55'N 108°06'E 252° 2.1 NM to end Rwy 25.

BAN ME THUOT EAST


BAN ME THUOT EAST, VIETM AQ868020 12°40'N 108°07'E

VDCA (A) 1759 BL4① H60(ASP) 09/27 98' wide (AUW 132)

(VVS8)

FUEL - A+, J4 Tanker

AERODROME REMARKS - Opr 2300-1100Z Summer, 2300-1030Z Winter. OT O/R to Twr or Saigon ACC before 0900Z. Non-US controllers avol. US controllers not avol. Use extreme caution due to heavy tfc. CAUTION: Tethered balloon one half mile N of field, 500 ft height. 100' ovrn Rwy 09. ASP prkg area 200' X 200' and oiled earth ramp 2000' X 400' (12 C-130s) S side rwy. E twy to large ramp should not be used after rain. Type 2 for C-130, C-123 and C7A. ① PNR before 0900Z. On W 4000', only twy entrance lighted.

COMMUNICATIONS
RADIO - 280.0 122.5 339.2 40.0 Opr 2400-1130Z dly.

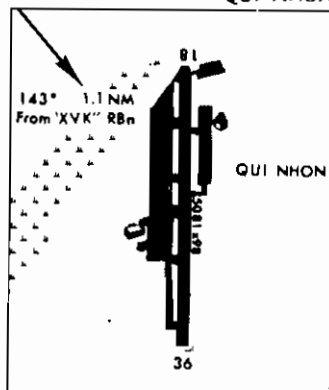
APP CON ① - 283.1

TOWER ① - 118.3 283.1 381.1

RADIO AIDS TO NAVIGATION
TACAN① BMT Chan 45 At Field

Rbn①(HW) (AO/A2) PD 212 At Field Test Status

RADIO/NAV REMARKS - ① A/D Times. ② 2300-1100Z OT O/R to twr before 1000Z. ③ Rstd, unreliable beyond 25 NM below min enroute alt. Rstd 130-140 rad beyond 20 NM. Not monitored 0900-2400Z.



°QUI NHON, VIETNAM CR083225 13°46'N 109°14'E

VDCA (A) (AF) 20 BL4 H51(ASP) 18/36 98' wide (S-65)

(VVQN)

FUEL - A+, J4

AERODROME REMARKS - Non-US controllers avail 24 hrs dly. US controllers are avail in the event instr are not understood 24 hrs dly. 150' ovrn N end, 157' ovrn S end. 5' fence 20' from ovrn Rwy 36 and 15' from ovrn Rwy 18. CAUTION: Due to local terrain features, acft may be subject to high cross wind component and turbulence on final apch, both directions. Wind direction and gust intensity change rapidly. All armed acft and heli advise tower of the status of weapons prior to entering tfc ptn. Type 3 for C-130.

COMMUNICATIONS

RADIO - 293.0 122.5 42.0

①APP CON - 121.9 ALCE ② - 140.4 291.8 10140 USB 4677 USB 8134 USB

TOWER - 285.9 118.7 45.6 (E) GND CON - 275.8

RADIO AIDS TO NAVIGATION

(H) TACAN ① XVK Chan 81 13°44'N 109°12'E 045° 3.1 NM to Field.

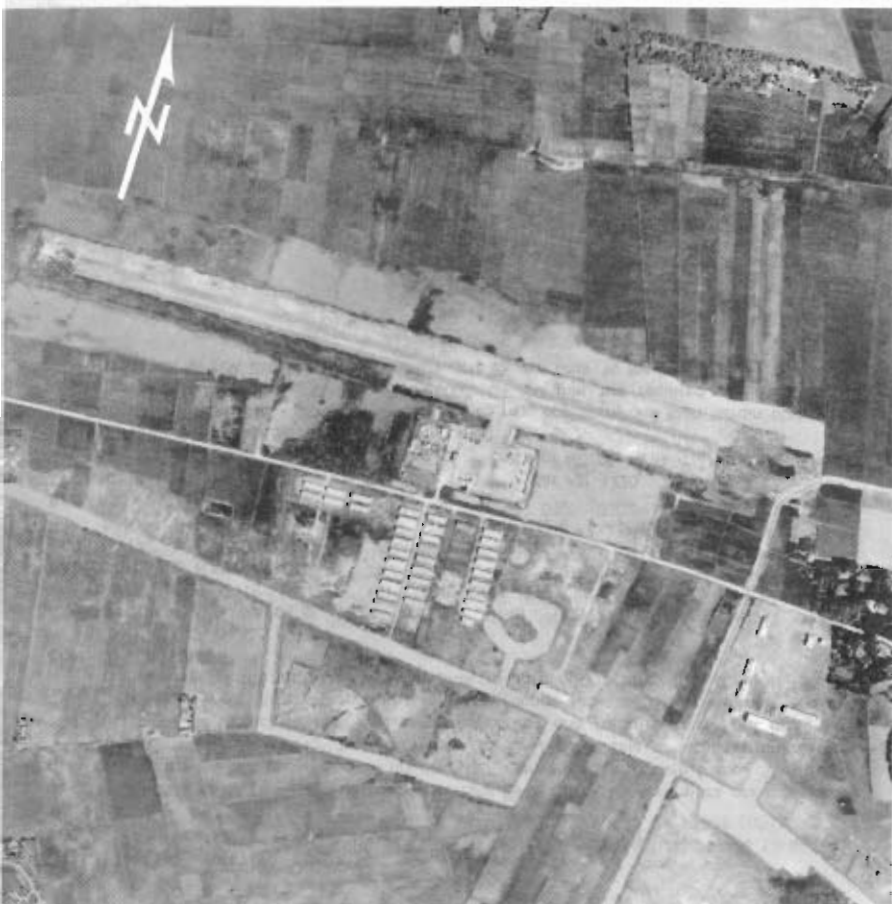
Rbn(HHW) (AO/AZ) XVK 262 13°47'N 109°12'E 143° 1.1 NM to Field.

RADAR ② - 287.0 134.5 43.5

ASR Rwy 18 Ceil 1200 VIS Day 2 Ngt 2 Min Alt 1220

PAR Rwy 18 Ceil Day 600 VIS Day 1½ Ceil Ngt ⑦700 VIS Ngt 2 Min Alt 620
Ngt 720 Glide Slope 2.82°

RADIO/NAV REMARKS - ① Ngt min 1000-3 when rwy, approach, and high terrain obstruction lights are inoperative. ② Opr 2300-1000Z OT 30 min ntc required. ③ MRA 15,000 ft within 40 NM 280-215 rad. ④ Airlift acft 15 min prior to landing.



TRUC GIANG, VIETM XS480347 10°16'N 106°21'E
VNA (A) 10 PL 34(LATERITE) 09/27 98' wide

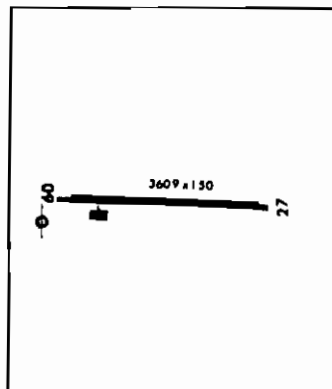
(VVTG)

FUEL - J4 AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. Opr 2400-0800Z dly. 100' ovrn ea end. Prkg 300' X 250'
S side midpoint of rwy. No rwy markers. Type 1 for C-130, Type 2 for C-123.

RADIO - Ctc avol on standard FM.





◊ **KONTUM**, VIETM AR787888 14°21'N 108°01'E
VDCA (A) 1804 °L H36(ASP) 09/27 150' wide

(VVKT)

FUEL - A+, J4 PNR

AERODROME REMARKS - Opr SR-SS. CAUTION: Rwy 27 fly base leg btwn end of rwy & river, small arms fire E of river. Laterite prkg ramp 350' X 150'. 100' ovrn ea end. Apch Rwy 09—ditch 350' from threshold, terrain slopes up from ditch to end of rwy. Fence 250' from threshold. Apch Rwy 27—over rwy, terrain slopes up gradually from river rwy. Road crosses apch path 300' from threshold. First 1000' of rwy slopes up slightly. Fence 35' N of rwy. Type 2 for C-130.

COMMUNICATIONS

RADIO - 294.9 122.5 42.0 Opr SR-SS and O/R

① PLEIKU APP CON - 227.2

TOWER - 285.9 118.1 45.6 Opr 2400-1200Z Advisory

RADIO AIDS TO NAVIGATION

Rbn(HW) (AO/A1) XK 323 At Field

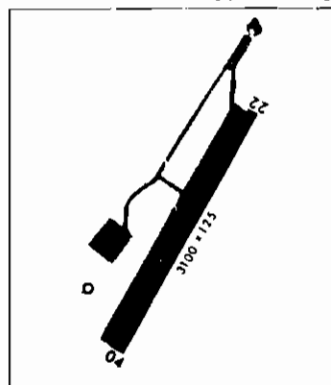
RADAR ① - Call GCA 43.5 134.5 287.0 Opr 2400-1200Z

ASR ① Rwy 09 Ceil 500 VIS Day 1 Min Alt 2304

PAR ① Rwy 09 Ceil 300 VIS Day 1 Min Alt 2104

CIRC ① Rwy 09 Ceil 500 VIS Day 1½ Min Alt 2304

RADIO/NAV REMARKS - ① IFF/SIF aval. ② U. S. Army approved only.



◇ **SOC TRANG, VIETM** XR058591 09°35'N 105°57'E

A 16 L4 H31(ASP) 04/22 125' wide

(VVBX)

FUEL - A+, J4 **AMMO** - 7.62 2.75

AERODROME REMARKS - SECURE 6' fence 300' fr end Rwy 04, apch not adequate 20' twr 190' E of Rwy 22, 100' fr apch end. Ltd prkg at NE end for F/W acft. 500' ovrn Rwy 04, 300' ovrn Rwy 22. Wind permitting, recommend land Rwy 22, T/off Rwy 04. CAUTION: Const. Check NOTAMS for status. Type 2 for C-130, Type 3 for C-123.

■ **DAPP COM** - 287.0 134.5 42.9

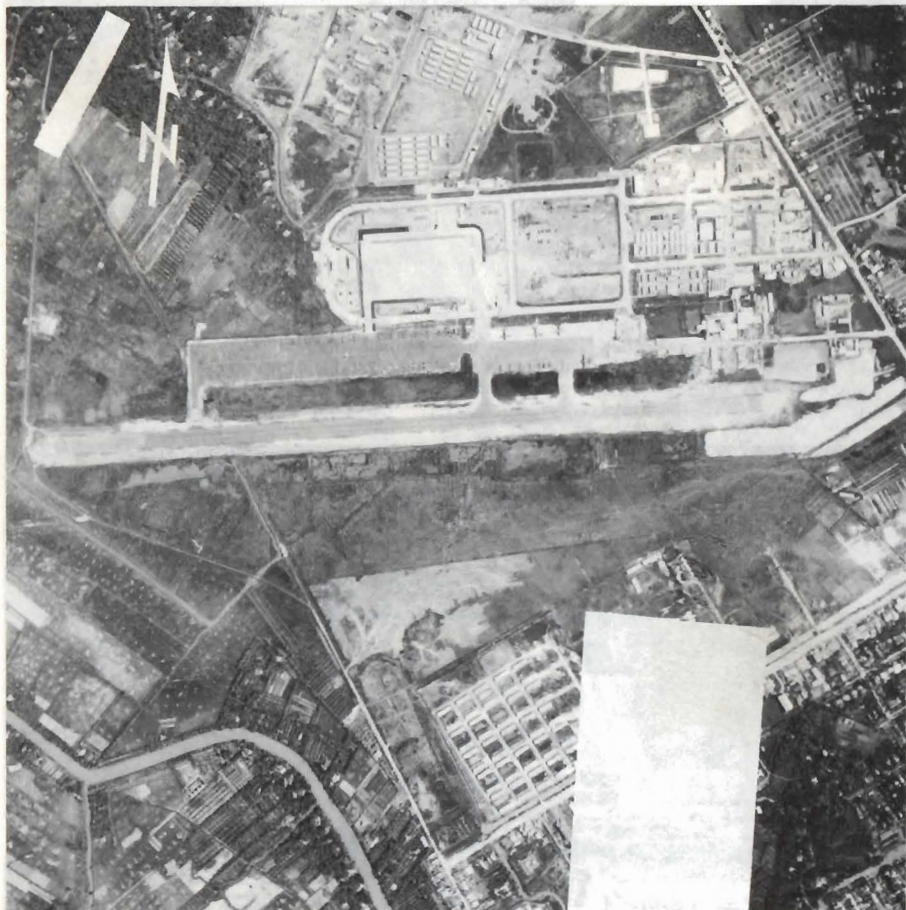
TOWER - 287.0 134.5 42.9

(H)TACAN① SOC Chan 35 At Field

Rbn(HW) (AO/A1) SQ 289 At Field

■ **RADAR**, ② Call TOWER - Opr 2230-1430Z OT 30 min PNR.

RADIO/NAV REMARKS - ② MP 0100-0200Z Mon and Fri. Unmonitored 1200-2300Z dly.



◇SCAN THO, VIETM WS840108 10°03'N 105°46'E

VDCA (A) 7 LI① 46(PSP) 08/26 100' wide

(VVCT)

FUEL - A+, J4② AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. 2200-1200Z OT O/R etc DELTA CENTER and req Twr service. Use Caution. Helicopters and F/W acft using rwy. 670' X 270' prkg area E end adj to twr. CAUTION: Do not land short, very soft off ends of rwy. All tfc ptns South of fld. Rwy 08 rgt tfc ptn, Rwy 26 left tfc ptn. CAUTION: Circle to the N only, 425 ft twr lctd 1.6 NM ESE. Type 1 for C-130. Type 2 for C-123. ① Days, OT O/R. ② No anti-icing inhibitor.

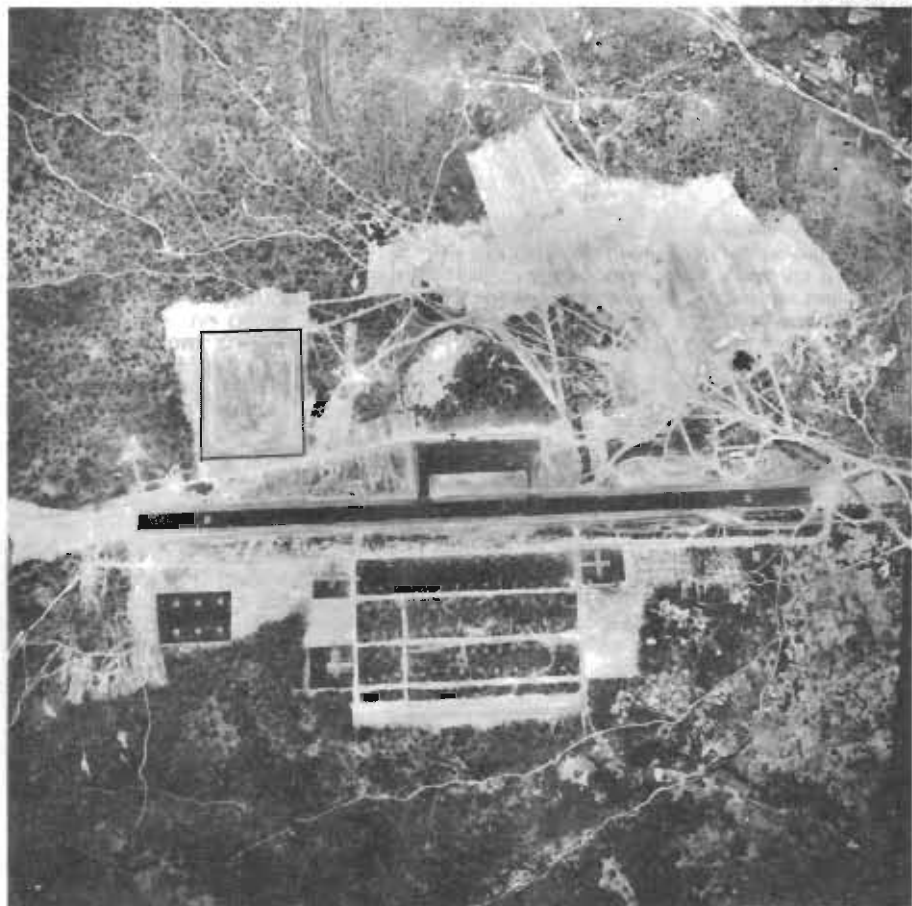
COMMUNICATIONS

⑧PADDY CONTROL ⑧ - 344.0 278.4 133.2

TOWER - 283.1 243.0 118.3 45.8 (E)

DELTA FOC ⑧ - 122.5 293.0 46.3

RADIO/NAV REMARKS - ⑧ For traffic advisories. ⑧ Ctc on FM prior to entering any active IV Corps staging area.



SONG MAO, VIETM BN264456 11°15'N 108°30'E

VNA (A) 100 351M8A11 09/27 60' wide

(VVSM)

AERODROME REMARKS - SECURE. 100' avrn ea end laterite, ASP treated, Prkg 750' X 180'
N side rwy. Turnaround ea end. Two access taxiways. Type 2 for C-130.

RADIO - Ctc avail on standard FM.



TUY HOA NORTH, VIETM CQ154481 13°06'N 109°18'E

VNAF (A) 33 26(PSP) 16/34 70' wide

FUEL - A+, J4 Limited

AERODROME REMARKS - Parts of rwy rough. 1018 ft ovrn Rwy 16, 103 ft ovrn Rwy 34.

Prkg area 160' X 217' W side rwy. 500' hill 2000' to rgt of centerline N end. Fence 240' fr Rwy 16 threshold. 400' hill 1/2 mi fr Rwy 34 threshold, to right of centerline. High winds will cause turbulence on apch to both rwys. O-1 prkg area on inactive rwy. Turnaround ea end. Type 1 for C-123. Type 2 for C7A.

RADIO - (Afid Adv) ctc HEADHUNTER 35 OSCAR on 41.6 SR-SS.

Rbn(W) VK 410 At Field Unreliable



◇ **VINH LONG**, VIETM XSC40331 10°15'N 105°57'E

VDCA (A) 10 35(M8A1) 08/26 60' wide

(VVVL)

FUEL - A+, J4① **AMMO** - 7.62 2.75

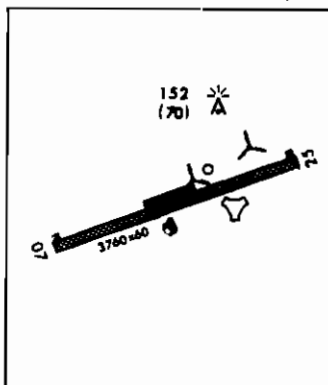
AERODROME REMARKS - SR-SS. Acft larger than C-123 4 hrs PNR 2300-0900Z, 12 hr PNR 0900-2300Z. Extensive heli operations. A helipad is lctd 657' NE of Rwy 08/26 for official use only, PPO other than dustoff acft. No fuel aval, OPR SR-SS. No rwy markers. Type 2 for C-123 and C7A. ① No anti-icing inhibitor. Tanker

TOWER - 285.1 118.3 45.8 (E)

Rbr(H) (A2/A3) VL 405 At Field



NHON CO, VIETM YU797251 11°58'N 107°35'E
 VDCA 2230 L 43(LATERITE)① 08/26 110' wide (VVNC)
 AERODROME REMARKS - SECURE, S.F. 24 hrs prior notice req. 250' avrn E end, 165' avrn
 W end. S.F. camp at E end rwy. Parking 400' X 200'. Type 2 for C-130. ① Asphalt treated
 RADIO - Ctc as per S.F. SOI.



°DONG HA, VIETM YD243597 16°49'N 107°06'E

VNAF (MC) 82 L10 37(AM-2) 07/25 60' wide (AUW-130)

(VVDH)

FUEL - J4, A+

AERODROME REMARKS - SECURE WITHIN IMMEDIATE LANDING ZONE. Acft desiring IFR services contact Dong Ha tower or Hue APP CON if airborne. Parking 900' X 150'. CAUTION: surface and subgrade deteriorating, use caution T/off and landing. SEE VIETNAM SPECIAL NOTICES. Type 2 for C-130. ① Elec lights back up by flore pots. Not USAF standard. ② Emerg only.

COMMUNICATIONS

HUE APP CON - 315.5 125.5 (E) HUE DEP CON - 330.0 125.5

③ WATERBOY CON - 278.4 269.6 133.2

TOWER - 118.1 255.4 (E)

RADIO AIDS TO NAVIGATION

TACAN DMZ Chan 109 At Field

Rbn④(W) 1B 244 At Field

UHF/VHF/DF - Call TOWER

RADAR - Call HUE APP CON 227.0x 280.1x 339.6x 299.4x 131.2x

ASR Rwy 07/25 Cell 300 VIS Day 1 Ngt 1 Min Alt 382

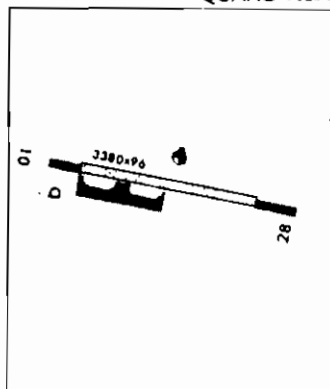
PAR Rwy 25⑤ Cell 200 VIS Day ½ Ngt ½ Min Alt 282 Glide Slope 3.0°⑥

Rwy 07 Cell 400 VIS Day 1 Ngt 1 Min Alt 482 Glide Slope 3.0°⑥

CIRC Rwy 07 Cell 400 VIS Day 1 Ngt 1 Min Alt 482

HELI PAR Rwy 25 Cell 100 VIS Day ¼ Ngt ¼ Min Alt 182 Glide Slope 3.0°⑥

RADIO/NAV REMARKS - SIF equipped acft arriving and departing VFR are requested to squawk STANDBY within a 10 NM radius. ⑦ Unusable beyond 30 NM btwn 270°-130° CCW and 40 NM 129°-060° CCW. ⑧ 4.0° Glide Slope O/R. ⑨ Touchdown point lctd 250' fr Rwy 25 threshold.



◊ **QUANG NGAI**, VIETM BS610720 15°07'N 108°46'E

VDCA (A) 36 H34(ASP) 10/28 96' wide

(VVQG)

FUEL - A+, J4 Ltd **AMMO** - Ltd

AERODROME REMARKS - SECURE. Opr SR-SS. CAUTION: Hvy hell tfc. 500' Laterite ovrn Rwy 28, 800' Laterite ovrn Rwy 10. Prkg area 1250' X 100' and 350' X 100' on S side. Type 2 for C-130.

TOWER ① - 308.9 231.9 134.9 117.5 (E)

RADIO - 295.9 122.5 38.9 6420 SSB Advisory SR-SS O/R

Rbn①(MHW) (A1) SK 369 At Field

RADIO/NAV REMARKS - ① Opr SR-SS. Unrel beyond 15 NM. ② USAF tower, VFR service only. Opr 2300-1000Z dly.



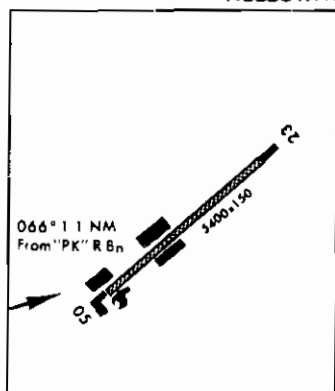
TAY NINH/CAO DAI, VIETM XT277452 11°16'N 106°10'E

VNAF 39 391GRASS 04/22 98' wide (AUW 44)①

(VVTN)

261GRASS 13/31 115' wide

AERODROME REMARKS - Rwy being used as roads. Abandoned. ① Reduced after rain.



◇ **HOLLOWAY**, VIETM AR804470 13°59'N 108°02'E

VNA (A) 2460 L 54(PSP)① 05/23 150' wide

(VVPK)

FUEL - A+, J4 AMMO - Aval

AERODROME REMARKS - Barbed wire obst 1245 ft fr apch end Rwy 23. Type 3 for C-130.

① 500 ft PSP ovrn Rwy 23 and 500 ft dirt ovrn Rwy 05.

COMMUNICATIONS

① **PLEIKU APP CON** - 227.2 119.7 (E)

HOLLOWAY TOWER - 285.1 118.1 45.6 (U)

PLEIKU FOC - 291.9 122.5 42.0

RADIO AIDS TO NAVIGATION

PLEIKU Rbn(HW) (AO/A2) PK 333 At Field

RADAR - Call GCA 281.1 134.5 43.5 Opr 0001-1100Z

ASR Rwy 05 Ceil 700 VIS Day 1 Ngt 2 Min Alt 3160

RADIO/MAY REMARKS - Arr or dep under IFR, ctc PLEIKU APP CON for cinc. Under VFR ctc PLEIKU TWR for ttc advisory svc.



BEN TRANH, VIETM XS463523 10°25'N 106°20'E

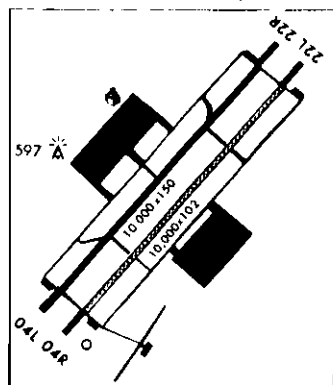
VDCA 18 19 (GRADED EARTH/LATERITE) 11/29 106' wide

AERODROME REMARKS - INSECURE. Soft shoulder, 370' ovrn E end, 270' ovrn W end.
Abandoned.

TOWER - 32.7



CHEO REO, VIETM BQ233818 13°24'N 108°27'E
 VNA (A) 525 36(LAT/CRUSHED ROCK)① 06/24 98' wide (AUW-60) (VVCH)
 FUEL - A+, J4 Ltd
AERODROME REMARKS - SECURE. 300' ovrn each end. Old Rwy 07/25 clsd ex to helicopters.
 Helicopters are to refrain fr taking off, ldg, or hovering near lt ocft near ramp. Type 2
 for C-123, C-130 and C7A ① Penetration ASP coated.



◊ **PHAN RANG**, VIETM BN772862 11°38'N 108°57'E
 AF (RAAF) 101 L6 H100(CON) 04L/22R 150' wide (S-100, T-220, TT-318) (VIPA)
 100(AM-2) 04R/22L 102' wide
JASU - (MA-2) 4(MD-3A) 7(MD-3M) 4(C-26)
FUEL - A+, J4, O-148, O-123, O-128, LOX
A-GEAR -

Rwy 04L BAK-12	BAK-12	Rwy 22R
(1000')	(1000')	
Rwy 04R BAK-12	BAK-12	Rwy 22L
(950')	(950')	

AERODROME REMARKS - CAUTION: Reduced rwy separation standards are in effect.
CAUTION: Barrier housing Rwy 04R/22L lctd 1000' fr thld, 175' fr center of rwy, 10' above surface. Barrier housing Rwy 04L/22R lctd 950' fr thld, 200' fr center of rwy, 10' above surface. U. S. controllers on duty 24 hrs dly. Ltd prkg aval for trans acft. 4 engine acft will taxi with outboard engines shut down. Tfc ptn alt 1100' convl, 1600' jet. Convl tfc rgt to Rwy 04, left to 22. Jet overhead entry rgt to 04 with left break, left entry to 22 with right break. Acft requiring customs services and/or carrying VIPs will confirm block time with PTD at least 15 min prior to ldg. Type 3 for C-130.

COMMUNICATIONS (PTD 372.2)

③ **CAM RANH BAY APP CON** - 291.1 241.2 135.9
TOWER - 265.6 124.7 (E) **GND CON** - 229.3 131.0
ALCE ④ - 281.8 4677 USB 8134 USB

RADIO AIDS TO NAVIGATION

TACAN⑤ PRG Chan 75 At Field
 Rbn⑥(HW) (AO/A2) AV 340 At Field
RADAR ⑦ - 121.0 232.4 292.1 247.1

ASR	Rwy 04R/L	Ceil 400	VIS	Day 1	Ngt 1	Min Alt 520	
PAR	Rwy 04R/L	Ceil 200	VIS	Day 1/2	Ngt 1/2	Min Alt 301	Glide Slope 2.5°
	Rwy 04R/L	Ceil 500	VIS	Day 1	Ngt 1	Min Alt 601	Glide Slope 4.5°⑧
CIRC	Rwy 04R/L	Ceil 800	VIS	Day 1	Ngt 1	Min Alt 900	
	Rwy 04R	Ceil 500	VIS	Day 1	Ngt 1	Min Alt 601	Glide Slope 4.5°⑧

RADIO/NAV REMARKS - ① Rstd 060°-230° unreliable below 12,000 ft beyond 30 NM. ② MRA at 40 NM 340-020 rad FL 170, 020-060 rad FL 110, 060-090 rad FL 90, 220-260 rad FL 110. MRA at 20 NM 340-010 rad FL 100, 010-045 rad FL 80, 045-090 rad FL 70, 220-260 rad FL 80. ③ IFF/SIF aval. MP ASR 2300-0100Z Mon-Fri, 0001-0200Z Sat-Sun. MP PAR 0100-0300Z Mon-Fri, 0200-0400Z Sat-Sun. ④ O/R. ⑤ Airlift acft ctc 15 min prior to ldg.



◊ **AN KHE**, VIETM BR478447 13°58'N 108°40'E

(VVAK)

A 1380 "L4 H43(CON) 03/21 72' wide

FUEL - A+, J4

AERODROME REMARKS - Extv Heli t/c NW of Golf Course AHP lctd 2 NM from afld. Crash equip aval; Foam. T/c alt 2500 ft MSL. 300' ovrn ea end. Steep drop-off beyond ovrn S end. Type 3 for C-130.

COMMUNICATIONS

RADIO - 339.2 122.5 42.0

① APP CON - 227.3 226.3 121.9 34.9

TOWER - 241.0 127.9 31.1

ALCE ① - 291.8 140.4 4677 USB 10140 USB

RADIO AIDS TO NAVIGATION

Rbn. (H) (A2/A3) TWD 465 At Field

RADAR - CALL LUCKY GCA 250.0 239.0 121.9 33.5

ASR - Rwy 03/21 @ Ceil 500 VIS Day 1 Ngt 1 Min Alt 1880

PAR - Rwy 03/21 @ Ceil 200 VIS Day 1 Ngt 1 Min Alt 1580

RADIO/NAV REMARKS - ① Airlift acft ctc 15 min prior to ldg. ② 4° descent angle required on final apch to Rwy 03 due to high terrain 4½ mi. U. S. Army approved min only.



SONG BE, VIETM. YU141070 11°49'N 106°58'E

VNA 797 L H40(ASP) 05/23 100' wide

(VVPL)

AERODROME REMARKS - SECURE SR-SS. S.F. 2405' hill 1 mi S apch end Rwy 23. Opposite end of rwy cannot be seen when landing. 3' hole 1389' down Rwy 05. 150' avrn ea end. 350' X 200' prkg area center of rwy N side. Type 2 for C-130, C-123 and C7A.

RADIO - Ctc as per S.F. 501.

ARTILLERY ADVISORY - 39.5



LOC NINH, VIETNAM XU733084 11°50'N 106°36'E (VVLN)
VNA (A) 446 *L 35(LATERITE)① 02/20 62' wide (AUW 66) (VVLN)
AERODROME REMARKS - SECURE, S.F. Opr 2300-1300Z. Night ldg PNR 16' fences 31' fr
edge of rwy S end W side, 76' fr edge of rwy W side and across edge of N turnaround.
Rwy 20 ovrn and first 683' Rwy 02 has numerous potholes. Steep drop-off beyond ovrns
ea end. 200' ovrn Rwy 20, 183' ovrn Rwy 02. Type 2 for C-130, C-123 and C7A ① ASP
treated.
RADIO - Ctc as per S.F. SOI.



CON SON VIETM XQ798657 08°44'N 106°38'E

VDCA 20 H37(ASP) 11/29 100' wide

(VVCs)

AERODROME REMARKS - SECURE. No rwy markers. 12 hrs PNR Ctc Capital Center FOC, Ph. 50497. Gusty surface winds. 650' twr ½ mi S of rwy midpoint. 300' twr ¼ mi S of W end of rwy. 180' ovrn Rwy 29. 100' ovrn Rwy 11. Prkg 392' X 197'. Type 2 for C-130.



AN LONG, VIETM WS427821 10°42'N 105°23'E

VDCA 14 33(LATERITE) 10/28 100' wide

(VVAG)

AERODROME REMARKS - CHECK SECURITY. Opr 0001-0800Z. Check for livestock on rwy.
200' ovrn ea end. Both sides of rwy soft. Type 2 for C-130, C-123 and C7A.



DAK TO II, VIETM ZB016218 14°39'N 107°48'E

VNA (A) 1975 L H42(ASP) 10/28 98' wide

(VVDT)

FUEL - A+, J4, Ltd.

AERODROME REMARKS - SECURE, S.F. Prkg apron 1300' X 200'. Type 2 for C-130.

® PLEIKU APP CON - 227.2 119.7 (E)

TOWER - 241.0 117.0 45.6

Rtn LSV 408 At Field

RADAR - Call GCA 380.0 118.1 43.5

ASR Rwy 28 Ceil 700 VIS Day 2 Ngt 2 Min Alt 2675

PAR Rwy 28 Ceil 300 VIS Day 1 Ngt 1 Min Alt 2275

INTENTIONALLY
LEFT
BLANK



HA TIEN, VIETNAM VS419495 10°24'N 106°23'E

VDCA 7' x 191 (GRAVEL) 08/26 67' wide

FUEL - J4 Handpump

AERODROME REMARKS - SECURE, S.F. 2' lip ea end rwy. Expect rwy to be unusable during rainy season. No windsock. Type 2 for C7A. Ⓢ First 300' Rwy 26 unusable.

RADIO - Ctc as per S.F. SOI.

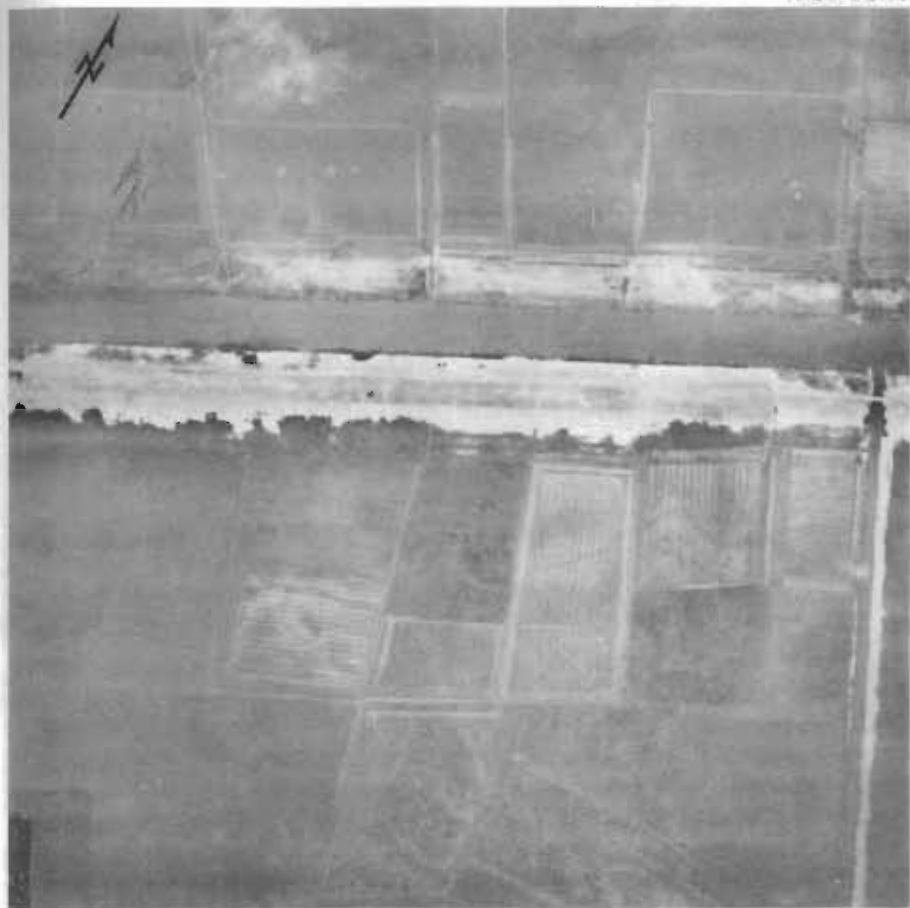


BAO LOC PLANTATION, VIETM ZT084773 11°33'N 107°50'E

PVT 2775 20(CLAY) 02/20 75' wide

FUEL - A+, J4 AMMO - Aval

AERODROME REMARKS - SECURE. Opr SR-55, 200' avrn ea end. Rwy soft when wet. Road crosses apch end of Rwy 02, recommend land Rwy 20. 160' X 250' prkg area S end E side. Type 1 for C-123, Type 2 for C7A.



THUY DONG, VIETM XS283777 10°39'N 106°10'E

VNA (A) 12 L 1S(LATERITE) 07/25 72' wide

AERODROME REMARKS - SECURE, S.F. Opr 0001-0800Z. Heli land W end of strip. Power lines on 20' poles 55' from N edge rwy, 80' wide. 9' windsock 27' from S side rwy. Rwy will be under water during rainy season. 100' ovrn ea end. Type 2 for C7A.

RADIO - Ctc as per S.F. SOI.



BAN DON, ZV032268 12°54'N 107°48'E

VNA (A) 659 34(LATERITE) 09/27 60' wide

(VYBD)

AERODROME REMARKS - SECURE, S.F. Prkg area 170' X 270' E end N side. 300' ovrn E end, 200' ovrn W end. CAUTION: Dip in rwy 800' from W end. Type 1 for C-130. Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SOI.



TAM KY, VIETM BT309186 15°32'N 108°29'E

VNAF 33 H39(ASP) 11/29 96' wide

AERODROME REMARKS - SECURE. Recommend land Rwy 29, T/off Rwy 11 wind permitting 5' fence 60' from S edge rwy NW end. Avoid turning around on E end of rwy if possible. Prkg area 334' X 225' N side NW end. 500' ovrn Rwy 11, 200' ovrn Rwy 29. Type 2 for C-130, C-123 and C7A.



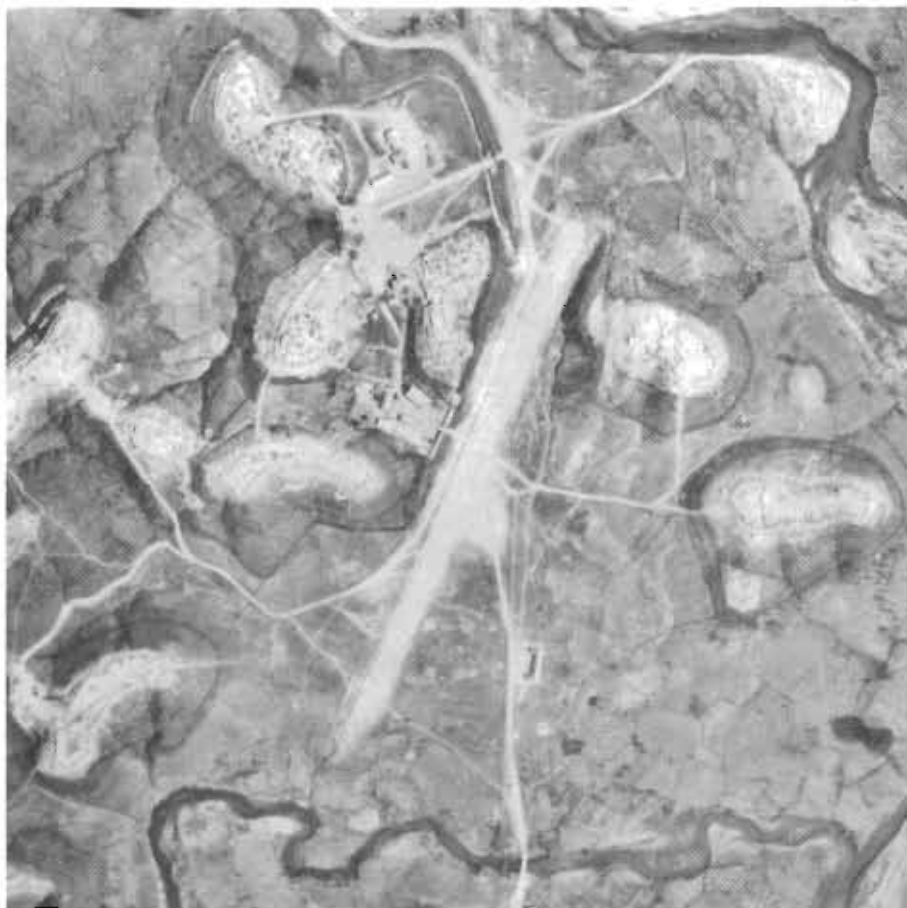
MANG BUK, VIETM AS983417 14°50'N 108°12'E

VNA (A) 4000 20(EARTH/PSP) 11/29 50' wide

(VYNB)

AERODROME REMARKS - CHECK S.F. FOR SECURITY. Hills on both ends of rwy. 500' PSP at each end of rwy with dirt in the middle. Rwy markers. Not recommended for C-123, Type 1 for C7A.

RADIO - Ctc as per S.F. SOI.



DAK PEK, VIETM YB952683 15°05'N 107°45'E
VNA (A) 2399 16(LATERITE/SAND) 02/20 60' wide

AERODROME REMARKS - CHECK S.F. FOR SECURITY. Opr SR-SS. Located in valley. Afd usually secure dur SR-SS. VC on hills to W. Recommend land to N, no missed apch to S due to high terrain. Hills on ea side of rwy. No rwy markers or windsock. Expect down-draft 300' S of rwy if wind from N. Minimum C7A wing tip clearance Rwy 20. Type 1 for C7A.

RADIO - Ctc as per S.F. SOI.

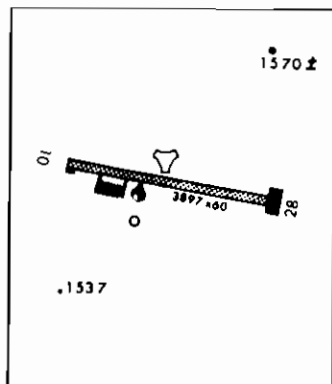


GIA VUC, 85375270 14°42'N 108°34'E

VNA (A) 500 L 32(SOD) 18/36 100' wide

AERODROME REMARKS - CHECK S.F. FOR SECURITY. 100 ft ovrn ea end. 400' hill W of apch end Rwy 36. 150' hill ½ mi fr apch end Rwy 18. 3' fence on W edge midfield. Mine fields in perimeter of SF camp on W side of rwy. Turnaround W side N end. No windsock. Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. 501.



◌ **KHE SANH, VIETM** XD849418 16°39'N 106°44'E
VNA (MC) 1500 L1 39(AM-2) 10/28 60' wide (AUW-130)

FUEL ① - A+, J4

AERODROME REMARKS - CAUTION: High terrain to N of field. Rwy upslope and ravine may cause optical illusion on apch to Rwy 28. Recommend GCA be used, especially at night. 200 ft ovrn Rwy 10. Prkg area 150' X 600'. Ext heli tfc. Type 2 for C-130. ① Emerg only.

COMMUNICATIONS

HUE APP CON ④ - 315.5 125.5

TOWER - 376.8 135.9 (U) 2400-1100Z

RADIO AIDS TO NAVIGATION

TACAN ④ VKH Chan 85 At Field

Rbn(HW) (AO/A2) AG 335 At Field

RADAR - Call HUE APP CON - 301.5x 260.2x

PAR Rwy 28 Cell 200 VIS Day ½ Ngt ½ Min Alt 1700 Glide Slope 3.0°

RADIO/NAV REMARKS - ④ IFR. ④ Rstd 260-330 rad MRA 5000 ft at 40 NM, 030-070 rad MRA 24,000 ft at 40 NM, 330-030 rad MRA 27,000 ft at 41 NM.



KHAM DUC, VIETM ZC003081 15°26'N 107°48'E

VNA (A) 1200 H48(A5P) 04/22 96' wide

(VVKD)

FUEL - A+ Emerg only.

AERODROME REMARKS - SECURE, S.F. Do not touchdown short of first white line across Rwy 04, 1500' hill $\frac{3}{4}$ mi fr apch end Rwy 04, and 1550' hill $\frac{1}{2}$ mi fr apch end Rwy 22. 200' ASP avrn Rwy 04, 1200 LATERITE avrn Rwy 22. Prkg area 170'X500' midfield NE side. Type 2 for C-130, C-123 and C7A.

RADIO - Cfc as per S.F. SOI.

Rbn TW 300 A: Field SR-SS OT O/R

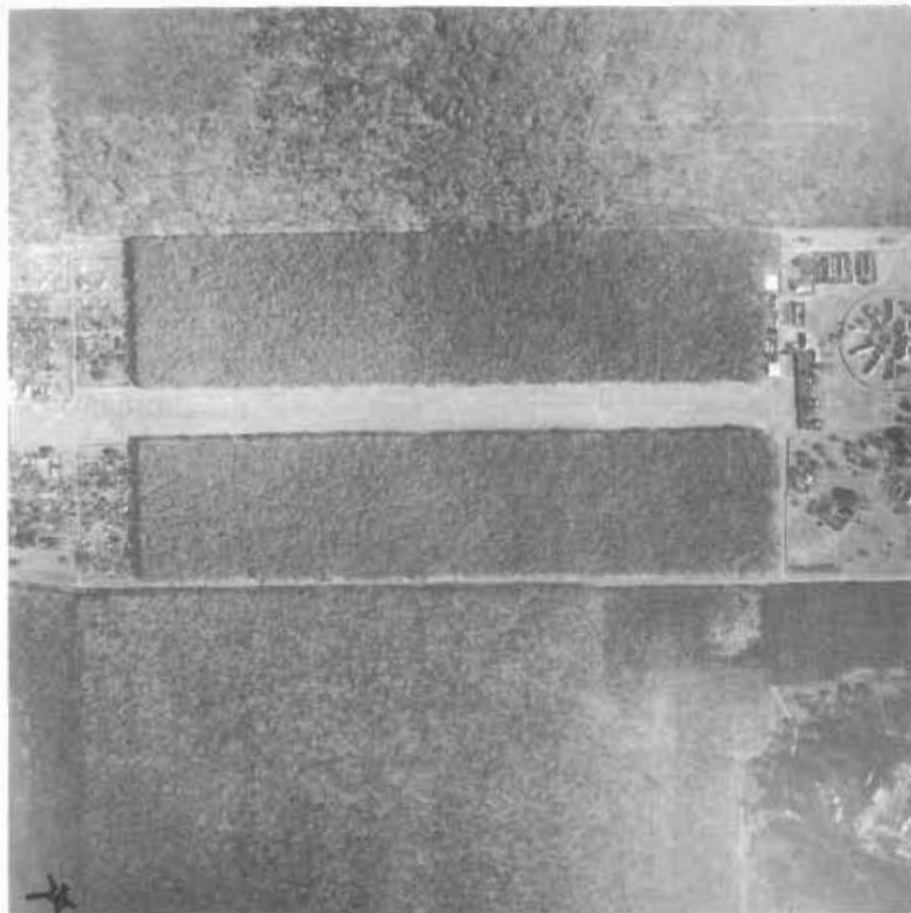


CUNG SON, VIETM BQ808422 13°02'N 108°59'E

VNAF 156 261M8A11 09/27 60' wide

AERODROME REMARKS - CHECK SECURITY. S.F. No rwy markers. 4' fence along S side
 Rwy 09 crosses apch diagonally 300' from end rwy. 75' ovrn Rwy 09, 224 ovrn Rwy 27.
 Prkg area 640' X 130' (M8A1). Type 1 for C-130, Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SOI.



AN LOC, VIETM YT411104 10°57'N 107°12'E

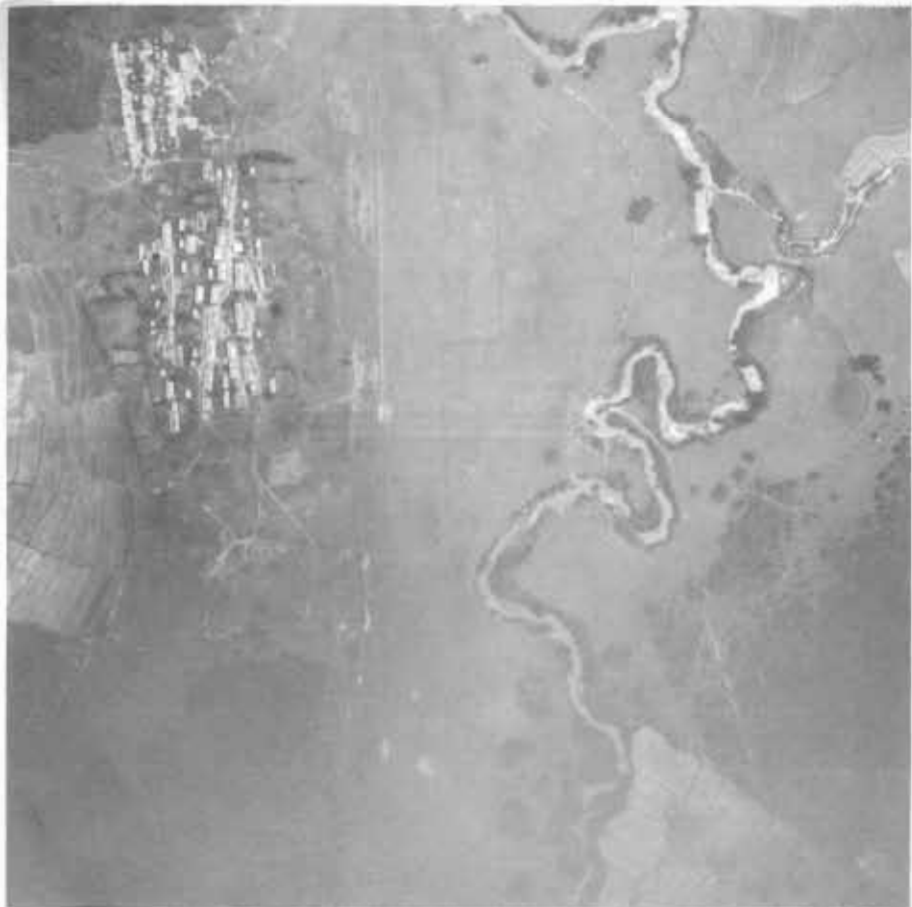
PVT 720 *L 39(SOD/LATERITE) 09/27 164' wide (AUW-39)①

(VVAL)

AERODROME REMARKS - CHECK SECURITY SR-SS. Trees and houses 300' fr
apch end Rwy 27. 50' trees along both sides rwy. No windsock. ① Reduced to AUW 12
after rain.

TOWER - 37.3

Rbn(HW) (AO/A2) AC 318 10°56'N 107°11'E 070° 2.0 NM to Field.



DJIRING, VIETM AN849792 11°34'N 106°07'E
2985 20(LATERITE/SOD) 18/36 60' wide (C-123)

AERODROME REMARKS - INSECURE. Dry only. Mines suspected on afld. No rwy markers.



DAM PAU, VIETM AP984063 11°48'N 108°14'E
2770 17(SOD) 10/28 120' wide (C-123)

AERODROME REMARKS - INSECURE Dry only. No rwy markers or windsock. Hills W end
rwy 100' ovrn each end. Overgrown.


PHUOC VINH, VIETM XT960495 11°18'N 106°48'E

VNA (A) 180 L① 34(LATERITE)② 09/27 95' wide

(VVPV)

FUEL - A+, J4③ AMMO - 7.62 2.75 40 MM
AERODROME REMARKS - SECURE. Rwy 2600' after rain. No rwy markers. CAUTION: Extreme hazardous conds to ldg acft. 134' ovrn E end, 295' ovrn W end. Prkg area 900' X 328' (8 C-130s) S side rwy. 204' twr ½ mile S of Rwy 27 lgt'd O/R. 55' gal night lighting) barrels 10' either side rwy. Type 2 for C-130, C-123 and C7A. ① Flare pots O/R. Rwy lights 2 hrs PNR. ② ASP treated. ③ Ltd for trans acft.

TOWER - 291.0 117.0 35.0 Opr 2300-1100Z

Rbn(W) FVM 285 At Field 2400-1100Z OT O/R

ARTILLERY ADVISORY - 39.7



MOC HOA, VIETM X3029902 10°46'N 105°56'E

VNA 10 °L 33(LATERITE) 17/35 127' wide

FUEL - A+, J4 **AMMO** - 7.62 2.75

AERODROME REMARKS - SECURE, S.F. Opr 0100-1100Z dly. Field excellent. Apch to Rwy 17 over village. 8' guard post and 4' fence 23' from edge of rwy E side S end. 5' fence 30' from W edge. CAUTION: Numerous radio towers 130' AGL NE quad vicinity of fld. Heli prkg and refueling area 40' from E edge. 20' bldg 60' from E edge N end. 100' ovrn Rwy 17. Type 1 for C-130, Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SOL.



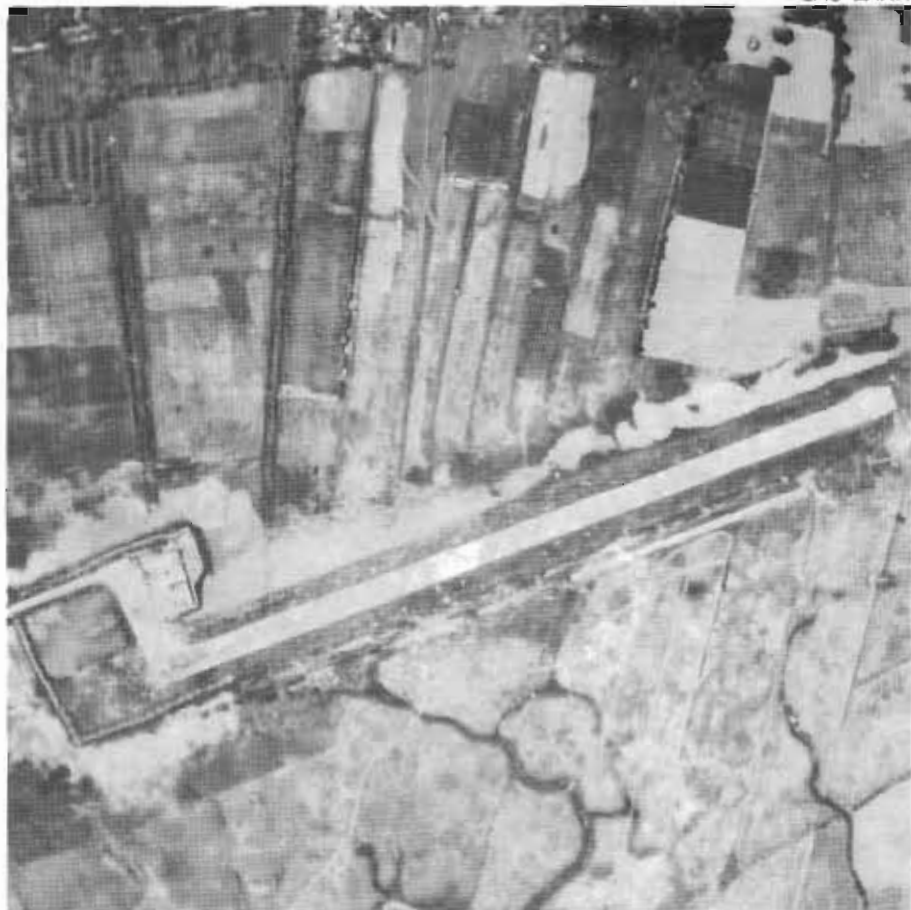
TRA VINH, VIETNAM XR459967 09°55'N 106°20'E

VNAF 10 37(ASP/CRUSHED ROCK) 05/23 100' wide (SWL 13)

(VVTV)

FUEL - A+, J4 Tanker AMMO - 2.75

AERODROME REMARKS - SECURE. Opr 0100-0900Z. POL barrels 10'-20' from S edge NE end rwy. 100' avrn ea end. Prkg area 200' X 385' NE end. Turnaround on rwy. Type 2 for C-130, C-123 and C7A.



CAO LANH, VIETM W5705523 10°25'N 105°39'E

VDCA (A) 13 15(MACADAM) 07/25 58' wide

FUEL - A+, J4 O/R 30 min AMMO - 7.62 2.75 O/R

AERODROME REMARKS - SECURE SR-SS, S.F. PNR Opr 2300-0900Z. 100' Sod ovrn ea end, very soft during rainy season. Short fence parallels both sides rwy. 50' X 80' prkg area W end N side. 48' single access twy. Type 2 for C7A.

RADIO - Ctc as per S.F. SOL.


CAM RANH AAF, VIETM CP053165 11°54'N 109°13'E

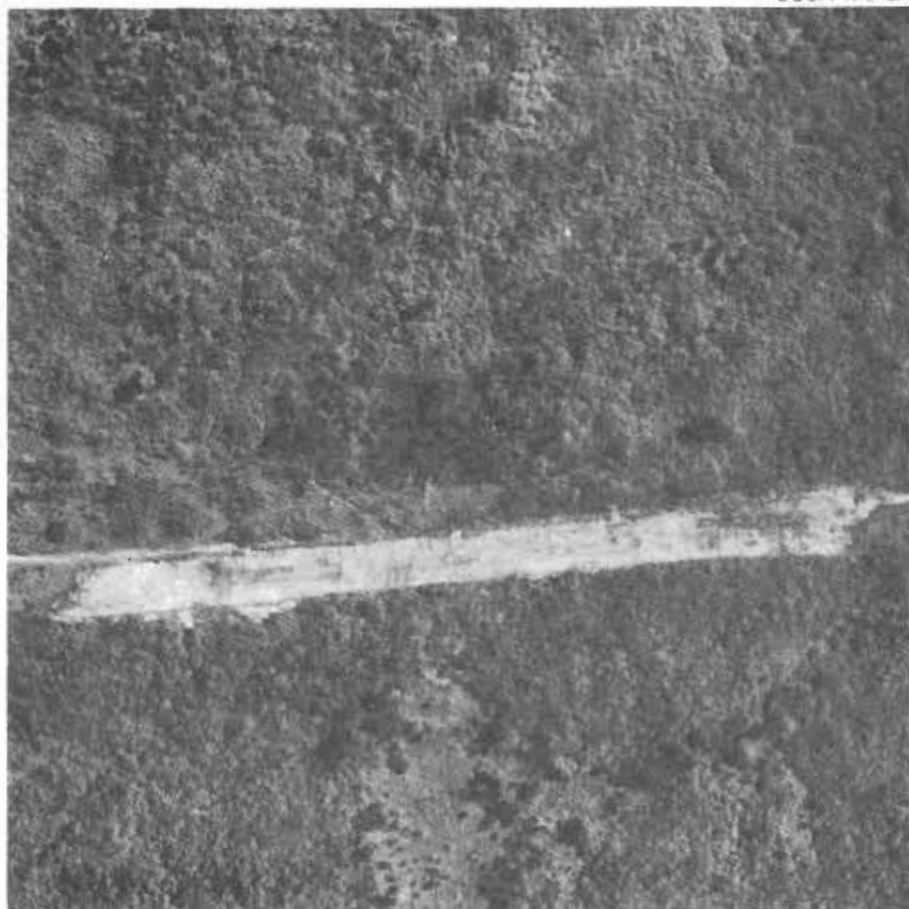
(VVCA)

A 20 29(M8-A1) 18/36 83' wide

FUEL - A+, J4, Tankers a/c 0001-1000Z OT O/R

AERODROME REMARKS - Min gnd time requested. Priority given C7A, 2 at a time for loading. Movable cranes up to 100' high, 1000' fr apch end Rwy 36. 1' lip apch end Rwy 18. Road crosses apch to Rwy 36, 250' fr threshold. Fence 200' fr apch end Rwy 36. Bldgs 60' fr both sides S end rwy. Prkg area (2 C7As) ad to rwy S end, prkg ocft will not have adequate clearance fr rwy. Steep drop-off 20' off N end. Type 2 for C-123 and C7A.

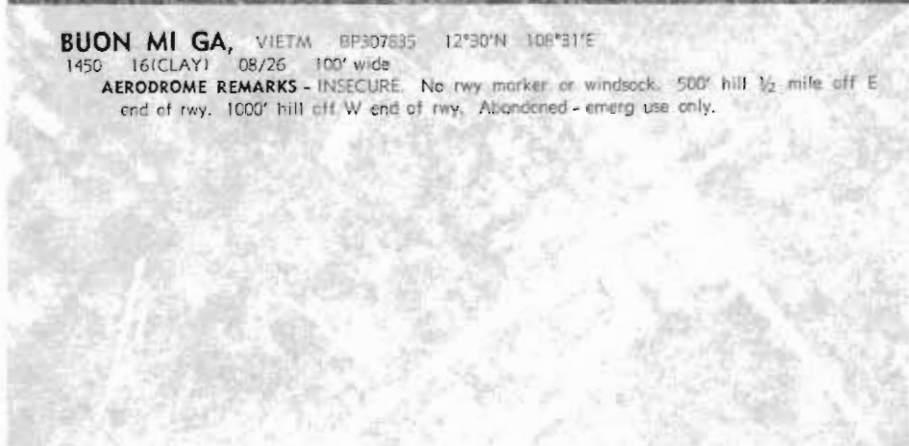
RADIO - 38.1 Opr SR-55. Advisory.



BUON MI GA, VIETM BP307635 12°30'N 106°31'E

1450 16(CLAY) 08/26 100' wide

AERODROME REMARKS - INSECURE. No rwy marker or windsock. 500' hill 1/2 mile off E end of rwy. 1000' hill off W end of rwy. Abandoned - emerg use only.





RACH GIA CITY, VIETNAM W5105048 10°00'N 105°06'E

VECA 5 - L 14 (MACADAM) 05/23 20' wide

FUEL - A+, J4 Tanker AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. Opr/OR, light acft only. Potholes on SW end 243' own
 RWY 05. Road crosses rwy.



QUANG LONG CITY, VIETNAM WR169139 09°10'N 105°09'E

VNA/CIV (A) 10 19(GVL) 08/26 50' wide (O-1)

FUEL - A+, J4 AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. 60' antenna lctd 400' N of E end. Prkg 159' X 300' N side. Rwy rough. Oor O/R. No rwy markers. CAUTION: Const. Road crosses rwy, possible vehicle ttc on rwy.

PLAYBOY CONTROL - (AF) 278.4 239.7

CA MAU RADIO - 339.2 122.5 46.3 SR-SS OT O/R

QUANG LONG RBn FM 346 At Field



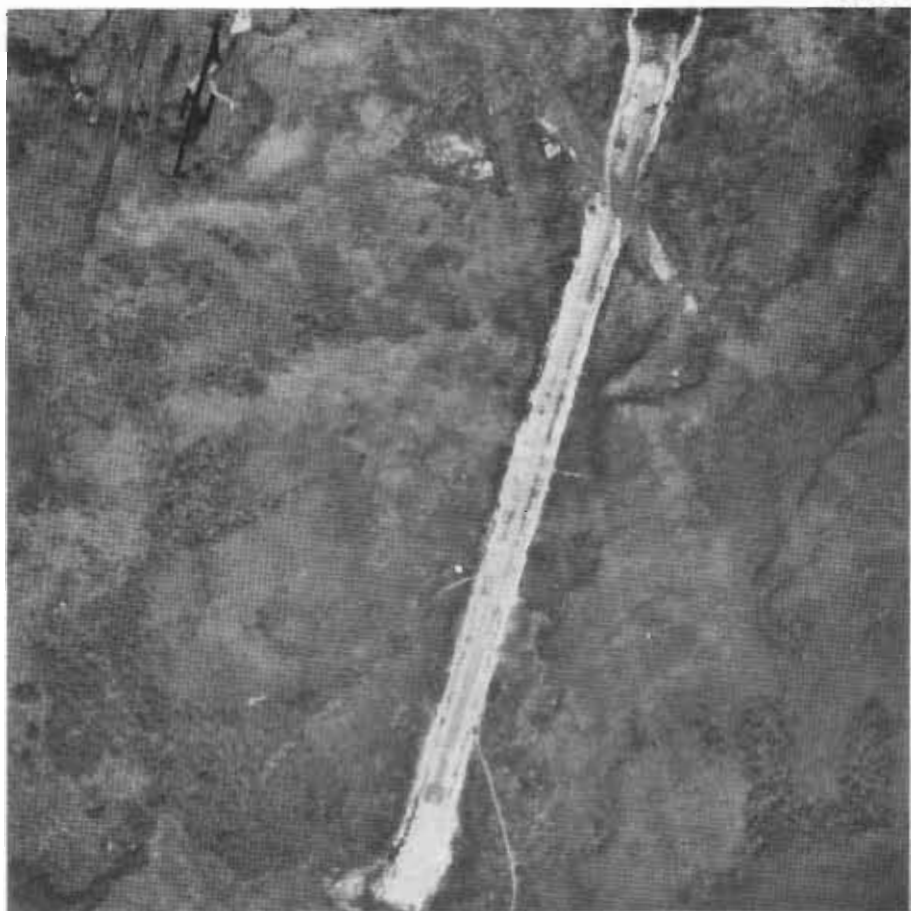
BAC LIEU, VIETM WR791281 09°18'N 105°43'E

VNA (A) 10 °LI H19(ASP) 07/25 40' wide

FUEL - A+, J4 Tanker AMMO - 7.62 2.75 Parachute Flares

AERODROME REMARKS - SECURE. 140' ovrn Rwy 07. Turnaround end Rwy 25. Heli some-
times parked on rwy shoulders. 1' lip apch end Rwy 07. Bldg 50' left and heli pads 30'
right apch end Rwy 25. F/W ops unsafe when helis operating alongside rwy. Acft prkd in
loading zone do not provide safe clearance fr acct landing or taking off. No rwy markers.
Type 1 for C-123 and C7A.

RADIO - 43.5 Advy

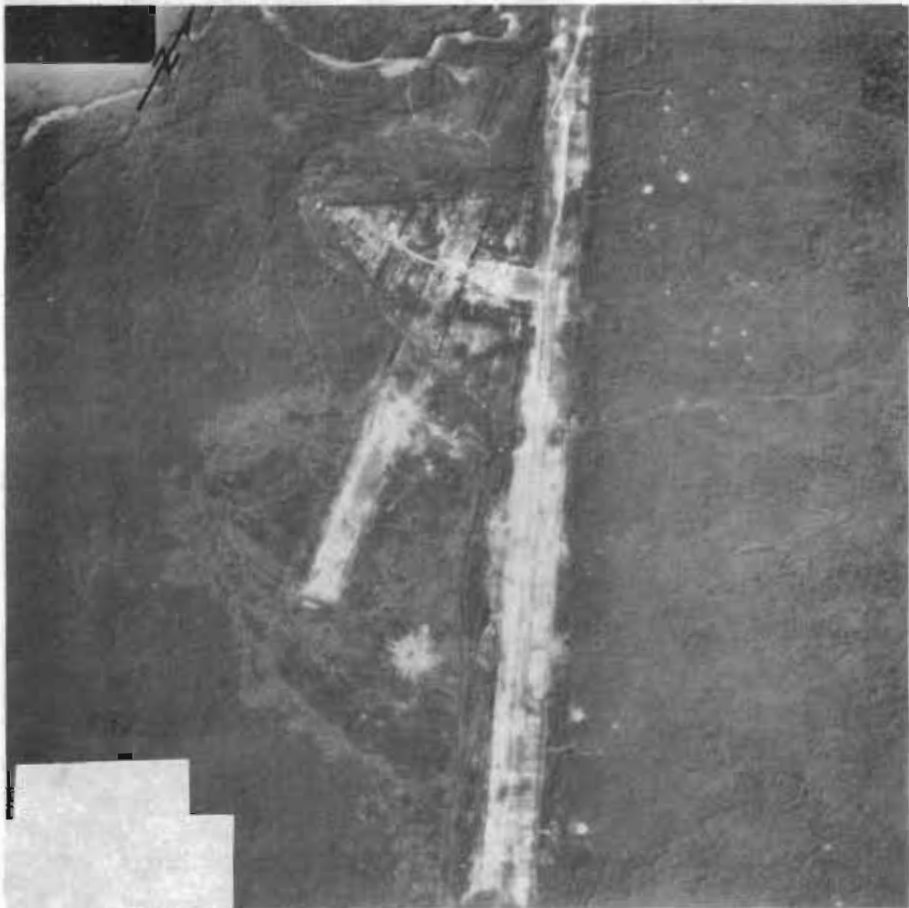


A LUOI, VIETM YD386002 16°16'N 107°14'E

1840 35 (PSP) 18/36 50' wide

15 (EARTH) 13/31 100' wide

AERODROME REMARKS - Abandoned. Rwy Mortared. Probably mined.



A SHAU, VIETM YC497834 16°08'N 107°20'E

VNA 1800 33(PSP) 16/34 50' wide

AERODROME REMARKS - Abandoned. Rwy mortared. Probably mined.

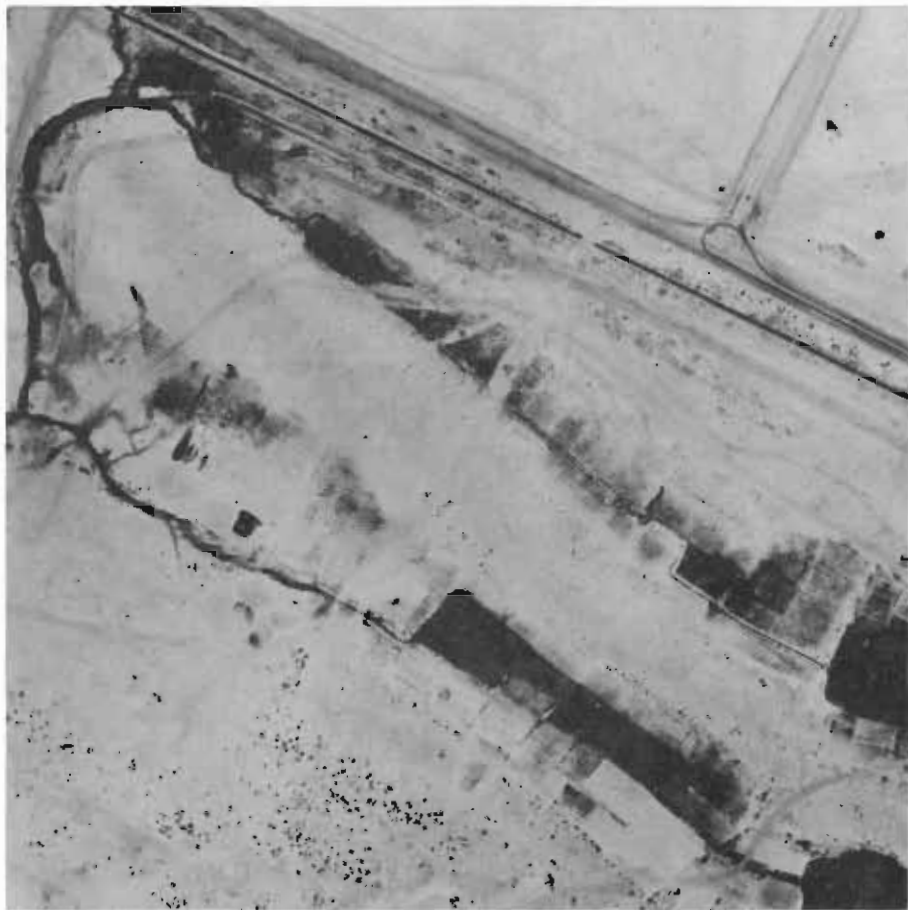


DAI LOC, VIETM AT917577 15°53'N 108°07'E

33 61SOD1 09/27 35' wide

AERODROME REMARKS - Unserviceable.





AN TAN, VIETM BT513048 15°25'N 108°41'E
20 231(UNK) 13/31

AERODROME REMARKS - Abandoned.

INTENTIONALLY
LEFT
BLANK



BA LONG, VIETM YD168397 16°38'N 107°02'E

65 18(SOD) 12/30 75' wide

AERODROME REMARKS - SECURE SR-SS. No parking except rwy 4' fence and foxhole end of Rwy 12. Turnaround on rwy. No windsock. Type 1 for C7A.

RADIO - ctc on 40.1



CAM LO, VIETM YD130591 16°43'N 107°00'E
MC 50 1015001 09/27 60' wide

AERODROME REMARKS - Dry only, drainage poor. Recommend ldg Rwy 27, T/off 09 wind permitting due to houses and trees in apch Rwy 09. 4' fence aprx 50' off S side of rwy. Dirt mounds on N side of rwy in clear area. 200' ovrn Rwy 09, 85' ovrn Rwy 27. One acct on grd at a time. Type 1 for C7A.



DIEM TRUONG, VIETM ZD029142 16°24'N 107°50'E

7 101PSP1 16/34 65' wide

AERODROME REMARKS - Abandoned. Overgrown.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

GIO LINH, VIETM YD209740 16°56'N 107°05'E
150 11 (NATURAL SURFACE PACKED) 16/34 200' wide
AERODROME REMARKS - Abandoned.



HA TAN, VIETM ZC152540 15°51'N 107°57'E 0 5 5010

VNA (A) 65 26(CLAY/PACKED GRAVEL) 06/24 55' wide

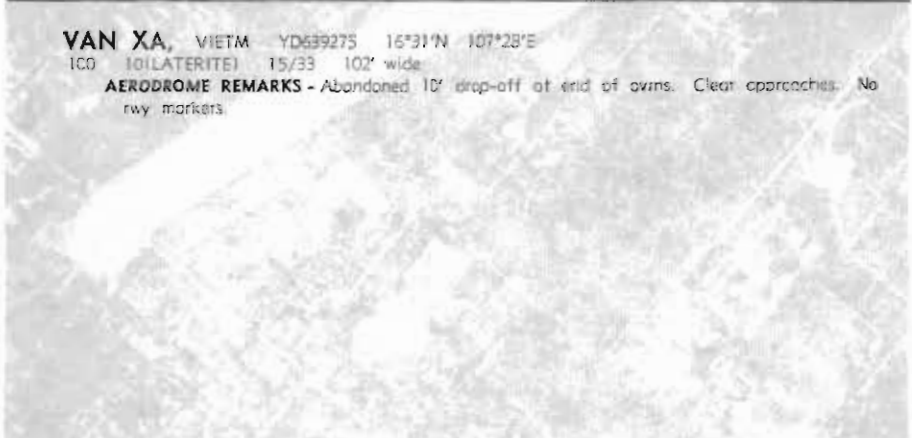
AERODROME REMARKS - CHECK S.F. FOR SECURITY. C7A should use Rwy 06 when wet. 81 ft ovrn Rwy 24, 55 ft ovrn Rwy 06. Rwy very rough. Apch to Rwy 06 over river and mountains $\frac{3}{4}$ mi fr end of rwy. Wire and 4' drop-off beyond Rwy 24 ovrn. 3' drop-off beyond Rwy 06 ovrn. Turnaround on rwy. Not recommended for C-123 when wet. Type 1 for C-123, Type 2 for C7A.

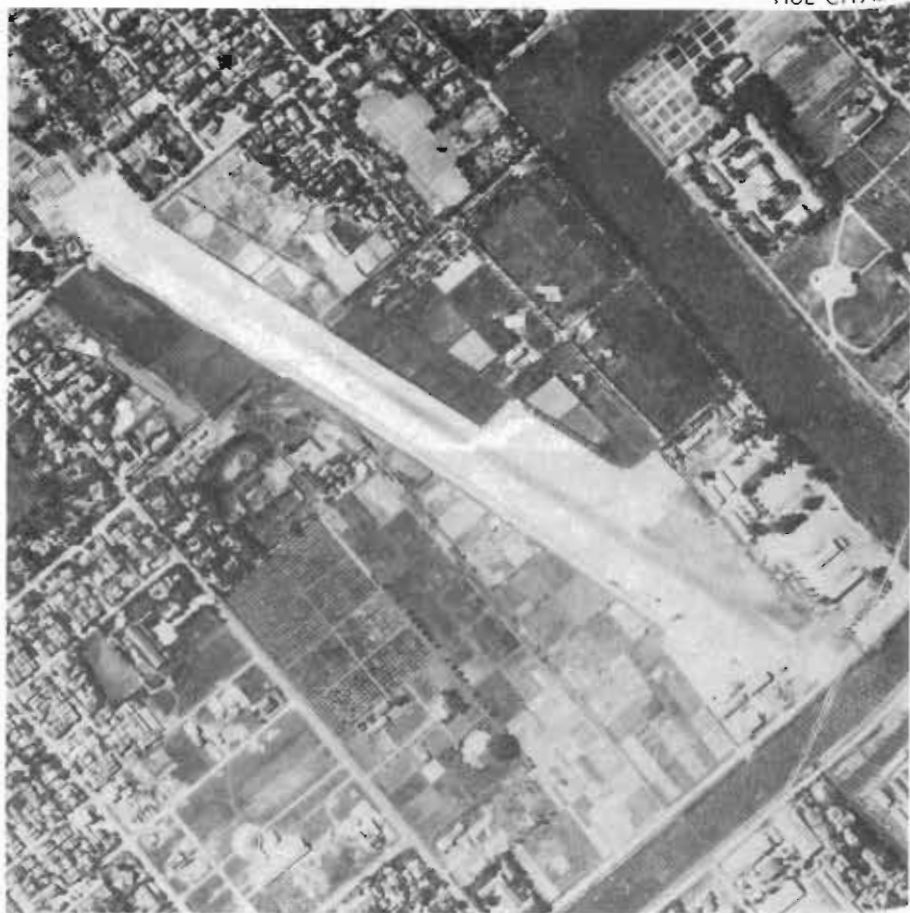


VAN XA, VIETM YD639275 16°31'N 107°28'E

ICD 10(LATERITE) 15/33 102' wide

AERODROME REMARKS - Abandoned 10' drop-off at end of ovins. Clear approaches. No
rwy markers.





HUE CITADEL, VIETM YD747230 16°28'N 107°34'E

VDCA (A) 50 L 24(CRUSHED ROCK)② 12/30 43' wide

(VVHU)

FUEL① - A+, J4

AERODROME REMARKS - SECURE. Do not overfly S part of city. Apch to Rwy 12 over 4' fence 150' fr end of rwy. Apch to Rwy 30 over houses and trees 300' fr end of rwy and a 200' wide canal 200' fr end of rwy. Recommend land Rwy 12, T/off Rwy 30 wind permitting. 4' fence and two 6' shacks midfield, 40' fr NE side. 100' ovrn Rwy 12, 146' ovrn Rwy 30. Ext heli t/c. Turnaround SE end SE side. Prkg for FAC acft with revetments N side SE end. Only SE end rwy marked. No windsock. Type 1 for C-123 and C7A.

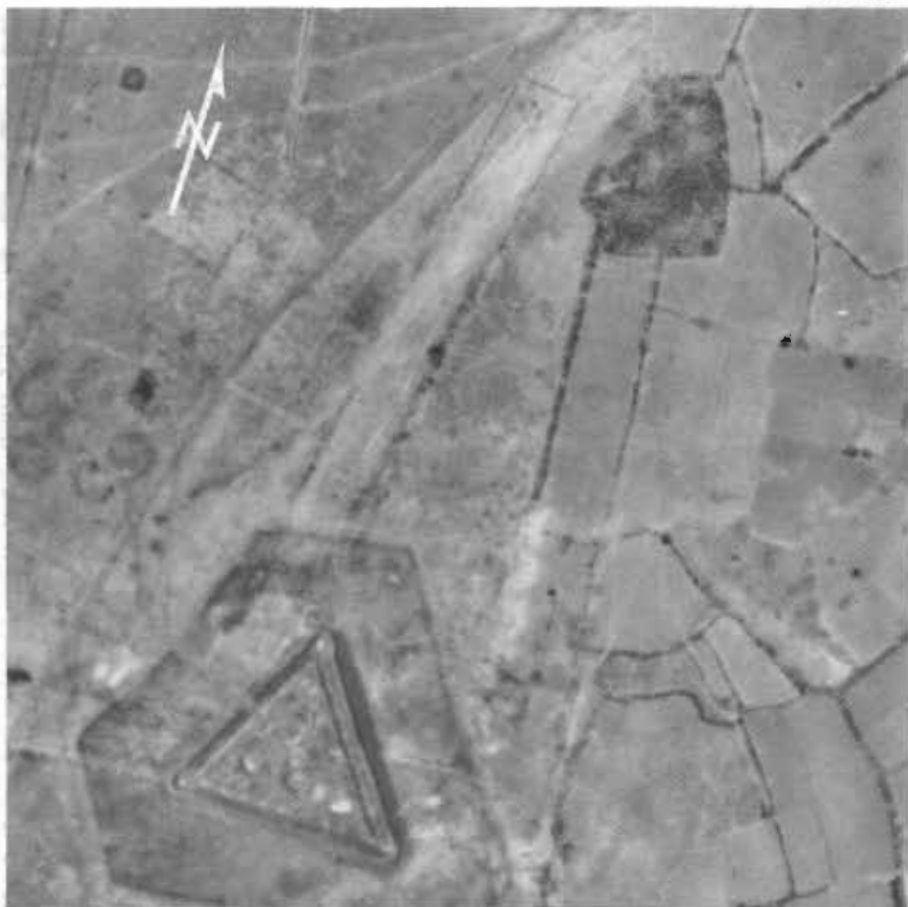
① PNR to VNAF. ② ASP treated.

HUE RADIO - 295.9 122.5 38.9 Opr SR-SS

HUE Rbn(HW) (AO/A2) HU 393 16°24'N 107°42'E



LAO BAO, VIETM XD698369 16°36'N 106°36'E
620 11/LATERITE/ 08/26 65' wide
AERODROME REMARKS - Abandoned



MAI LOC, VIETM YD095516 16°44'N 106°58'E

348 12(LATERITE) 01/19 100' wide

AERODROME REMARKS - Afd unserviceable. Use Mai Loc New.

**MY CHANH**

VIETM. YD463393 16°37'N 107°19'E

49 12(CLAY) 15/33 80' wide

AERODROME REMARKS - Abandoned. Overgrown.

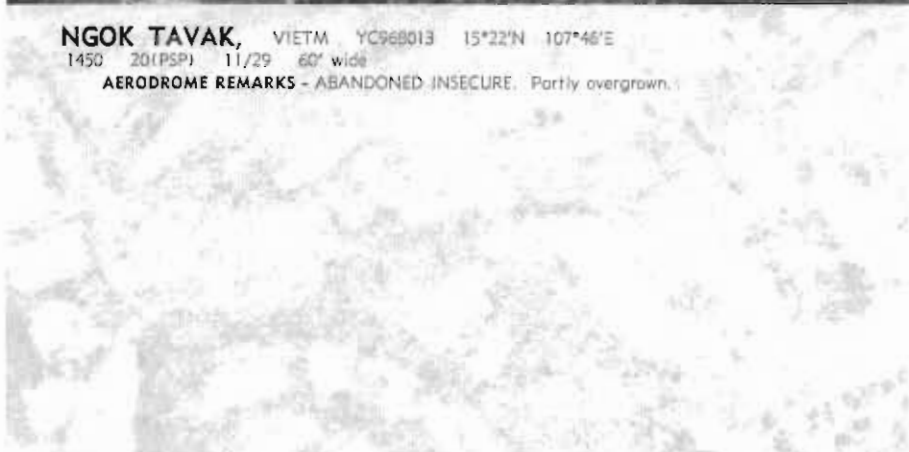
NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
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96553.

NAM DUONG, YD141097 16°54'N 107°00'E
250 12(SOD/GRASS) 05/23 70' wide
AERODROME REMARKS - Abandoned



NGOK TAVAK, VIETM YC968013 15°22'N 107°46'E
1450 20(PSP) 11/29 60' wide

AERODROME REMARKS - ABANDONED INSECURE. Partly overgrown.



NGOK TAVAK
VA1-75



PHO TRACH, VIETM YD523348 16°35'N 107°22'E

50 15(LATERITE/SOD) 12/30 50' wide

AERODROME REMARKS - Abandoned. Rwy mortared. No rwy markers.



PHUOC BINH, VIETM AT879396 15°43'N 108°05'E

VDCA (A) 50 17 (GRADED EARTH) 11/29 98' wide

AERODROME REMARKS - Abandoned. Overgrown.

NO PHOTOGRAPH AVAILABLE. USERS ARE
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MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

QUANG TRI, VIETM YD309556 16°47'N 107°10'E

30 35 (AM2) 14/32 60' wide (T-29, TT-130)

AERODROME REMARKS - SECURE 300' cwn ea end Prkg area 200' X 200' W side N end.
Heli ops S end

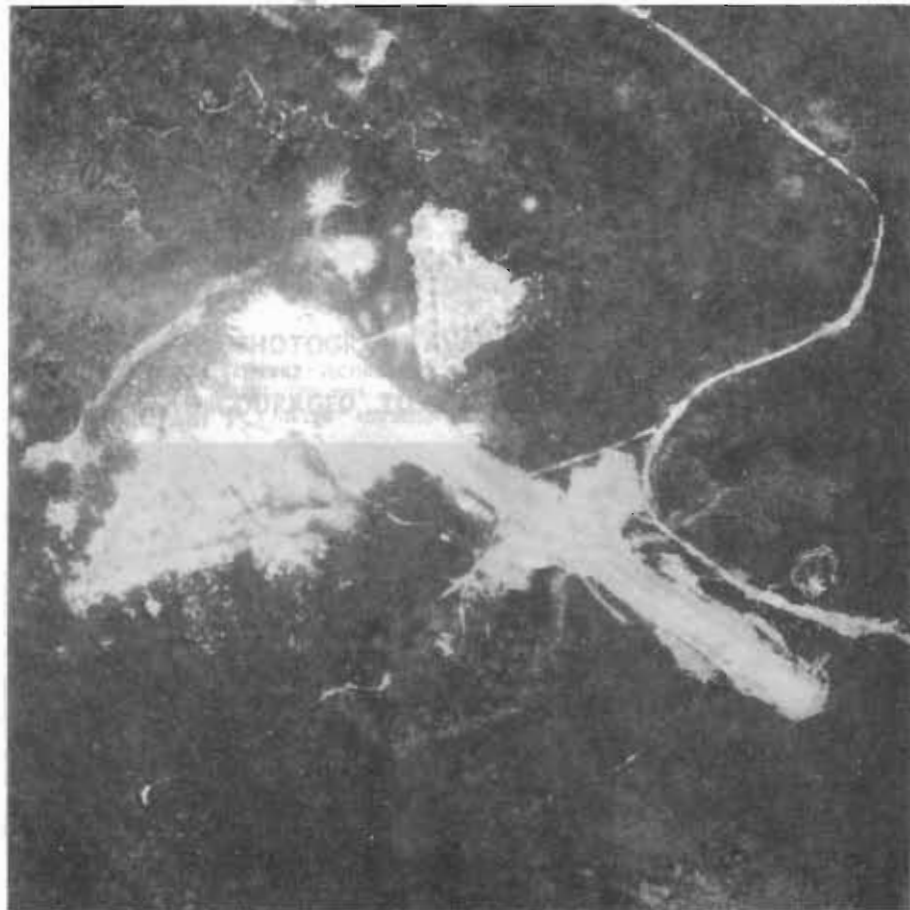


QUANG TRI 1, VIETNAM YD328525 16°45'N 107°11'E

40 17(SOD) 18/36 160' wide

(VVQT)

AERODROME REMARKS - SECURE. 140' ovrn each end. Dry only, holes 20' fr center line E side.



TA BAT, VIETM YC423951 16°14'N 107°16'E
1850 15(COMPACT CLAY) 13/31 99' wide

AERODROME REMARKS - Abandoned. Probably mined. No friendly forces within 20 km.
Possibly suitable for C7A. Drop off each end.



HUA DUC, 85016970 15°20'N 108°13'E
500 16(1COMPACTED EARTH) 09/27 97' wide

AERODROME REMARKS - INSECURE. Abandoned. Overgrown. 200' hill 1000' off Rwy 09.



BA GIA, VIETM B548079Z 15°11'N 108°39'E
30 15 (EARTH) 10/28 98' wide
AERODROME REMARKS - Abandoned



BA NGOI, VIETM 8P541138 11°53'N 109°07'E

PVT 16 36(GRASS) 07/25 131' wide (C7A)

25(GRASS) 11/29 131' wide

AERODROME REMARKS - 500 ft ovrn Rwy 11, 130 ft ovrn Rwy 29. Abandoned.



BA TO, VIETM 85565324 14°45'N 108°44'E

VNA (A) 265 14(EARTH/LATERITE) 03/21 115' wide

AERODROME REMARKS- SECURE, S.F. Opr SR-SS. No rwy markers or windsock. 50' drop-off both ends. Prkg area (3 C7As) W side rwy.

RADIO - Ctc as per S.F. SO1.



BUON HO, BQ035291 12°55'N 108°16'E

VNA (A) 2460 16(SOD) 08/26 130' wide

(VVBO)

AERODROME REMARKS - SECURE. Soft when wet. 2½% slope up to W. No rwy marker or windsock. Adequate drainage. Prkg area 150' X 300'.

RADIO - Ctc on standard FM.



◇ **BAN ME THUOT CITY, VIETM** AQ800038 12°41'N 108°03'E

VNA (A) 1663 45(ASP/LATERITE) 06/24 100' wide (C-130)

(VVBM)

FUEL - A+, J4 Tanker **AMMO - Avel**

AERODROME REMARKS - No rwy markers. First 500 ft ea end rough. 900' ovrn SW end. Cld to multi engine acft except in emergency. Prkg area 750' X 340'.

RADIO - 339.2 122.5 40.0 Advisory Opr 2400-1130Z

@ **PYRAMID CONTROL** - 372.0 337.3 278.4 133.2

UHF/DF - CALL HOMER - 278.4



BONG SON, VIETM BR846977 14°25'N 109°00'E

VNA (A) 106 (L) 17 (LATERITE) 03/21 100' wide 6H010

FUEL - A+, J4

AERODROME REMARKS - SECURE. Opr SR-SS. Prkg for 1 C7A. 180' ovrn Rwy 21, 175' ovrn Rwy 03. Extensive heli-ops. CAUTION: Fixed and rotary wing acft parked both sides rwy. Type 2 for C7A. ① Penetrant coating.

TOWER - 252.1 45.1

REDHAWK APP CON - 367.9	230.1	34.7
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BADAR - CgII FALCON GCA	367.0	230.1	48.6
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ASB@ Rwy 02/20 Ceil 500 VIS Day 1 Min Alt 606

ASAC	Rwy 01/20	Cell 300	VIS	Day 1	Min	Alt 300
PAC	Rwy 20	Cell 200	VIS	Day 1/2	Min	Alt 306

RADIO/NAV REMARKS - (U, S. Army approved minima only)

NO PHOTOGRAPH AVAILABLE. USERS ARE
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GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

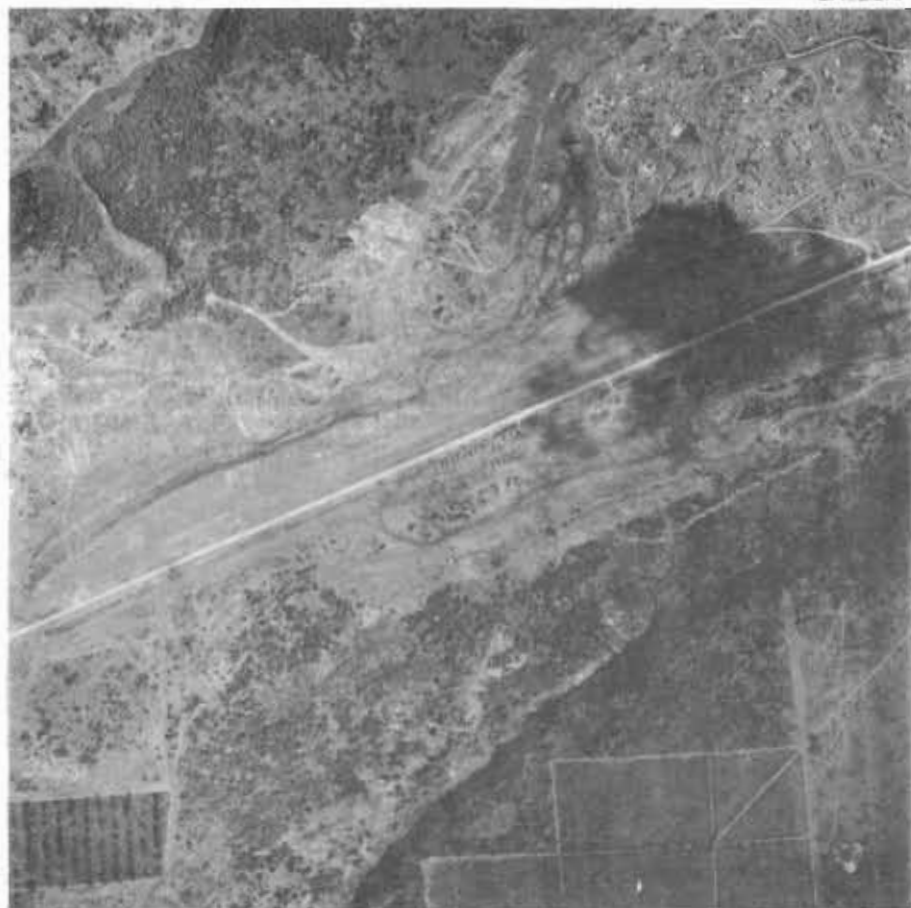
BUON HAI, VIETM BQ757143 12°47'N 108°56'E

870 13(SOD) 06/24 64' wide

AERODROME REMARKS - Abandoned.



BUON TSUKE, VIETM ZU235613 12°18'N 107°58'E
VNA (A) 1500 24(COMPACTED EARTH) 18/86 83' wide
AERODROME REMARKS - SECURE. No rwy markers or windsock. Parking apron 100' X 175'
at S end rwy. Under construction. Type 1 for C-123, Type 2 for C7A



CATECKA, VIETM ZA202341 13°52'N 107°58'E
YNA(A) 2427 42(LAT/SOD) 07/25 70' wide
AERODROME REMARKS - INSECURE. Abandoned. Rwy rutted.



DUC CO, VIETM YA843255 13°47'N 107°38'E

VNA (A) 1148 L 37(M8A1) 05/23 59' wide

(VYDC)

AERODROME REMARKS - SECURE, S.F. Good when wet. Lip at beginning of Rwy 05, do not land short. Apch to Rwy 23 over ridge ½ mile from threshold. No windsack. Hill 4 NM SW 100'-200' high. No prkg. 300' ovrn ea end. 130' X 147' turnaround W end. 153' X 150' turnaround E end. Type 2 for C-130, C-123 and C7A.

RADIO - Ctc as per S.F. SOI.



PLATEAU GI, VIETNAM B5081145 14°35'N 108°17'E
VNA (A) 3870 L 26(LATERITE/PSP) 07/25 95' wide

FUEL - J4

AERODROME REMARKS - SECURE, S.F. First 650' ea end PSP. 200' avrn each end. Emerg only. Prkg area 280' X 120' NE end. Type 1 for C-130. Type 2 for C-123.

RADIO - Ctc as per S.F. SOI.



CU LAO RE ISLAND, VIETM CT003012 15°23'N 109°05'E

CIV/MIL 16 - 36(SANDY/CLAY) 18/36 = 150' wide

AERODROME REMARKS - SECURE. Soft when wet. No rwy markers. 300' twr E side S end. 594' mountain W side rwy. Rut in center of rwy. 4' fence E side S end. 100' avrn ea end, steep drop-offs beyond avrns. Turnaround on rwy. Type 1 for C-123, Type 2 for C7A.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

DE BODRAL, AR912679 14°10'N 108°08'E

2231 18(SOD) 05/23 164' wide.

AERODROME REMARKS - Unserviceable Abandoned Overgrown



DUC LAP, VIETM. YU819725 12°24'N 107°36'E
2550 22(EARTH) 04/22 60' wide

AERODROME REMARKS - ABANDONED. No rwy markers. Rwy slopes uphill to SW with high barriers on SW end.



DUC MY, VIETM BP642865 12°32'N 109°01'E

A 50 23(GRAVEL/SAND) 10/28 60' wide

AERODROME REMARKS - SECURE. No rwy markers. 100' ovrn each end. Ditches both ends.
Houses on E end. Prkg area 100' X 110' on N side. Type 2 for C-123 and C7A.

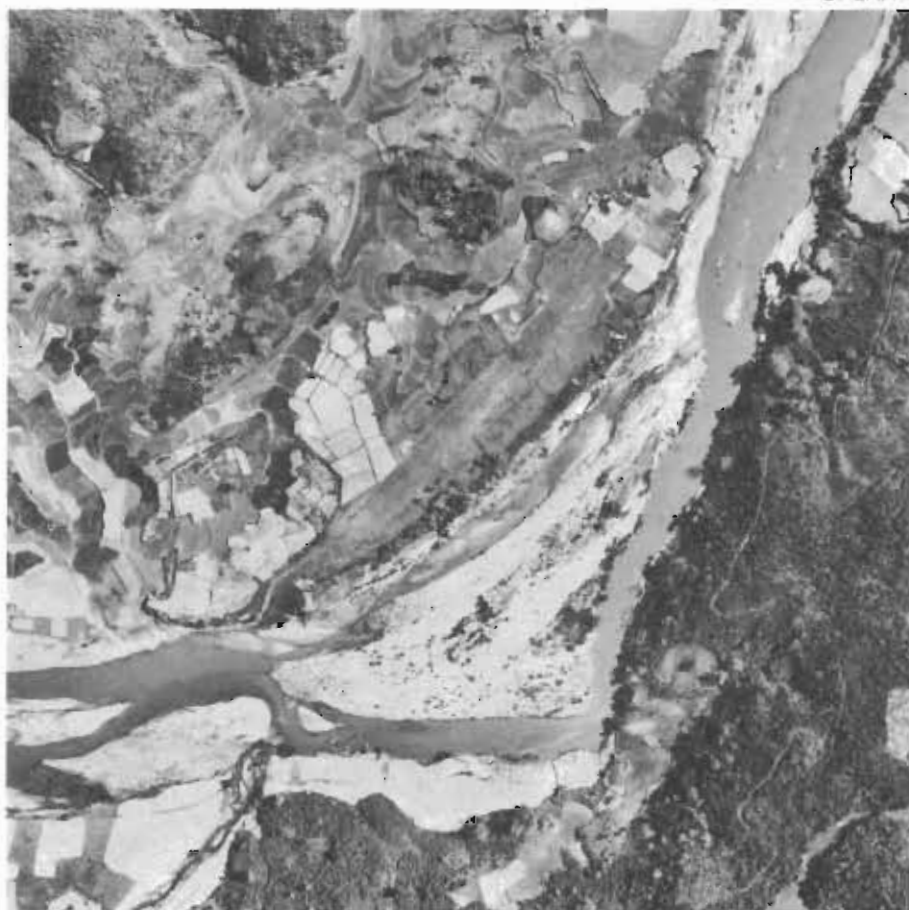


DUC XUYEN, VIETM AP882478 12°11'N 108°08'E

VNA (A) 1620 19(PSP) 05/23 90' wide

AERODROME REMARKS - SECURE S.F. Hills 1/2 mile SW apch end Rwy 05, hills 1/2 mile NE apch end Rwy 23. Uncharted mines in clear zone. 25' drop beyond Rwy 05 ovrn, 100' ovrn ea end. Parking area 582' X 95' N side. No windsock. Not recommended for C-123 when wet. Type 1 for C-123. Type 2 for C7A.

RADIO - Ctc as per S.F. SOI.



GI LANG, VIETM B5275628 15°02'N 108°28'E
210 19(PSP/LATERITE) 04/22 100' wide
AERODROME REMARKS - Abandoned. 300' PSP each end rwy.



KANNACK, VIETM BR419648 14°09'N 108°37'E

1575 19(SAND/CLAY) 18/36 100' wide

AERODROME REMARKS - INSECURE. No rwy markers. Slopes downhill to S. Hills 300' N.
Good drainage.

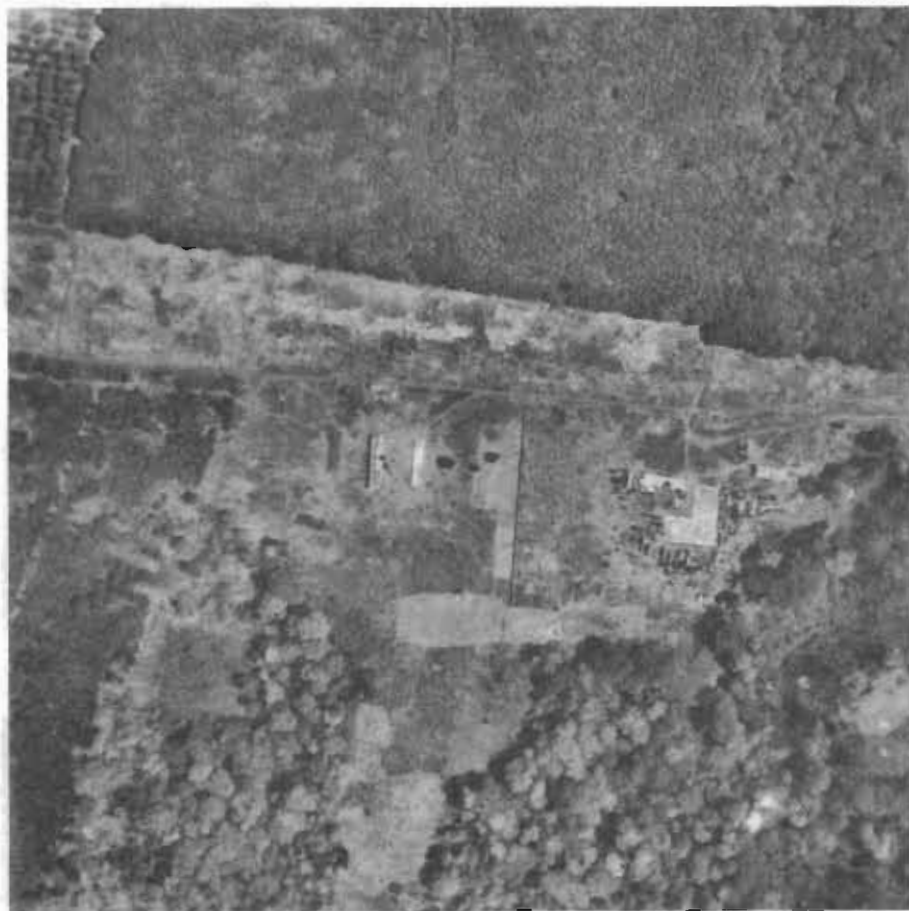




M'DRACK, VIETM BQ586056 12°42'N 108°47'E

VDCA 1475 17(CLAY) 15/33 195' wide

AERODROME REMARKS - INSECURE. Abandoned. Parking apron 150' X 250'. Grass up 1 ft high. No drainage.



MEWAL, VIETM AQ851236 12°52'N 108°06'E
PVT 1700 171SOD) 12/30 98' wide

(VVMW)

AERODROME REMARKS - INSECURE. Abandoned.


MINH LONG, VIETM B5534514 14°56'N 108°43'E

250 20(CLAY/EARTH) 03/21 40' wide

AERODROME REMARKS - SECURE, S.F. 300' hills on apch to Rwy 03, 1/4 to 1/2 mi away. 20' trees 150' from end Rwy 03. Sharp drop-off both sides end Rwy 21. Use Caution when reversing. loose rocks in center portion of rwy. 100' X 280' prkg area E of center of rwy. 115' ovm ea end. Type I for C7A.

RADIO - Ctc as per S.F. 501.



NINH HOA, VIETM BP986830 12°30'N 109°09'E

ROKA (A) 20 L4 14(M8A1) 11/29 47' wide

AERODROME REMARKS - Rwy rough. Active gunnery range off NE end, 150 ft ovrn Rwy 29, 130 ft ovrn Rwy 11. Prkg area 94' X 227' adj to E end, prkd acft does not allow adequate clearance to landing acft. Turnaround on rwy. CAUTION: Tie-down hooks welded to ramp, protrude 3"-4". Hills to N and E. Type 1 for C7A.

RADIO - Ctc Rogger Scooper 85 on 32.4 for Airfield Advis.


BUON BLECH, VIETNAM BQ004597 13°13'N 108°14'E

VNA (A) 2000 32(T-17) 10/28 56' wide

AERODROME REMARKS - SECURE, S.F. Recommend C-130 land Rwy 10. Steep drop-off beyond overrun end. CAUTION: opposite end of rwy cannot be seen from touchdown point. Prkg 740' X 164' (4 C-130s) N side of E end of rwy. Hills to E, 200' over E end, 125' over W end. 20' drop-off first 1000' Rwy 10 both sides. Turnaround W end not recommended for C-130. Type 1 for C-130. Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SO1.



PHUOC THIEN, BN714844 11°37'N 108°54'E

10 14(LATERITE) 18/36 65' wide

AERODROME REMARKS - Abandoned.



PLEI MRONG, VIETM. ZA114670 14°10'N 107°53'E

VNA 2500 °L 31(SOD) 05/23 150' wide

AERODROME REMARKS - S.F. 100' avrn each end. Dry only. CAUTION: Buffalo on rwy.

Type 1 for C-130, Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SOL.

TOWER - 255.3 39.4

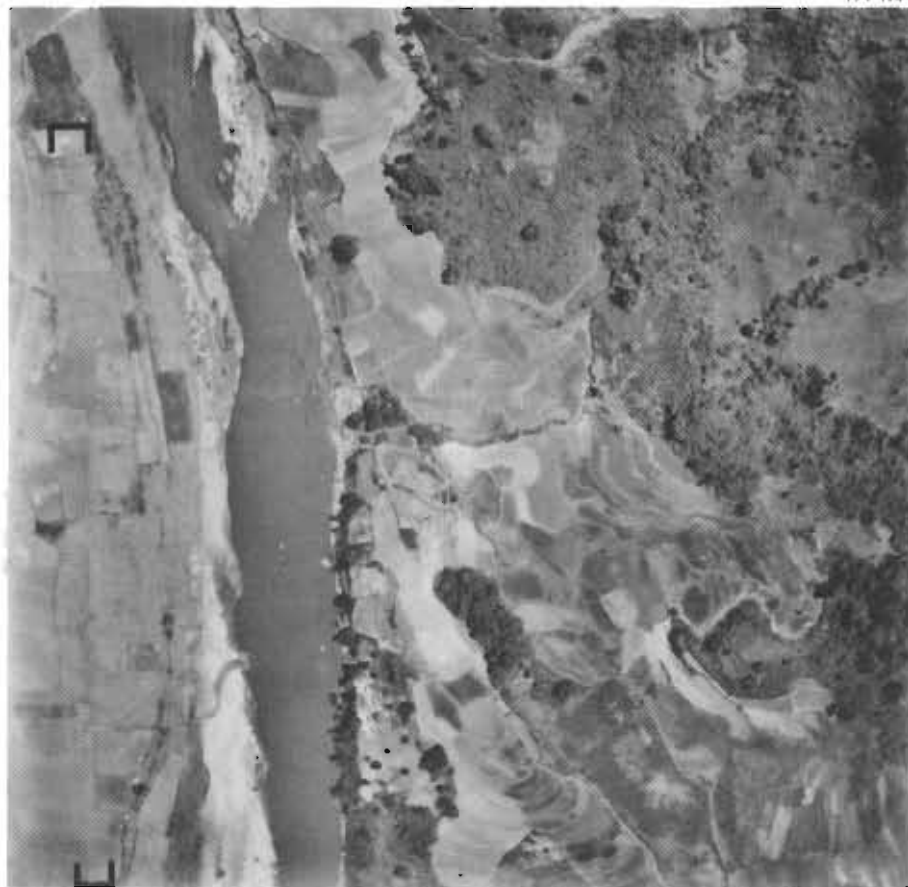
NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

PLEI RONGOL, ZA029310 13°50'N 107°48'E
1600 9(GRADED EARTH) 05/23 70' wide
AERODROME REMARKS - Unserviceable

**SONG CAU, VIETM** CQ084885 13°28'N 109°14'E

VDCA 10 24(LATERITE/SAND) 03/21 94' wide

AERODROME REMARKS - SECURE. No rwy markers 50' trees 500' off N end. 250' hill adjacent apch end Rwy 03. Recommend land Rwy 03 T/off Rwy 21. Parking apron 430' X 60'. Type 2 for C-123 and C7A.



TA MA, VIETM BS349486 14°54'N 108°32'E

165 19(SOD) 18/36 130' wide

AERODROME REMARKS - Abandoned Overgrown.



DAK TO I, VIETM ZB043224 14°40'N 107°49'E
VNA (A) 2000 20(SOD) 12/30 120' wide

FUEL - J4

AERODROME REMARKS - SECURE SR-55. 1700' NW end serviceable. No rwy markers. 680' ovrn when dry. Rwy deteriorating. Off limits to F/W acft.



THUAN HOA, BS545730 15°08'N 108°43'E

100 15(LATERITE) 10/28 80' wide.

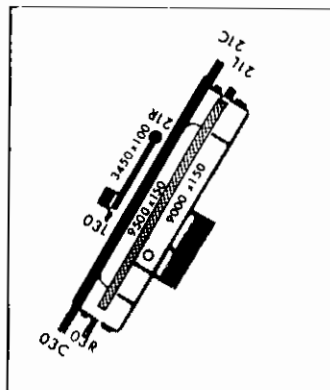
AERODROME REMARKS - Abandoned. Overgrown.



TRA BONG, B5338878 15°15'N 108°32'E
VNA (A) 100 101EARTH/GRAVEL) 09/27 60' wide

AERODROME REMARKS - SECURE SR-55, S.F. Land on Rwy 27 very rough. Rwy being extended. 100 ft ovrn ea end. Loose rocks on rwy. Prkg area 172' X 250' midfield N side. Mountains surround ofld. 20' drop-off 150' from ea end. Turnaround on rwy. Fence both sides rwy. Type 1 for C7A.

RADIO - Ctc as per S.F. SOI.



◇ **TUY HOA**, VIETM CQ200428 13°03'N 109°20'E

Civ 26 14, 7 H34(ASP) 03L/21R 100' wide (AUW 44)

(VVTH)

H95(CON) 03C/21C 150' wide

AF 33 90(AM2) 03R/21L 150' wide (S-100, T-220, TT-318)

JASU - 11MA-2) 2(MD-3) FUEL - A+J4

A-GEAR -

Rwy 03C BAK-12(B) _____ BAK-12(B) Rwy 21C
(1000') (1000')

Rwy 03R BAK-12 _____ BAK-12 Rwy 21L
(1500') (1500')

AERODROME REMARKS - US controllers on duty 24 hrs dly CAUTION. Reduced rwy separation standards are in effect. SW end of ramp has limited clearance and is restricted to local fighter aircraft. Avoid Phu Hiep AAF 4.6 NM S, ext fixed and rotary wing traffic. Exercise extreme caution during apch and departure due to extensive heli tfc. Unreliable braking action on AM-2 when wet. All 4 engine acft taxi with outboard engines at idle. Unstabilized sand adjacent to all rwys, twys and ramp. Jet overhead patterns 1700' left break, conventional 1000' left pattern all rwys except 21R. CAUTION: Rwy 03L/21R unlighted. VIP arrivals confirm block time with PTD 10 min prior to landing. PPR for civilian acft other than Rwy 03L/21R. HELICOPTER SEE TUY HOA SPECIAL NOTICE.

COMMUNICATIONS (PTD 372.2)

RADIO - 294.9 122.5 40.0 SR-55 OT O/R

① **APP CON** ① - 341.1 280.9x 313.0x 344.9 134.1 118.7x (E)

TOWER - 236.6 235.1 124.0 118.1 (E) **GND CON** - 257.6 **DEP CON** - 344.9

PFSV: METRO - Opr 1900-1200Z

RADIO AIDS TO NAVIGATION

(H) **TACAN** TBB Chan 83 At Field

Rbn①(H) TH 240 At Field

RADAR ① - IFR Call APP CON, VFR call Tower 341.1 280.9x 313.0x 344.9 134.1x (E)

ASR Rwy 21L Ceil 300 VIS Day 1 Ngt 1 Min Alt 333

PAR Rwy 21L Ceil 200 VIS Day ½ Ngt ½ Min Alt 233 Glide Slope 2.5°

CIRC Rwy 21L Ceil 500 VIS Day 2 Ngt 2 Min Alt 533

RADIO/NAV REMARKS - ① MP 1900-2000Z Sat & Sun Restriction 210°-220°, 11,000' and below beyond 25 NM, 135°-220° 9500' and below beyond 25 NM ② Restriction 200°-330° clkwz all alts beyond 30 NM ③ IFF/SIF avail.



VAN CANH, VIETM BR833064 13°37'N 109°00'E

VNAN (A) 190 341T-17) 03/21 60' wide

AERODROME REMARKS - SECURE, S.F. 400' avrn each end. No rwy markers. Type I for C-130 and C7A

RADIO - Ctc as per S.F. SOI



AN THINH, VIETM BS718425 14°51'N 108°53'E
100 11 (CLAY) 13/31 100' wide.



BEN CUI, VIETM XT446454 11°16'N 106°20'E
PVT 52 43(LATERITE) 05/23 135' wide
AERODROME REMARKS - Unserviceable. No rwy markers.



BINH BA I, VIETM Y5436765 10°38'N 107°14'E

VNA (A) 289 33150D1 09/27 160' wide

(VVBB)

AERODROME REMARKS - Abandoned, Emerg only. No rwy markers or windsock. Partly overgrown.



BINH BA II, VIETM YS443744 10°37'N 107°14'E
VNA (A) 289 351500) 07/25 75' wide

(YVB1)

AERODROME REMARKS - CHECK SECURITY. No rwy markers or windsock. Potholes in rwy.
Abandoned.



BINH LOC, VIETM YT418180 11°01'N 107°13'E

PVT 459 39(SOD) 05/23 130' wide (AUW-28)①

(VYBL)

AERODROME REMARKS - Abandoned. No runway markers. ① Reduced to AUW-22 after rain.





BINH SON, VIETM Y5241919 10°47'N 107°03'E
PVT 210 °L 451500' 09/27 95' wide

(VVBS)

AERODROME REMARKS - Unserviceable. Avoid flying within a 2 km radius up to 4000' due to parachute jumping. No runway marker.



BU DOP, VIETM XU975291 12°01'N 106°49'E

VNA (A) 465 2L 17(CLAY) 01/19 71' wide

AERODROME REMARKS - SECURE WITHIN 2 MILES OF RWY. SPECIAL FORCES Soft when wet. Recommend use of Rwy 01. 90' X 200' turnaround S end. CAUTION Const No windsock. Type 2 for C-123 and C7A

RADIO - Ctc as per S.F. SOI.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

BU NOI, VIETM YT285966 11°43'N 107°06'E
912 151500 18/36 200' wide

AERODROME REMARKS - 1 NM E of Bu Noi Unserviceable



CA NA, VIETM BN723522 11°19'N 106°55'E

PVT 10 14(EARTH) 17/35 100' wide

AERODROME REMARKS - Abandoned.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

CAU KHOI, VIETM XT344457 11°16'N 106°14'E
PVT 52 24(GRADED EARTH) 04/22 100' wide
AERODROME REMARKS - Unserviceable.



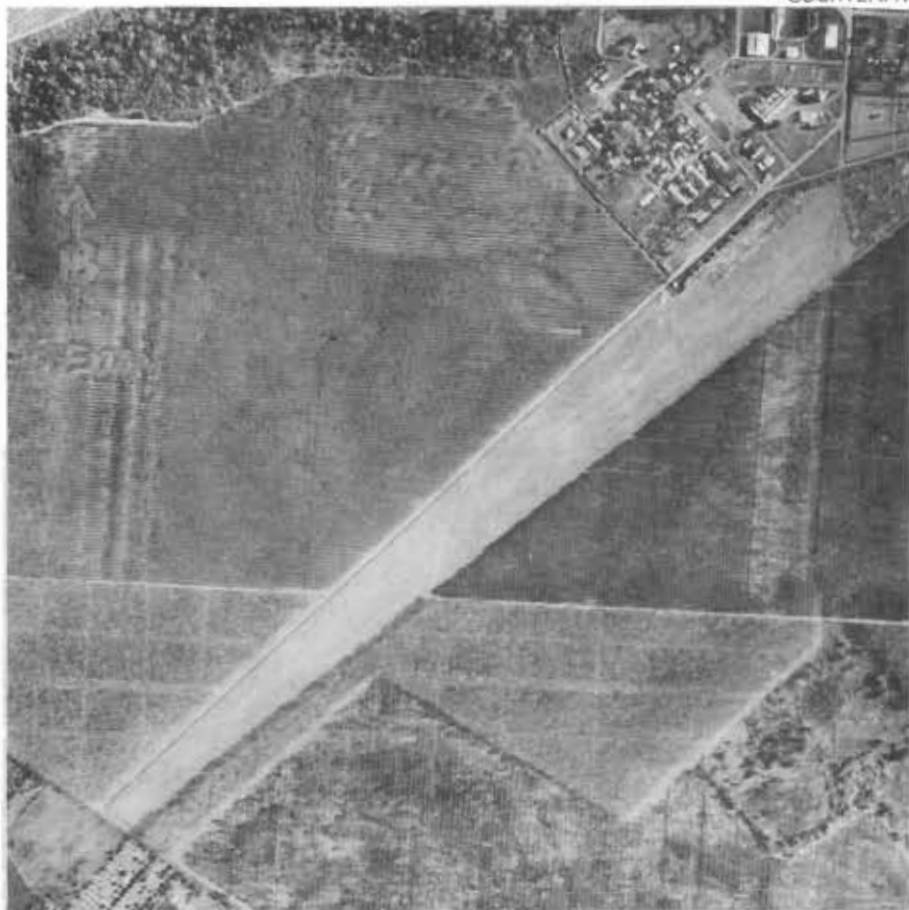
CAY GAO, VIETM YT300254 11°05'N 107°06'E
PVT 230 26(EARTH) 04/22 98' wide (C-123)
AERODROME REMARKS - Overgrown.



CHON THANH, VIETM XT767610 11°25'N 106°37'E

154 L 34(LATERITE)① 18/36 60' wide

AERODROME REMARKS - SECURE 5R-5S. Opr daylight hrs only. 60' twr 250' E of and 1000' from apch end Rwy 18 adjacent to clear zone. 300 ft ovrn Rwy 18, 500 ft ovrn Rwy 36. Prkg area 222' X 195' NE end, Type 1 for C-130, Type 2 for C-123 and C7A. ① ASP treated.



COURTENAY, VIETM YS455916 10°46'N 107°15'E

PVT 738 41(SOD) 05/23 134' wide (AUW 28)

(VVCY)

AERODROME REMARKS - Check Security. 20 ft trees 400 ft fr apch end Rwy 05 and 300 ft fr apch end Rwy 23. 100 ft ovrn Rwy 05, 225 ft ovrn Rwy 23. Trees both sides of rwy. Type 1 for C-130, type 2 for C-123 and C7A.



DAKKIR VIETM YU052146 11°53'N 106°53'E

(VYDK)

PVT 508 29(LATERITE/SOD) 01/19 98' wide

AERODROME REMARKS - INSECURE. Abandoned. 75' trees ea end. No rwy markers. Partly overgrown.



DAU TIENG, VIETM XT491472 11°17'N 105°22'E
VNA (A) 65 *L 31(LATERITE)② 08/26 118' wide
20(LATERITE)① 03/21 50' wide

(VVDG)

FUEL - A+, J4 **AMMO - 7.62 2.75 40MM**

AERODROME REMARKS - SECURE. No rwy markers or windsock. 15' houses, 20' poles and 3 6' fences on apch end Rwy 08. Apch to Rwy 26 over 75' trees ½ mi fr rwy. Heli and revetment 45' fr edge of rwy W end S side. Prkg area 210' X 210' (3 C-130s) W end N side. Recommend land Rwy 26, T/off Rwy 08, Type 1 for C-130, Type 2 for C-123 and C7A.

① Heli only. ASP treated. ② ASP treated.

TOWER - 301.4 40.9

ARTILLERY ADVISORY - 41.3



DJAMAP, VIETM YU340368 12°06'N 107°09'E

1260 *L 41(LATERITE/CLAY) 03/21 90' wide

AERODROME REMARKS - INSECURE. Abandoned. Helipad N end strip. Dry only. No rwy markers. Holes in center of rwy, 18 camouflaged ditches and holes 2/3 down rwy.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

GIA RAY, VIETM YT638136 10°57'N 107°24'E

492 17(LATERITE/EARTH) 09/27 115' wide

AERODROME REMARKS - SECURE. 69 ft ovrn Rwy 09, 150 ft ovrn Rwy 27. 2746' hill ½ mi
S of field. 4' fence both sides apch end Rwy 27. No windsock. Type 2 for C7A.

RADIO - 465



HAM TAN, VIETM Y5988841 10°42'N 107°44'E

VNA (A) 112 39(LATERITE) 11/29 98' wide

FUEL - A+ Handpump

AERODROME REMARKS - SECURE. SR-SS only. **CAUTION:** Do not land short. Concrete rwy markers are reversed and protrude 2-4 inches above rwy surface. 3' Lip apch end Rwy 29. Loose rocks on rwy. Prkg area 160' X 187'. 100' ovrn ea end. No rwy markers. **CAUTION:** Const on Prkg apron and turnaround. Type 2 for C-130, C-123 and C7A.



HON QUAN, VIETM - XT760892 11°39'N 106°37'E

VDCA (AF) (A) 328 18(LATERITE/CLAY) 05/23 75' wide

AERODROME REMARKS - CHECK S.F. FOR SECURITY. Opr SR-55. Use QUAN LOI if possible. 20 ft trees on opch end Rwy 05. Ditch and 6' fence 50' fr opch end Rwy 05. Fence 90' fr Rwy 23 threshold. Turnaround on rwy. Prkg for 2 C7A's midfield S side. Type 2 for C7A.

RADIO - Cfc as per S.F. 501.

Rbn(W) BG 266 At Field Opr 0730-0700Z

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

HONG NGU, W5419957 10°49'N 105°23'E
17 10(EARTH) 12/30 50' wide
AERODROME REMARKS - Abandoned Unserviced


LAI KHE, VIETM XT772381 11°12'N 106°37'E

A 121 LI① 35(MX19)② 05/23 61' wide

(VVLE)

FUEL - A+, J4 Ltd **AMMO** - 7 62 2.75 40 NM

AERODROME REMARKS - SECURE. Opr 0700-1900Z dly. CAUTION: Const. DO NOT LAND SHORT. 100' ovrn ea end. Drainage ditch crosses opch to Rwy 05, 110' fr end rwy. 4' shed midfield N side in lateral safety zone. USE CAUTION: Stacked pallets, equipment and trees adj to prkg area. Turnaround W end. No windsock. Ext heli tfc. PPR for C-130 ops. In case no radio ctc is made, bcst intention in the blind on UHF or FM area freq Prkg 380' X 150' (3 C-130s) PSP NE end. Extv heli tfc. Normal pattern to Rwy 05 will be right hand, Rwy 23 left hand. Type 2 for C-130, C-123 and C7A. ① 1 hr PNR
 ② Coated with anti-skid paint.

TOWER - 284.9 42 4

Rbn(W) LK 445 At Field

ARTILLERY ADVISORY - 39 8



LONG THANH, VIETM Y5135935 10°47'N 106°57'E

A 33 18(LATERITE/GRASS) 05/23 50' wide 1AUW-221

(VVLT)

AERODROME REMARKS - Coordinate ctnr thru DCA. Dry only. No rwy markers.



BEARCAT, VIETM YS145982 10°50'N 106°58'E

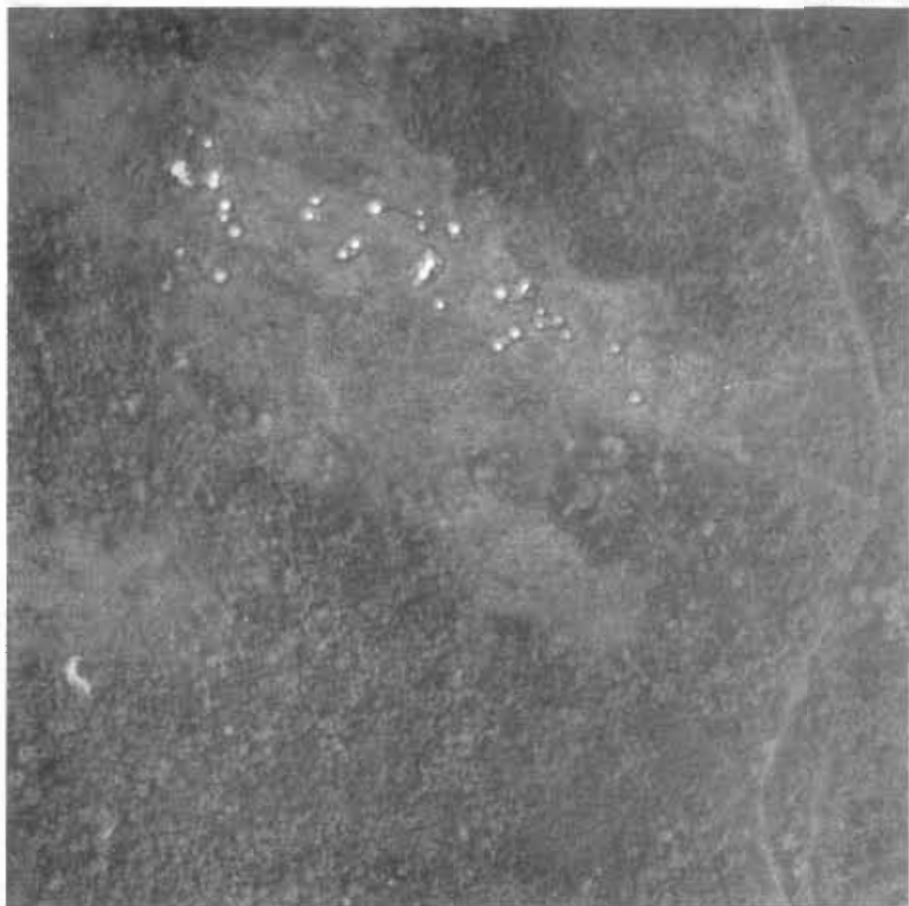
VNA (A) 121 H35(ASP) 06/24 80' wide

AERODROME REMARKS - SECURE. CAUTION: Ext const opch end Rwy 24. 300' ovrn Rwy 24. 1500' ovrn NE end. Ext heli tfc at times. Prkg area 425' X 856' (10 C-130's) E end S side. Only W end rwy marked. No windsock. Type 2 for C-123, C-130 and C7A.

REN(W) MS 475 At Field

RADIO - 44.4 Advsy.

ARTILLERY ADVISORY - 40.6



DONG BO, VIETM YT369487 11°17'N 107°10'E
180 17(SOD) 12/30 190' wide

AERODROME REMARKS - Unserviceable. Abandoned and overgrown.


MINH THANH, VIETM XT630664 11°27'N 106°30'E

VNA (A) 130 60(LATERITE)⊙ 04/22 76' wide

(VVMT)

AERODROME REMARKS - SECURE, S.F. Trees 50' to 75' high each end of rwy. Shoulders soft entire length. S.F. will give smoke signals for landing. Land Rwy 04. No rwy markers or windsock. First 1000' Rwy 04 soft and muddy. No turnaround for Rwy 22 ldg. 15' bldgs 100' fr apch end Rwy 22. Prkg area 140' X 300' NE and SE side. Type 2 for C-130, C-123 and C7A. ⊙ First 1000' Rwy 04 unusable.

RADIO - Ctc as per S.F. SOI.



ONG QUE, VIETM Y5392994 10°51'N 107°12'E

PVT 630 42(LATERITE/SOD) 09/27 240' wide (AUW-39)①

(VVOQ)

AERODROME REMARKS - SR-55. Coop clnc thru DCA. 320' ovrn E end. ① Reduced to AUW 22 after rain.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

PHAN RI, BN325389 11°12'N 104°33'E
30 10(SOD) 12/30 96' wide.
AERODROME REMARKS - Abandoned



PHU MY, VIETM YS230771 10°39'N 107°03'E
VNA (A) 15 33(CRUSHED ROCK) 18/36 140' wide
AERODROME REMARKS - Abandoned.



PHU RIENG, VIETM YT109895 11°40'N 106°56'E

PVT 560 391(LATERITE) 09/27 50' wide (AUW 391)①

(VVPR)

AERODROME REMARKS - INSECURE. Abandoned. Poor condition. Both ends overgrown 800' ovrn. Only 1600' now usable because of bomb craters. No rwy markers. ① Reduced after rain.

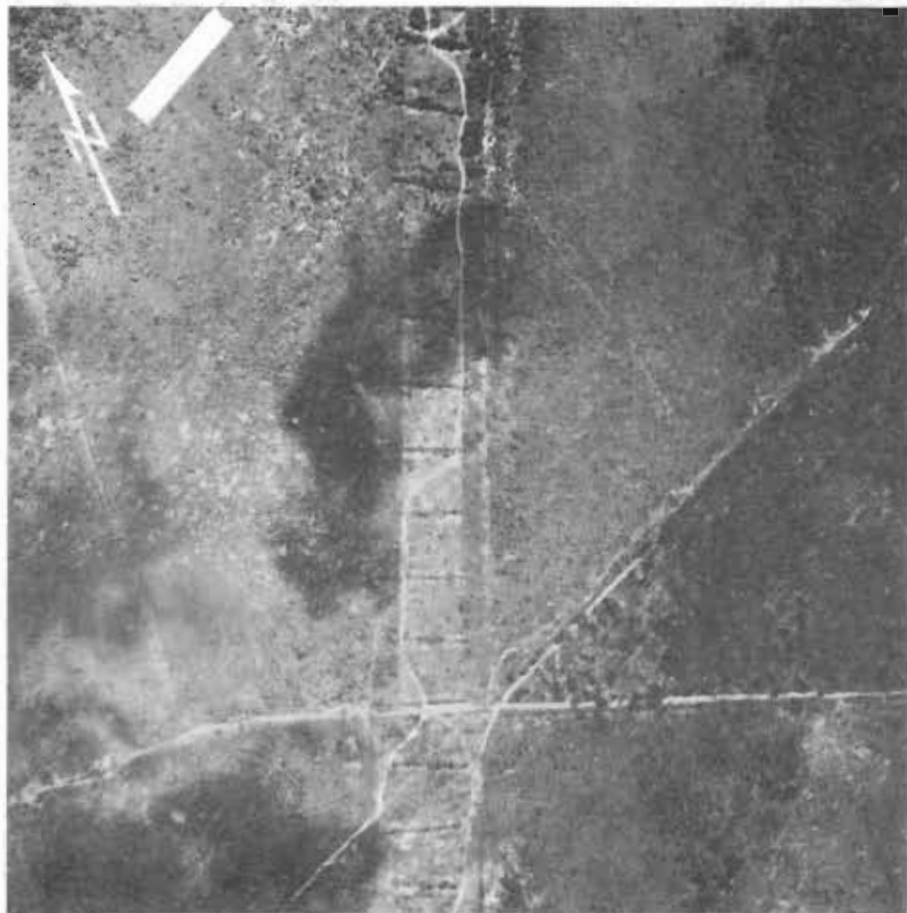


PHU THO HOA, VIETM XSB16904 10°45'N 106°40'E

15 17(SOD) 18/35 140' wide

15(SOD) 14/32 140' wide

AERODROME REMARKS - Closed. Rwy's unserviceable.



PHUOC HIEP, YS208850 10°43'N 107°01'E

39 25(SOD) 03/21 130' wide

AERODROME REMARKS - Abandoned and overgrown.





PHUOC HOA, VIETM XT912430 11°15'N 106°45'E

PVT 141 16(LATERITE) 08/26 '98' wide

AERODROME REMARKS - Field unusable UFN.

(VVPH)

**QUAN LOI, VIETM** XT816907 11°40'N 106°40'E

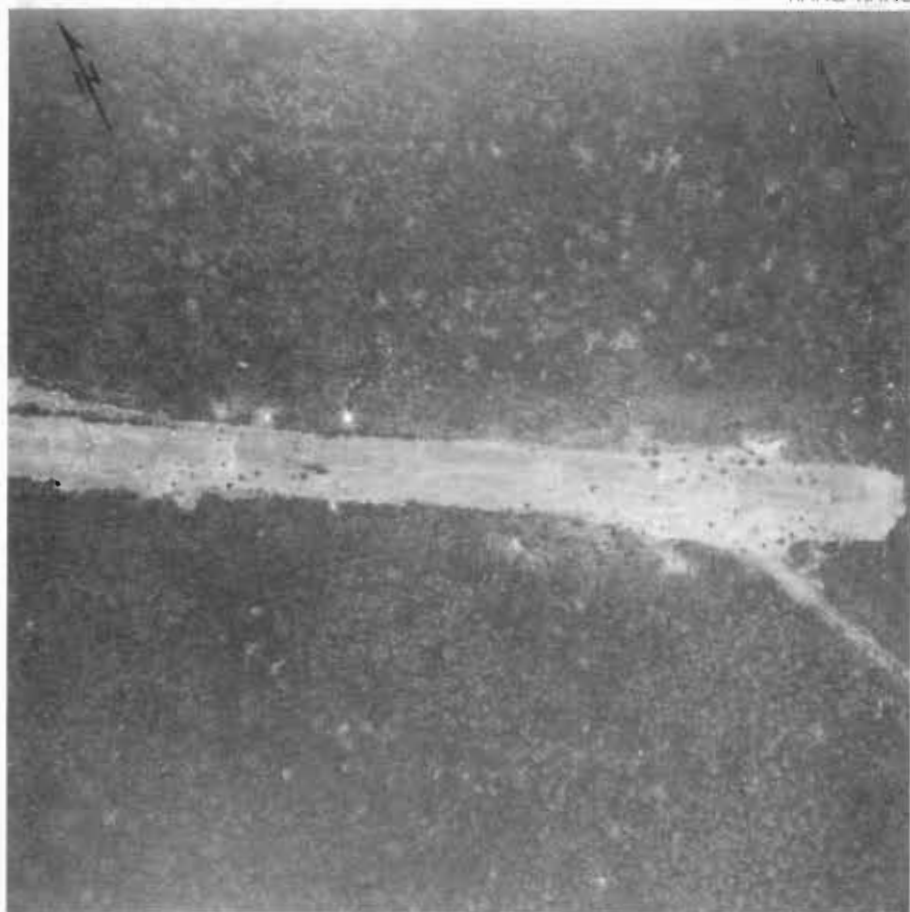
PVT (A) 508 L 35(LATERITE)① 05/23 75' wide

(VVQL)

FUEL ② - A+, J4 **AMMO** - 7.62 2.75

AERODROME REMARKS - 150' twr lctd 492' N of Rwy 05 adj to rubber trees with obst lights O/R, etc Dixie North on 68.55 or 35.5. 4' fence 30' fr rwy edge SW end. 5' fence across end of Rwy 05 ovrn. 100' X 300' prkg area SW end. Turnaround area NE end should not be used when wet. 420' ovrn Rwy 05, 900' ovrn Rwy 23. Recommend land Rwy 23, T/off Rwy 05. No rwy markers. Helis loading and refueling both edges of rwy W end. Foxholes and bunkers alongside rwy in clear area. Type 2 for C-130, C-123 and C7A. ① ASP treated. ② Emerg fuel oval for CH-47.

TOWER - 329.1 272.0 241.0 47.3 Opr 0030-1300Z**ARTILLERY ADVISORY** - 39.6



RANG RANG, VIETNAM YT207543 11°26'N 107°01'E

250 22(LATERITE) 11/29 120' wide

AERODROME REMARKS - Abandoned. Rutted and overgrown.



DONG XOAI, VIETM YT062753 11°32'N 106°53'E

VNA (A) 296 32(LATERITE) 07/25 70' wide

AERODROME REMARKS - Check S.F. for Security. 100' ovrn ea end. Prkg for 1 C-130.
No rwy markers or windsock. Type 2 for C-130, C-123 and C7A.

RADIO - Ctc as per S.F. SOI.



XOM ONG LINH, XT949261 11°05'N 106°47'E

150 20(SOD) 17/35 50' wide

AERODROME REMARKS - Abandoned Rwy overgrown





TAY NINH CITY, VIETM XT203510 11°19'N 106°05'E

VNA (A) 39 L 19(PSP)① 02/20 100' wide

FUEL - A+ **AMMO - 7.62 2.75**

AERODROME REMARKS - SECURE, S.F. Apch to Rwy 02 over city. Apch to Rwy 20 over 30' trees 300' fr end of rwy and 4' fence 50' fr end of rwy. Recommend land Rwy 20, T/off Rwy 02. 300' twr 600' W of S end of rwy. O-1 revetments 34' fr edge of rwy W end. Bldgs 31' and 46' fr edge of rwy S side. 4' fences ea side rwy. Not recommended for C-123. Turnaround W end S side. Type 2 for C7A. ① PSP warped and broken several places.

RADIO - Ctc as per S.F. SOI.

ARTILLERY ADVISORY - 41.3



JOYCE, VIETM BR912707 14°12'N 109°04'E

A 130 16(LATERITE)① 03/21 90' wide

AERODROME REMARKS - SECURE. Sharp upslope prior to ovrn apch end Rwy 03. 50' ovrn ea end. Prkg area 300'X 100' (3 C7As) 100' fr S end W side, twa 50' access twys. ① ASP treated. Type 2 for C7A.



PHU LOI, VIETM XT662158 11°00'N 105°42'E
 VDCA (A) 95 L4 H271ASP1 13/31 83' wide

(VVTM)

FUEL - A+, J4① Tanker

AMMO - 7.62 Links 2.57 40MM

AERODROME REMARKS - SECURE CAUTION: Const, rwy being extended approx 700' to NW. Recommend ltd C-130 use when wet. 618' ovrn Rwy 13, 200' ovrn Rwy 31. Penprime prkg area 200' X 350' (4 C-130s) NW end S side. Tfc to Lam Son controlled by Phu Loi Twr. Twy adj to active rwy very rough. Extensive light F/W activity. Helis use extreme caution due to closeness of rwy and heliport, monitor twr. Ltd prkg for F/W cargo and trans acct. For cargo handling equipment make prior arng to 1st SGT Bn, 1st Int Div. Type 1 for C-130, Type 2 for C-123 and C7A. ① Limited.

TOWER - 241.0 122.2 43.5 (U)

DANGER METRO - 49.0

Rbn(W) FL 472 At Field

■ **RADAR** - Call GCA 246.7 242.4 46.2

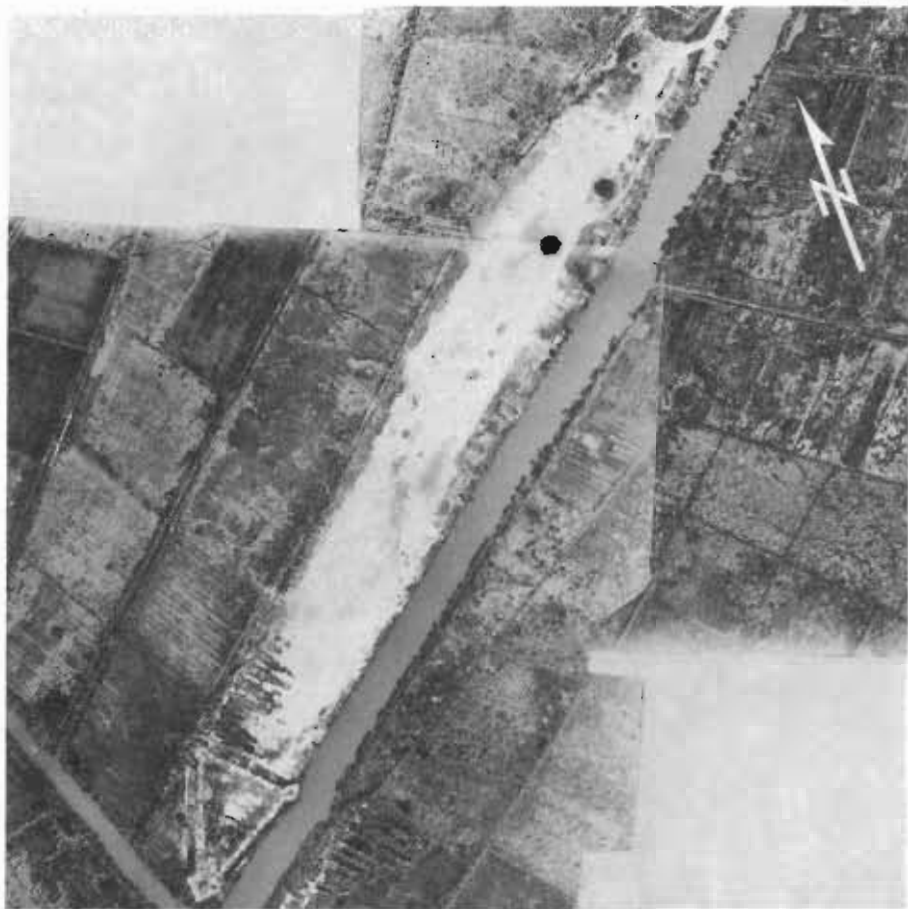
ARTILLERY ADVISORY - CORSAIR CON 40.3 for Phu Loi and Di An areas.



THUAN LOI, VIETM YT059817 11°35'N 106°53'E

PVT 605 21(LATERITE) 02/20 45' wide

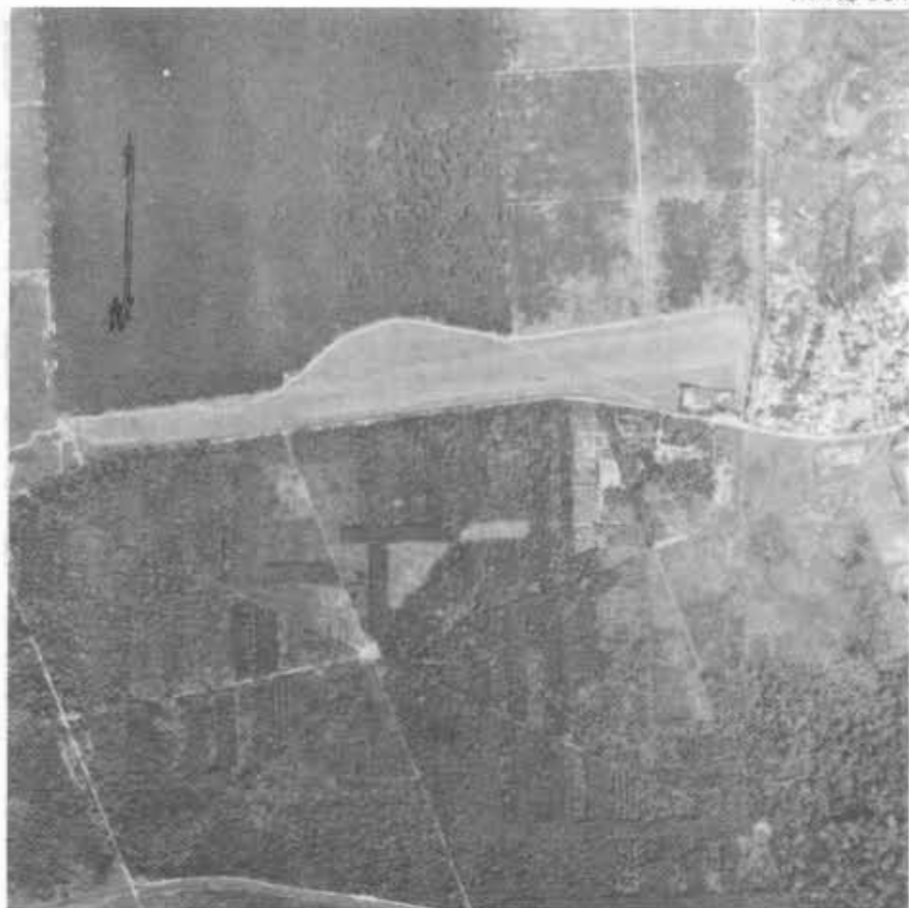
AERODROME REMARKS - INSECURE. Abandoned. Unusable.



TRA CU, VIETM XS471973 10°50'N 106°21'E

32 15(SAND/EARTH) 05/23 40' wide

AERODROME REMARKS - Drifted sand and overgrown. Unserviceable



TRANG BOM, VIETM YT192112 10°57'N 107°00'E

PVT 213 26(SOD) 09/27 150' wide

(VVVB1)

AERODROME REMARKS - Closed. Well maintained. Soft when wet. No rwy markers. Prkg for 4 C-123s. 1200' cleared area on W end of rwy. Type 1 for C-123. Type 2 for C7A.

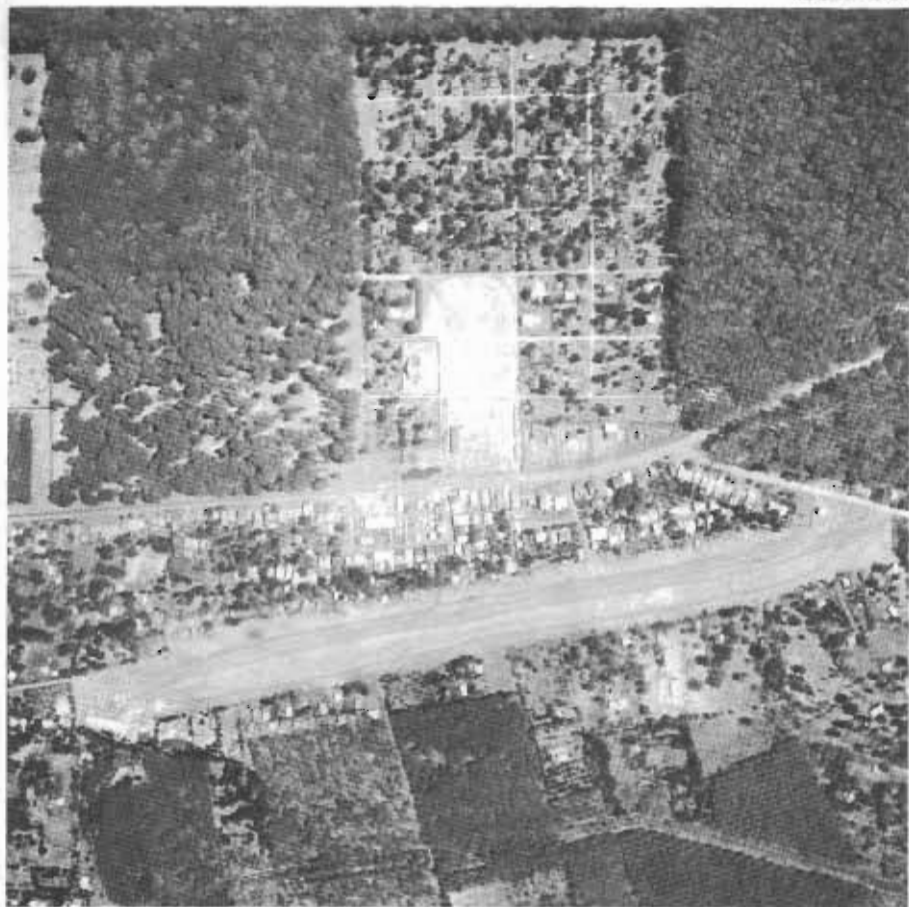


TRUNG LAP, VIETM XT591213 11°03'N 106°28'E

40 *L 11 (SOD) 03/21 98' wide

FUEL - A+ hand pump AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. C-1 type acft only. Use by C7A emerg only.

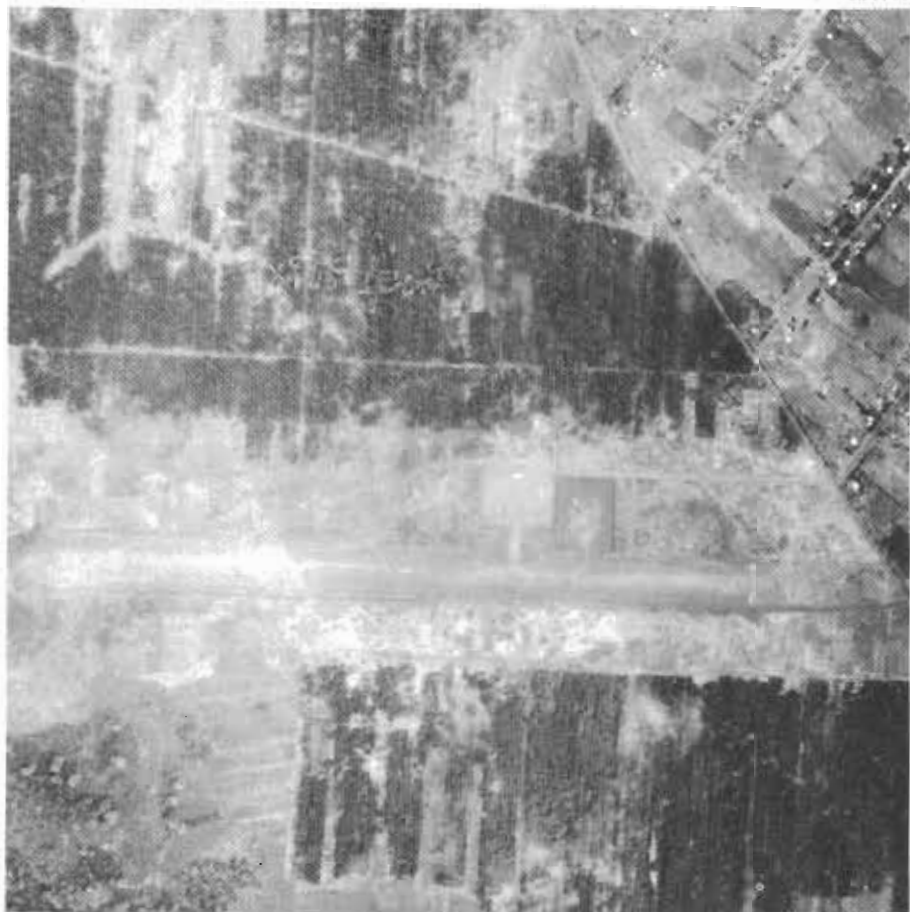


TUC TRUNG, VIETNAM YT420263 11°05'N 107°13'E

PVT 370 29(GRASS/CLAY) 08/26 150' wide

(VVT)

AERODROME REMARKS - Rwy solid. Tall trees and bldgs surround afd. In village of Bien Hoa. Field unusable UFN. Dry only. No rwy markers. Check for livestock on rwy.


VO DAT I, VIETM YT720325 11°09'N 107°30'E

VNA (A) 443 38(EARTH/LATERITE) 09/27 150' wide

(VVVD)

AERODROME REMARKS - For security fly over compound NE of field and troops will meet acft. 300' hill 1 mi E apch end Rwy 27, N side. Check for livestock on rwy. Rwy soft when wet. Prkg area 420' X 290' (4 C-130s) center of rwy N side. 100' ovrn ea end. Type 2 for C-130, C-123 and C7A.

RADIO - 46.5



VO DAT II, VIETM Y740331 11°09'N 107°31'E

443 181(EARTH) 14/32 185' wide

AERODROME REMARKS - Reported to be village main road and clearing. Closed, under const.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

XOM TRE, (Location) 10°22'N 106°04'E

10-1-107101 0128 107101

AERODROME REMARKS - Abandoned



XUYEN MOC, VIETM Y565868T, 10°34'N 107°26'E

VDCA 150 20(LATERITE/CLAY), 12/30 70' wide (C-123)

AERODROME REMARKS - SECURE. 239' ovrn Rwy 12, 300' ovrn Rwy 30. No windsock. 12' trees and 3' fence 300' from opch end Rwy 12. 170' X 133' turnaround NW end. Type I for C-123, Type 2 for C7A.



BINH HUNG, VIETM VQ849818 08°53'N 104°52'E

VNA (A) 10 13(PSP)① 13/31 59' wide

FUEL - J4

AERODROME REMARKS - For security ctc S.F. CAN THO - Apch to Rwy 13 over 20' buildings 400' from end of rwy 100' left of centerline. 3' fence 25' from NE side rwy. Rwy will be unusable during August or when subgrade is soaked. 15' evrn Rwy 13. Type 1 for C7A.

① PSP broken and warped.

RADIO - Ctc as per S.F. SOI.



CHAU LANG, VIETM V5970557 10°27'N 104°58'E

26 181 COMPACT EARTH 17/35 100' wide

AERODROME REMARKS - Abandoned. Unserviceable at present. Ruts in rwy.



° **DUONG DONG**, VIETM U5870310 10°13'N 103°56'E

VNA (A) 2 H33(ASP) 07/25 90' wide

(VVDD)

AERODROME REMARKS - SECURE, S.F. Opr SR-SS. CAUTION: Obst NE side rwy, circ before ldg. No rwy markers. 5' fence 55' fr N edge W end. Prkg area 130' X 150' center of rwy S side. Type 2 for C-130, C-123 and C7A.

Rbn (HW) (AO/A1) PQ 278 At Field 2330-1000Z dly.

RADIO - Ctc as per S.F. SGI.

#SWISSBOY - 310.9



CEMENT PLANT, VIETNAM V5599353 10°16'N 104°35'E

VDCA (A) 7 16(MACADAM) 07/25 84' wide

AERODROME REMARKS - SECURE SR-55. Loose rocks on rwy. 80' ovrn ea end 200' X 105'
prkg area N side opposite mid point of rwy. Type 2 for C7A.



KIEN GIANG, VIETM WS149004 09°57'N 105°09'E

VDCA 13 40(CRUSHED ROCK/CLAY) 07/25 60' wide

(VVKG)

FUEL - A+, J4 O/R AMMO - 7.62 2.75

AERODROME REMARKS - SECURE, CAUTION: Do not land short. 100' earth ovrn ea end.

Use CAUTION during heli ops. Lateral clearance will be inadequate for C-130 when helis prkd alongside rwy. Prkg 180' X 380', Type 2 for C-130.

RADIO - Ctc on standard FM.



LONG TOAN, VIETM XR649669 09°39'N 106°30'E

VDCA 30 H33(ASP) 09/27 70' wide

(VVLO)

AERODROME REMARKS - ABANDONED. CAUTION: Rwy unsafe. No rwy markers. Suitable as heli zone.



°LONG XUYEN, VIETM W5521416 10°20'N 105°29'E
 VDCA 10 L4 34 (CRUSHED ROCK) 08/26 100' wide (VVLX)
 FUEL - A+, J4 Tanker. Emerg only. AMMO - Ltd
 AERODROME REMARKS - SECURE. Opt SR-55. OFFICIAL BUSINESS ONLY UFN, rwy being resurfaced. Right t/c for Rwy 08, left t/c for Rwy 26, 700 pattern. Numerous soft spots on rwy, very rough. Not recommended for C-130 or C-123 when wet. 40' wide taxiway in poor condition. Prkg area 190' X 290' near center of rwy N side. Type 1 for C-130. Type 2 for C-123 and C7A. ① ASP treated. ② 30 min FRN.
 RADIO ③ - 339.2 122.5 40.0
 RADIO/NAV REMARKS ④ - 2200-1000Z end O/R. Flight following for acft flying N of a line from Kien Giang to Cao Lanh to Mac Hoa in the Delta.



NHA BANG, VS999749 10°38'N 105°00'E

15 19(EARTH) 07/25 100' wide.

AERODROME REMARKS - Abandoned. Unusable in present condition. Ditch across rwy aprx 700' fr W end.



NHON NGHIA, VIETM WR646923 09°53'N 105°35'E

ID 7(50D) 05/23 53' wide

AERODROME REMARKS - INSECURE. No rwy markers or windsock. Abandoned. Emerg use only.



PHU LOC, VIETM WR760412 09°25'N 105°42'E

PVT 7 17(LATERITE) 10/28 60' wide.

AERODROME REMARKS - SECURE. Opr on request. No rwy markers.



THAT SON, VIETM WS027635 10°32'N 105°01'E

VNA (A) 100 L1 19(PSP) 08/26 98' wide

FUEL - A+, J4 Tanker AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. Opr on request. CAUTION: Rwy very slippery when wet.

No rwy markers, 100' ovrn ea end. 4' shelter adj to ovrn W end S side. Minn fld 328'

N of rwy, Type 1 for C-123, Type 2 for C7A.

RADIO - 138.6 45.4



THOI HOA, VIETM WS477155 10°06'N 105°26'E

PVT 10 181500 10/28 50' wide

AERODROME REMARKS - Rwy partially overgrown. Opr O/R.



VI THANH (OLD), VIETM WR521816 09°47'N 105°29'E

7 *L 20(EARTH) 05/23 35' wide

FUEL - A+, J+ AMMO - 7.62 2.75

AERODROME REMARKS - Aflid ops O/R. No rwy markers. F/W 0-1 type only.



BU KRAK, YU490560 12°15'N 107°17'E

2725 18(LATERITE) 01/19 70' wide

AERODROME REMARKS - SECURE. 100' ovrn Rwy 01, 200' ovrn Rwy 19. Numerous tents
adj to rwy and apch end Rwy 19. 9" ridge separates shoulders from rwy. Type 2 for C7A.

RADIO - Ctc as per S.F. 501.



RUONG RUONG, VIETM YC868940 16°07'N 107°41'E

T00 16(GRAVEL) 15/33 50' wide

AERODROME REMARKS - Abandoned. Overgrown. Probably mined.



POLEI KRONG, VIETM ZA095910 14°23'N 107°52'E
1740 16(EARTH) 09/27 55' wide

AERODROME REMARKS - INSECURE. Overgrown. Abandoned.

INTENTIONALLY
LEFT
BLANK



AN HIEP, VIETM X5711096 10°02'N 106°33'E

26 15(SOD/CLAY) 05/23 70' wide

AERODROME REMARKS - Opr 0001-0800Z. No rwy markers. Used as Helipad. Aftd un-
serviceable. Bldg on SW side.

INTENTIONALLY
LEFT
BLANK



BAO TRAI, VIETM XT544050 10°54'N 106°25'E

VNA (A) 10 13(PSP) 08/26 83' wide

AERODROME REMARKS - SECURE On apch, fly down main road from NE. 300' dirt ovns.
Rwy markers protrude 1'. Drop off ea side rwy. Prkg area 100' X 175' midpoint of rwy
S side. PSP twy. No windsock. Type I for C7A.

RADIO - 129.3 43.7



BINH DUC, VIETM XS478450 10°21'N 106°21'E

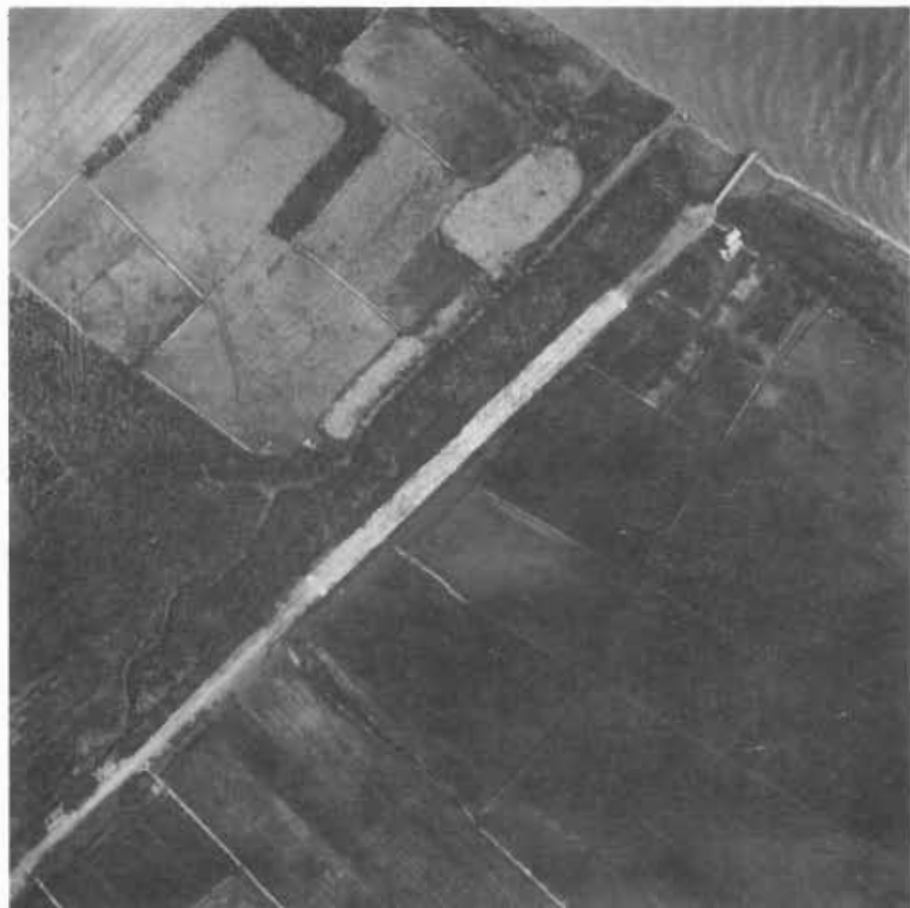
VNA (A) 10 15(LATERITE) 09/27 70' wide

FUEL - J4 AMMO - 7.62 2.75

AERODROME REMARKS - Fac periodically clsd due to staging of heliborne opns. Under construction. Dusty when dry. 165' ovrn E end, 50' W end. No rwy markers.

GROUND RADIO - (Adv only) As per current 7th Div SOI.

AFLD ADVISORY - 40 7



BINH DAI, VIETM XS852291 10°13'N 106°41'E
10 9(SOIL CEMENT) 04/22 50' wide.
AERODROME REMARKS - Abandoned, overgrown.

**NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.**

BINH KHE, BR695430 13°57'N 108°52'E
100 8(EARTH/GVL) 04/22 50' wide (Dornier)
AERODROME REMARKS - Land SW, T/O NE


BINH THAN THON, WT864043

10°54'N 105°48'E

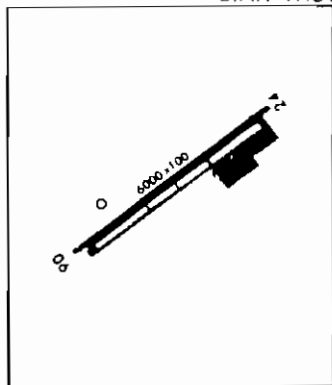
10 18(SOD/CLAY) 03/21 60' wide

AERODROME REMARKS - SECURE, S.F.

Type 1 for C-123, Type 2 for C7A.

RADIO - Ctc as per S.F. 501.

Dry only. Const. 150' ovrn Rwy 21. 375' ovrn Rwy 03.



◊ **BINH THUY**, VIETNAM WS789148 10°05'N 105°43'E

VNAF(AF) 8 L6 H60(ASP) 06/24 100' wide

(VVB1)

FUEL - A+ **AMMO - 7 62 2 75**

A-GEAR ①

Rwy 06 BAK-12(B) _____ BAK-12(B) Rwy 24
(750') (1000')

AERODROME REMARKS - Non-US controllers avail 24 hrs dly. US controllers are avail in the event instructions are not understood 24 hrs dly. Jet acft use as an emergency recovery base only 24 hr PPR for C-124 acft. Left t/c Rwy 06, Rgt t/c Rwy 24. Rwy lights are positioned 4½' from rwy. Acft subject to hostile gnd fire all Quads. Trans maint extremely ltd 1000-2330Z dly. CAUTION: Rwy dips 1200' fr apch end Rwy 06. Wind shear at approx 30' above both rwys. ① 10 min PNR for apch end engagement.

COMMUNICATIONS

① **PADDY CON** - 344.0 278.4 133.2

DELTA CENTER ② - 293.0 122.5 46.3

TOWER - 312.0 236.6 118.1 (E) **ALC E** ③ - 467.7 USB 281.8

PSFV: METRO -

RADIO AIDS TO NAVIGATION

(H) **TACAN** ④ BHT Chan 41 At Field

Rbn ⑤ (HW) (A1) NK 254 At Field

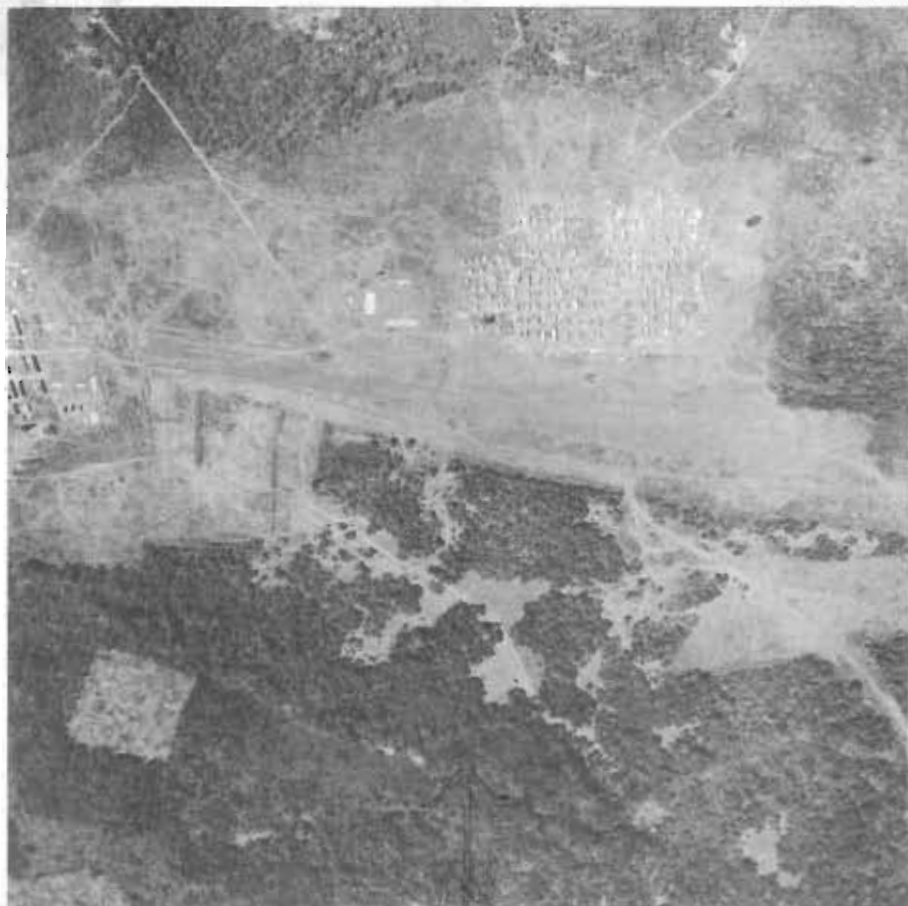
RADAR ⑥ - IFR Call Saigon ACC VFR Call Tower. 270.6 286.3 335.8 289.4 242.0 134.1 256.6 (E)

ASR Rwy 06/24 Ceil 300 VIS Day 1 Ngt 1 Min Alt 308

PAR Rwy 24 Ceil 200 VIS Day ½ Ngt ½ Min Alt 208 Glide Slope 3 75° Q/R

CIRC Rwy 06/24 Ceil 500 VIS Day 1 Ngt 1 Min Alt 508

RADIO/NAV REMARKS - ① MP 0500-0600Z Mon. ② MP 0500-0600Z Tue and Thu ③ IFF/SIF avail ④ Ctc on FM prior to entering any active IV Corps Staging area. ⑤ Opr 2330-0930Z airlift acft ctc 15 min prior to ldg.



BUON BRIENG, VIETM AQ951550 13°09'N 108°11'E

VNA (A) 2297 21(CLAY) 09/27 50' wide (C-123)

AERODROME REMARKS - Abandoned. No rwy marker.



BA GI, BR994338 13°53'N 109°09'E

VNAF 39 16(LATERITE) 11/29 100' wide

AERODROME REMARKS - SECURE CAUTION: Opposite end of rwy cannot be seen from touchdown point 113' ovrn E end, 90' ovrn W end. 200' hill with temple lctd 1/4 mile SW of rwy. 5' fence 20' fr N side rwy. 50' antenna on 8' high embankment 40' fr S edge. Prkg area 135' X 300' (2 C7As) E side S end. Type 2 for C7A.



BUON EA YANG, VIETM BQ100030 12°41'N 108°20'E

A 1540 °L 14(SOD/LATERITE) 17/35 50' wide

AERODROME REMARKS - CTC S.F. FOR SECURITY. No rwy marker or windsock.

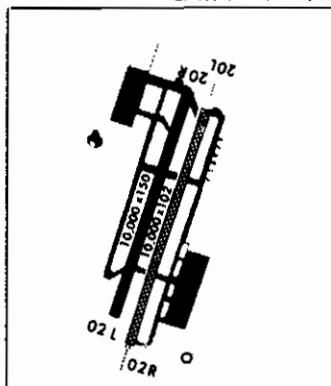
TOWER - FM


CAI CAI, WT559072 10°54'N 105°33'E

VNA (A) 3 26(CLAY) 01/19 76' wide
 18(CLAY) 05/23 74' wide

AERODROME REMARKS - SECURE, S.F. Dry season only. Ends of Rwy 01/19 rough. Use caution on t/c ptn for Rwy 19 as it is possible to draw gnd fire if apch is too long Type 2 for C-123.

RADIO - Ctc as per S.F. SOL.



◊ **CAM RANH BAY,** VIETM CP068260 12°00'N 109°14'E
 AF 37 L5, 6, 7 H100(CON) 02L/20R 150' wide (S-100, T-220, TT-318) (VVCR)
 100(AM-2) 02R/20L 102' wide

JASU - M32A-60

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

A-GEAR

Rwy 02L	BAK-12(B)	Rwy 20R
	(1175')	
Rwy 02R BAK-12(B)	BAK-12(B)	Rwy 20L
(1000')	(1000')	

AERODROME REMARKS - CAUTION: Reduced rwy separation standards are in effect. CAUTION. Parallel twys E and W of rwys may be mistaken for rwys. U. S. controllers on duty 24 hrs dly 125' cranes 3000' from opch end Rwy 02L. No trans billeting. No trans maint. Ext const. VFR and IFR ttc delays during tactical recoveries. Ttc ptn 360° overhead Rwy 02R and 20R righthand. Rectangular ptn 02L and 20R right hand. VIP arrivals confirm block time with PTD at least 15 min prior to touchdown. Rwy edge lights located 35' from usable rwy surface. Helis authorized to land on E ramp only. Acft will not enter W ramp without Follow Me Vehicle assistance. IFR departure acft will not begin taxiing until IFR clearance obtained from Tower. SEE VIETNAM SPECIAL NOTICE. Type 3 for C-130, C-123 and C7A. ① Ltd other types AVOIL aval.

COMMUNICATIONS (PTD 372.2)

① APP CON - 241.2 135.9 237.4① 291.1①

TOWER ① - 225.4 131.2 (E)

GND CON - 286.3 134.9 (E) **HOSP PAD** - 364.2

AIRLIFT COMMAND POST - 128.0 (U)

ALCE - 139.9 291.8 4677 USB 8134 USB (U)

RADIO AIDS TO NAVIGATION

TACAN ① CRB Chan 71 At Field MP 2400-0200Z Thu.

Rbn①(HW) (A1) IL 310 At Field

UHF/DF CALL TOWER, RESTRICTED

RADAR ①- Call CAM RANH BAY APP CON 270.9x 363.8x 360.1x 237.9x 316.0x 335.9x 126.2x (E)

ASR Rwy 02L/20L-R Ceil 300 VIS Day 1 Ngt 1 Min Alt 340

PAR Rwy 02L Ceil 100 VIS Day ¼ Ngt ¼ Min Alt 137 GlideSlope 3.0°/4.5°①

CIRC Rwy 20L-R Ceil 500 VIS Day 1 Ngt 1 Min Alt 540

RADIO/NAV REMARKS - CAUTION: Radar opp to Rwy 02L/R do not exceed Tacan Rad 210 due to high terrain ① 1FF/SIF aval. ASR MP 2100-2300Z Mon-Fri PAR MP 2300-0100Z Mon-Fri. ① Incountry airlift ctc 15 min prior to ldg. ① Unusable 250-335 rad below 10,000', 220-250 rad between 30-40 NM below 13,000', 180-220 rad between 30-40 NM below 8000', 070-180 rad between 30-40 NM below 7000'. Enroute oid only ① Rstd beyond 30 NM, between 190-360°. ① 4.5° O/R Rwy 02L only. ① For Nha Trang arrivals. ① For Phan Rang arrivals.

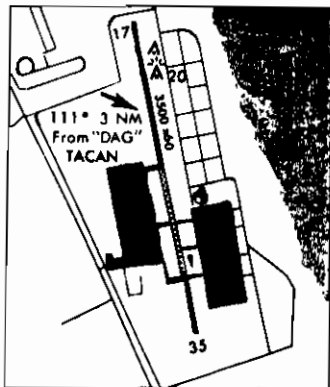
NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

CHAU DUC, VIETNAM WS153814 10°42'N 105°09'E

7 14(CLAY) 05/23 40' wide

AERODROME REMARKS - SECURE S.F. Not recommended when wet. 200' curv ea end. Drop
off both sides rwy. New rwy under const adajcent to present rwy. No rwy markers
Type I for C7A.

RADIO - Ctc as per S.F. SOI



◊ **MARBLE MOUNTAIN, VIETNAM** BT065733 16°02'N 103°15'E

MC (A) 28 LI 35(PSP/ASP) 17/35 60' wide

(VVDN)

FUEL ① - A+, J4

AERODROME REMARKS - SECURE. Clsd to C-117. Rwy 2000' PSP, 1500' ASP 1000' soil cement ovrns each end. 20' water tower lctd 60' E of rwy, 343' MSL lctd 1.7 NM S of A/F. Ltd prkg aval for trans a/cft. ① Refueling of more than 4 trans a/cft at one time PPO. Type 2 for C-123, C-130 and C7A

TOWER - 281 2 290 3 119 5 41 3 (E)

DANANG RADIO - 339 2 122 5 38 9



DAT DO, VIETM YS475600 10°29'N 107°16'E

VNA (A) 33 12(EARTH) 17/35 57' wide

AERODROME REMARKS - SECURE. 4' fence and 10' trees 15' fr Rwy E side and 30' fr Rwy W side. Numerous rocks, barrels etc. on rwy. 12' trees 50' fr apch end Rwy 17. Bldgs 150' fr apch end Rwy 35. Recommend emerg use only. No rwy markers or windsock. Type 1 for CTA.



DON PHUOC, VIETM WT516010 10°52'N 105°28'E

VNA (A) 12 23(SOD/CLAY) 13/31 173' wide

AERODROME REMARKS - SECURE S.F. Softens slightly during wet season. Recommend land
Rwy 31, T/off Rwy 13. Rwy marked with panels. Type 1 for C-123, Type 2 for C7A.

RADIO - Ctc as per S.F. 501.



◇ **DONG BA THIN, VIETM** CP032255 12°01'N 109°12'E

A 6 L4① 32(PSP) 14/32 75' wide

(VVBD)

FUEL - A+, J4 Limited

AERODROME REMARKS - Opr 2300-1100Z. Gusty cross winds. 200' ovrn Rwy 32, 100' ovrn Rwy 14. 3' drainage ditch 400' fr apch end Rwy 14. Three 8' bunkers along W side 60' fr edge of rwy. No trans parking oval on S ramp. Tfc ptn W of ofld. F/W at 1000' AGL and R/W 500' AGL. CAUTION: Hl performance acft dep end Rwy 14. Demolition area 0.8 NM off S end strip. Artillery positions along Highway #1 fr apx 10 mi N to 10 mi S. Max ordinates up to 15,000'. Mortar range 2.7 NM. Firing W occasional unannounced, firing by 105 and 155s. Avoid entire area btwn Highway #1 and railroad tracks W of ofld. Dong Ba Thin (Flanders) AHP lctd 0.3 NM W of ofld. Prkg area 1019' X 283' N end E side. Ext heli tlc. Type 1 for C-130, Type 2 for C-123 and C7A.

① O/R 15 min PNR contact tower or Coastal Center.

TOWER - 282.9 118.1 45.6 (E) Opr 2330-1400Z


DONG TRE, VIETM BQ910706 13°18'N 109°04'E

VNAF (A) 80 25(M8A1)① 09/27 59' wide

AERODROME REMARKS - CHECK SECURITY. S.F. Acft have been fired upon W of field. 1200' hill ½ mi fr Rwy 27 threshold, 2000' hill 2½ mi from Rwy 09 threshold. 150' ovrn ea end. Prkg area 153' X 450' (6 C-123s). 150' X 150' turnaround ea end. Windsack unserviceable. Type 1 for C-130, Type 2 for C-123 and C7A. ① Center 40' coated with anti-skid paint.

RADIO - Ctc as per S.F. 501.



DUC HOA, VIETM XS594968 10°49'N 106°27'E
VNA (A) 20 L4 18(LATERITE) 05/23 80' wide

FUEL - A+, J4 Ltd AMMO - 7.62 2.75 40 NM

AERODROME REMARKS - SECURE, S.F. Hazardous lip on apch to Rwy 05. Ditch off Rwy 23
ovrn. CAUTION: Do not land short. 200' laterite ovrn Rwy 23, 182' PSP ovrn Rwy 05.
No rwy markers. Type 2 for C7A.

RADIO - Ctc as per S.F. 501.

ARTILLERY ADVISORY - 41.4



DUC PHO, 85809384 14°49'N 108°58'E

33 38(MX19) 01/19 61' wide

AERODROME REMARKS - PERIMETER secure only/IFFORCEV. CAUTION: Const. Extv hel tfc with ldg area E of rwy. Hills on apch 01, adequate daylight. 130' hill 800' NW of rwy, 480' hill 1/4 mile E of rwy. Drainage ditches along both sides of rwy. Crosswinds from E may cause turbulence due to hill E of rwy. Prkg area 750' X 210' W side S end. 156' X 154' turnaround N end. 100' avrn ea end. Type 2 for C-130.

TOWER - 230.9 118.9 50.2



GIA NGHIA, VIETM YU926528 12°00'N 107°41'E
VNA (A) 2050 L 20(LATERITE) 04/22 80' wide

FUEL - A+, J4

AERODROME REMARKS - SECURE. Rwy on hill top, steep drop off all sides. CAUTION: Vertical air currents may be present. POL area surrounded by 7' fence 40' from midfield S. side. Prkg area midfield S side (1 C-123). 100' ovrn Rwy 04, 150' ovrn Rwy 22. Not recommended for C-123 when wet. Type 1 for C-123, Type 2 for C7A.

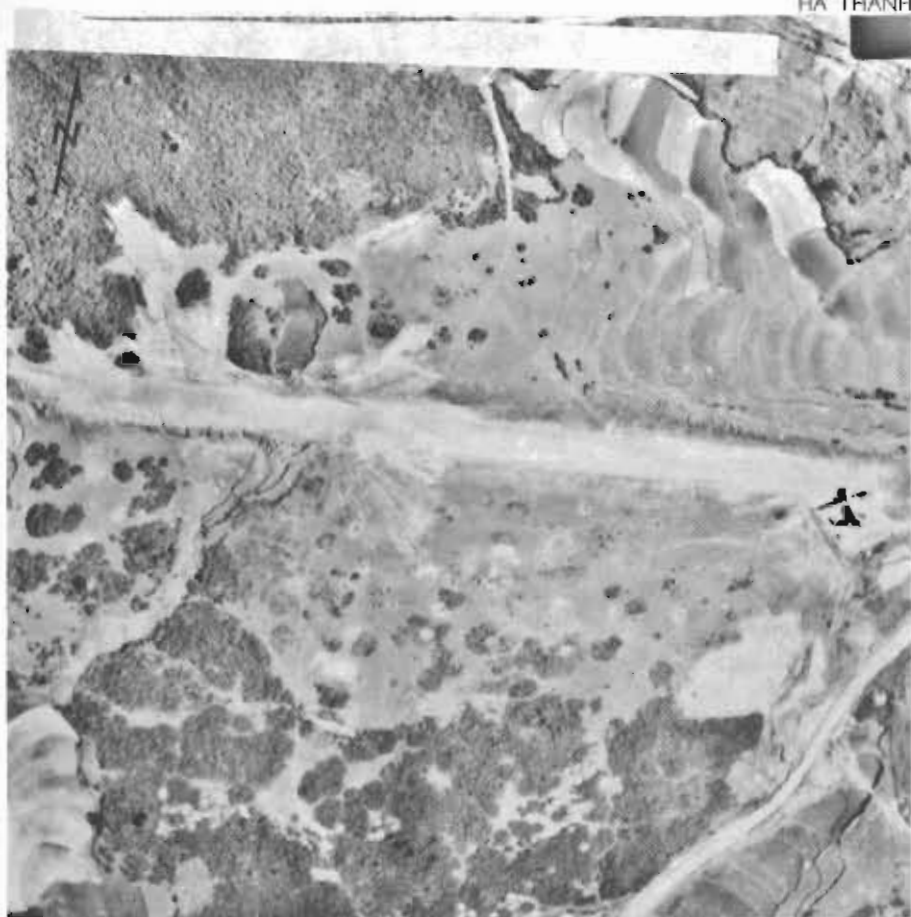


GO CONG, VIETM X585346Z 10°22'N 106°42'E

VNAF 4 18(SOFT ASP) 05/23 60' wide

FUEL - A+, J4 Tanker AMMO - 7.62 2.75

AERODROME REMARKS - SECURE. Opr O/R. Road immediately adj to strip S side. Unsuitable shoulders. Apch to Rwy 05 over house and trees. Uncontrolled pedestrian t/c. Recommend land Rwy 23, T/off Rwy 05 wind permitting. Type I for C7A.



HA THANH, 85390700 15°06'N 108°34'E

200 13 (EARTH/ROCK) 08/26 50' wide

AERODROME REMARKS - SECURE SR-SS, S.F. Loose rocks on rwy. 88 ft ovrn Rwy 26, 100 ft ovrn Rwy 08. 6' drop-off end of Rwy 08 ovrn, 20' drop-off end of Rwy 26 ovrn. 20' embankment S side E end. Turnaround E end rwy. Type I for C7A.

RADIO - Ctc as per S.F. 501.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

PLANTATION, VIETM YT062115 10°58'N 106°54'E

A 120 15(LATERITE)⊙ 05/23 56' wide

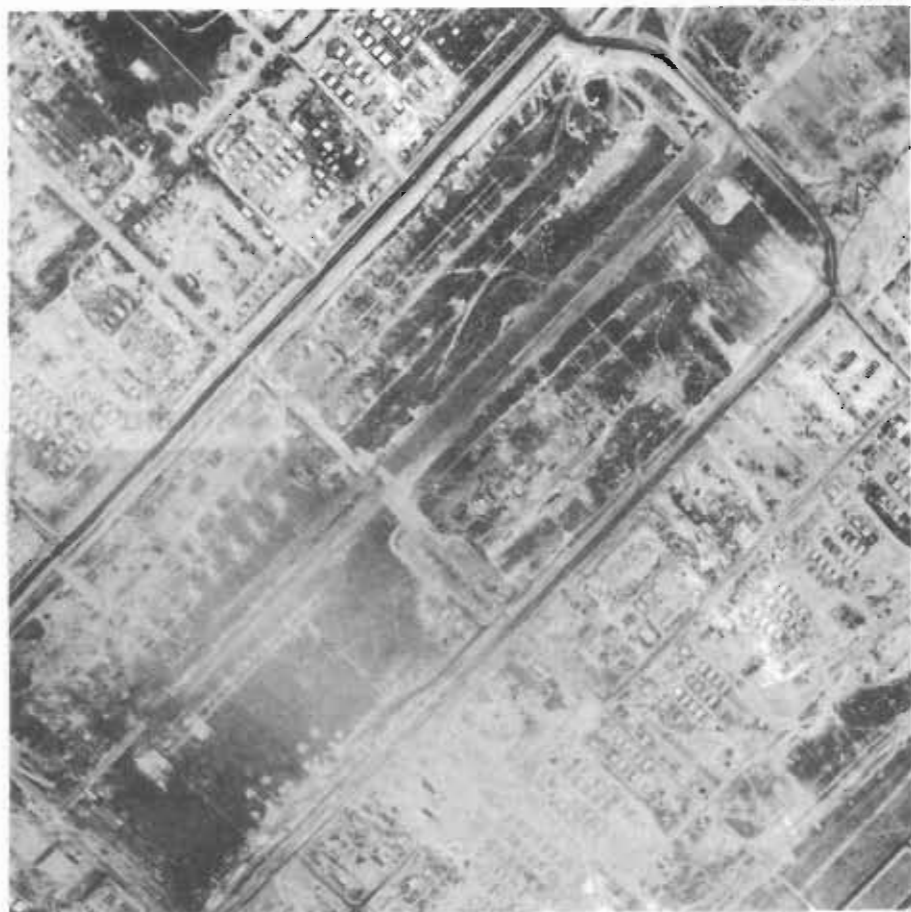
AERODROME REMARKS - SECURE. Apch to Rwy 23 over 40' poles 750' fr threshold on apch centerline. Terrain slopes moderately downhill to Rwy 23 20' drop-offs 400' fr apch end Rwy 05 and 30' either side apch centerline. Recommend land Rwy 05 wind permitting 3' deep ditches both sides rwy, immediate drop-off fr edges of rwy at SW end. 5' high wire 36' fr N edge of rwy. 300' ovrn Rwy 05. Ext heli tlc Type 1 for C7A. ⊙ Penepime coating.



HOI AN, BT142576 15°53'N 108°20'E
 VNA (A) 10 16(PSP/LATERITE)① 12/30 46' wide

FUEL - A+

AERODROME REMARKS - SECURE. Apch to Rwy 30 over 15' bldgs 300' from end of rwy.
 Apch to Rwy 12 over 4' fence on end of rwy; 4' fence 40' fr edge of rwy N side.
 1' drop-off N edge. Garbage dump on S side, NW end. 164' X 70' turnaround SE end.
 No rwy markers. Type I for C7A. ① First half Rwy 30 PSP, rest of rwy laterite.



CU CHI AAF, VIETNAM XT650145 10°59'N 106°31'E

VNA (A) (AF) 39 L4 29(AM2) 04/22 72' wide

FUEL - A+, J4 AMMO - 7.62 2.75

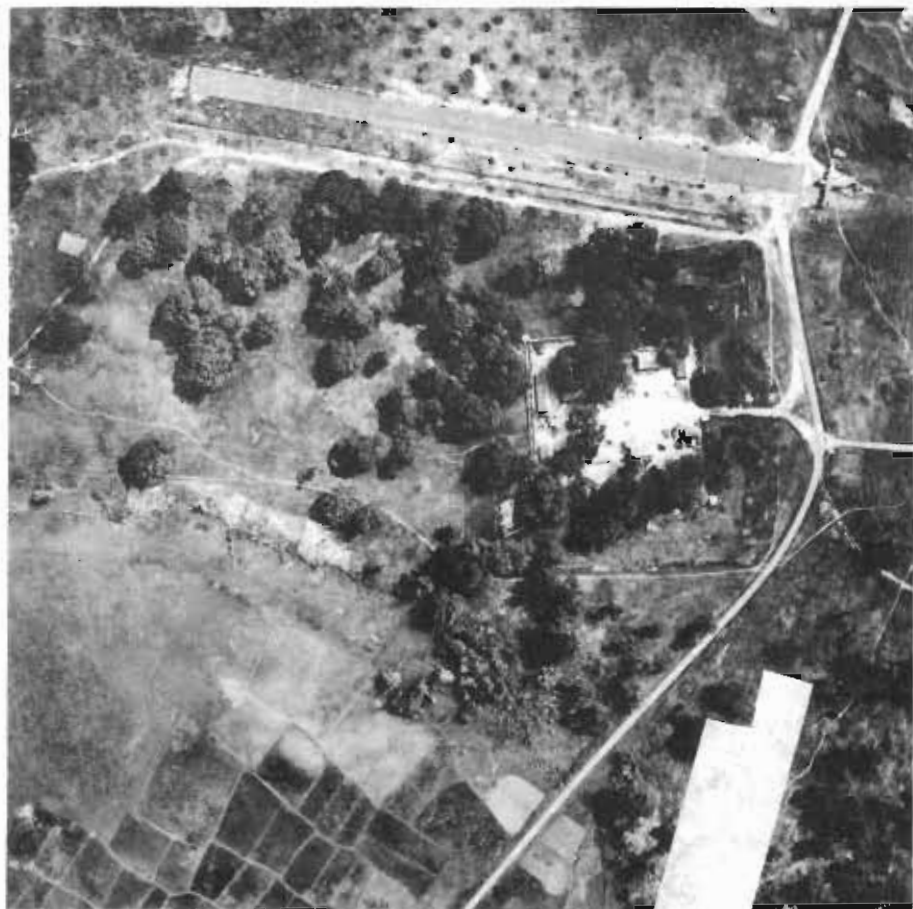
AERODROME REMARKS - SECURE. Extreme caution extensive R/W t/c. All R/W t/c must apch rwy at 45°. Trailer with antenna 15 ft high 550 ft fr apch end Rwy 22. Road crosses rwy 100 ft fr apch end Rwy 22, uncontrolled vehicle t/c. Do not overfly maint area 200 yds S of Rwy 04. All shoulders soft. Prkg area 400' X 400' NE corner 200' off rwy, 100' ovrn each end. Call CU Chi ops on 43.1 for passenger or cargo info. Type 1 for C-130, Type 2 for C-123, C7A.

TOWER - 254.2 133.9 44.1

CLIPPER CONTROL - 365.2 66.35

Rbn(HW) KL 364 At Field Opr SR-55 OT O/R

ARTILLERY ADVISORY - 41.4



LAC THIEN VIETM AP975736 12°25'N 105°13'E

VNAF 1385 LI① 12(PSP) 11/29 53' wide

AERODROME REMARKS - 75' over ea end. Type I for C7A ① 1 hour PNR.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

MO DUC, VIETM 85725535 14°57'N 108°53'E

131 18(LATERITE)① 13/31 60' wide

AERODROME REMARKS - SECURE. Opr SR-55 345' hill 50' N of Rwy 13 apch centerline
30' drop-off apch end Rwy 13 and 10' drop-off apch end Rwy 31. No rwy markers or
windsock 100' avrn ea end Prkg area 100' X 300' (3 C7A's). 150' X 150' turnaround
W end. Type 2 for C7A ① ASP treated.



NGHIA HANH, VIETM. 66614641 15°03'N 108°47'E

33 10(LATERITE) 18/36 40' wide

AERODROME REMARKS - SECURE. Apch to Rwy 36 over trees and houses. 6' fence both sides of rwy, too close for C7A ops. No rwy markers or windsock. Lt acft only.

RADIO - 38.9



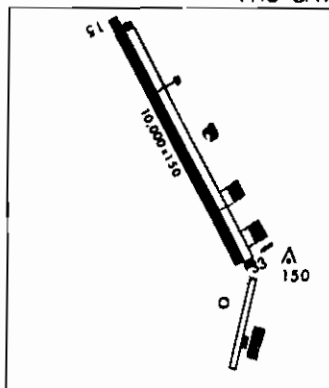
PHEY SRUNH, VIETM AP895308 12°02'N 108°09'E

VNAF 1950 21 (EARTH) 18/36 150' wide

AERODROME REMARKS - ABANDONED INSECURE. No rwy markers or windsock. High terrain all around. Dry only. Partially overgrown.



PHU CAT #2, VIETM BR914436 13°58'N 109°04'E
55 26(LATERITE) 12/30 80' wide
AERODROME REMARKS - INSECURE. Seldom used.



◇ **PHU CAT**, VIETM BR896412 13°57'N 109°03'E

AF 101 L5, 6 H100(CON) 15/33 150' wide

(VVPV)

JASU - (1) (MD3) (1) (MD3A) (1) (MA1A) (1) (MA2) (1) (MC2A)

FUEL- A+, J4, O-128, O-148, SP, LOX

A-GEAR -

Rwy 15 BAK-12(B)

BAK-12(B) Rwy 33

(1112')

(1137')

AERODROME REMARKS - CAUTION: Reduced rwy separation standards are in effect. U. S. controllers aval. 500 ft terrain 1 mi W apch end Rwy 15. 180 ft lgtd twr 1850 ft rgt apch end Rwy 33. 150 ft unlgtd tank on top of hill 1800 ft rgt apch end Rwy 33. Taxiing acft beware of const adj to twy and ramp. All multi engine acft taxi with out-board engines at idle. Jet tfc ptn 1600 ft, convl 1100 ft. Rgt tfc ptn Rwy 15, left ptn Rwy 33. Heli tfc ptn 400' over parallel twy. Low level or hovering flight over prkg ramp or bldgs proh. Very tld prkg space and trons maint. All tran acft confirm block time with PTD 15 min prior to touchdown. MAC acft should schedule arrival between 0001-0800Z only. Heli maximum ground time 5 minutes. MAC acft parking limited to 1 acft 0801-2359Z dly, to 2 acft 0000-0800Z dly. Pilots carrying VIP's will confirm block time with Gnd Con at least 15 min prior to touchdown. All flights carrying passengers in or out of country must request customs thru Twr prior to ldg. No demineralized water aval. CAUTION: Ext const on all areas of aerodrome.

COMMUNICATIONS

APP CON - 284.1 134.1 (V)

TOWER - 252.9 133.2 117.5 (E) GND CON - 266.0

ALCE @ - 291.8 4677 USB

PFSV: METRO

RADIO AIDS TO NAVIGATION

TACAN@ PHU Chan 87 At Field

Rbn (HW) SW 364 At Field

RADAR @ - IFR Call APP CON VFR Call TWR 376.9x 364.1x 310.9x 290.0x 289.4x
284.1 278.9x 134.1 118.1x (Ex)

ASR@ Rwy 33 Ceil 400 VIS Day 1 Ngt 1 Min Alt 501

Rwy 15 Ceil 700 VIS Day 1½ Ngt 1½ Min Alt 801

PAR Rwy 33 Ceil 200 VIS Day ½ Ngt ½ Min Alt 301 Glde Slope 2.5°@

CIRC Rwy 15/33 Ceil 700 VIS Day 1½ Ngt 1½ Min Alt 801

RADIO/NAV REMARKS - @ Unusable below MEA all quads. MP hrs 2300-0001Z Sat and Sun.

@ Opr 2200-1300Z. Airlift acft etc 15 min prior to ldg @ 4.5° O/R. @ IFF/51F aval.

@ Restricted above FL 240.



LAM SON, VIETM XT840150 10°59'N 106°41'E

VNA (A) 95 23(LATERITE) 01/19 60' wide

AERODROME REMARKS - SECURE. Ditch and 2' fence 100' from apch end Rwy 01, apch not adequate due to lateral clearance. Ditch 150' from apch end Rwy 19. Recommend land Rwy 19, T/off Rwy 01 wind permitting. CAUTION: Numerous lateral hazards first 500 ft Rwy 01. Prkg areas 840' X 88' and 230' X 130' E side. R/W t/c off bus only. Type 1 for C-123, Type 2 for C7A.

PHU LOI TOWER - 241.0 122.0 43.5



PHU TUC, VIETM BQ504598 13°12'N 108°42'E

VNA 450 361T-17 07/25 60' wide

AERODROME REMARKS - SECURE. S.F. 200' ovrn ea end. Prkg Area 744' X 146' N side W end. Type 2 for C-130.

RADIO - Ctc as per S.F. SOI.



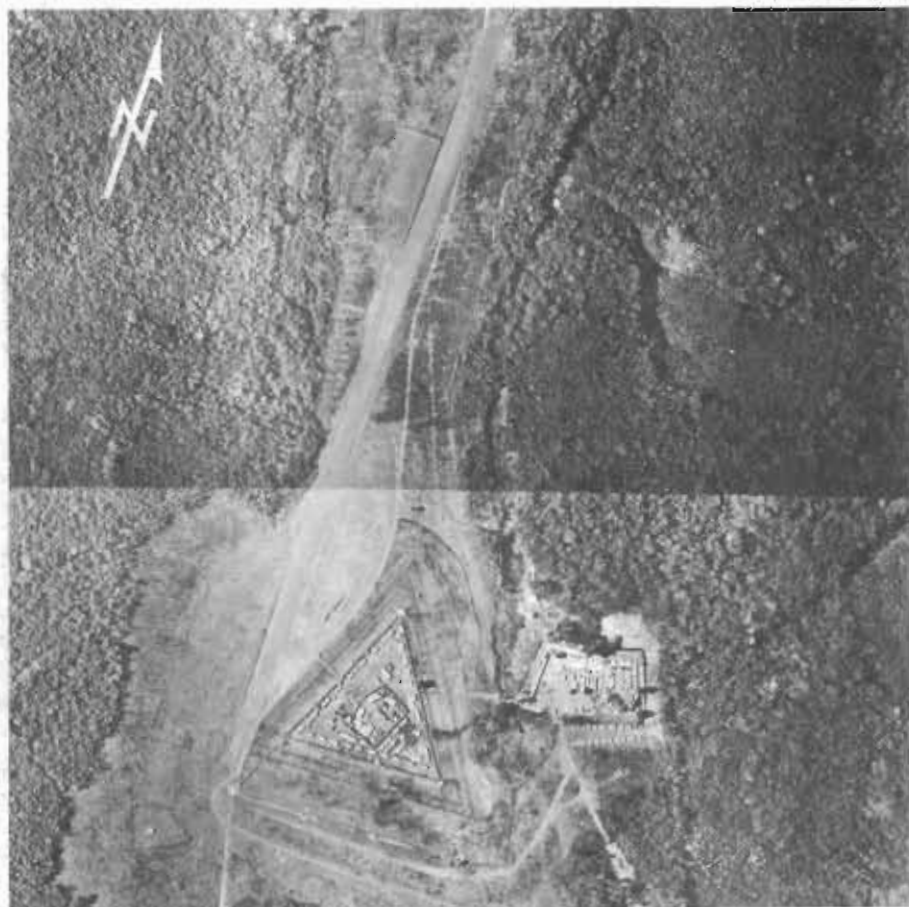
BA RIA, YS402613 10°30'N 107°12'E

10 15 (LATERITE/CLAY) 01/19 90' wide

(VVBA)

AERODROME REMARKS - SECURE. Hill and 20' trees 300' from apch end Rwy 01. 2' ditch and fences 3' and 18' high 60' from apch end Rwy 19. 20' poles 67' from E side S end. Type 1 for C7A.

BA RIA CON - 124.7 40.7 4395



PLEI DJERENG, VIETM YA857535 14°02'N 107°39'E
 VNAF 850 32(LATERITE) 18/36 65' wide

AERODROME REMARKS - INSECURE. Abandoned. Good when wet. Clsd to all operations.



PLEI ME, VIETM ZA163057 13°36'N 107°55'E

VNA (A) 1300 12(LATERITE) 09/27 50' wide

AERODROME REMARKS - SECURE, S.F. 20' ovrn Rwy 27, 100' ovrn Rwy 09. Prkg area 225' X 450' (3 C7A's) Type I for C7A.

RADIO - Ctc as per S.F. SOI.



HENSEL AAF, VIETM AR803339 13°51'N 108°03'E

A 2509 L4 28(MBA1) 09/27 60' wide

FUEL - A+, J4

AERODROME REMARKS - SECURE. Drainage ditches parallel and on both sides of rwy. 40' high antennas located 190' S of rwy. CAUTION: DRAGON MT (3370') LOCATED 1.9 NM ON 330° HEADING FROM AIRFIELD. F/W acft ctc twr 10 NM out. Two (2) lgtd helipads on rwy. 150' ovrn W end, 130' ovrn E end. CAUTION: Steep hill 3290' lctd 1.9 NM NW of rwy. IVY helipad restricted to general officers or equivalent unless approved by C/S. East Hook Pad for passenger use, West Hook Pad for cargo use. CAUTION: Rifle range and EOD area S of rwy very active. Type 1 for C-130, Type 2 for C-123.

TOWER - 241.0 37.7

Rbn(HW) (AQ/A2) AFM 362 At Field

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

PLEI TA NANGLE, BR332774 11°43'N 105°32'W

1440 10(EARTH) 18/36 75' wide

AERODROME REMARKS - Abandoned and overgrown.



PLEI DO LIM, VIETM AR890284 13°48'N 108°07'E

VNAF 2180 28(LATERITE) 09/27 85' wide

AERODROME REMARKS - 300' avrn E end, 239' avrn W end. 1° up slope fr W end, 3½° up slope fr E end. Parking area NE end of Rwy 100' X 300'. Type 1 for C-130, Type 2 for C-123.

RADIO - Ctc on standard FM.



TRAI BI, VIETM XT120684 11°28'N 106°02'E

50 27(LATERITE)① 17/35 66' wide

AERODROME REMARKS - SECURE, S.F. Mine fld approx 50 yards off N end. Apch to Rwy 17 over Camp 600' fr threshold and 6' fence 300' fr threshold. 2' lip end of Rwy 35 ovrn. Apch to Rwy 35 over ditch and road 200' fr threshold. Ditches adj to shoulders, 4' ridge beyond ditches. No windsock. Watch for Buffalo on rwy. Recommended ldg, N. T/off S. 100' ovrn N end, 190' ovrn S end. Prkg area 457' X 154' N end E side. Type 1 for C-130, dry only. Type 2 for C-123. ① ASP coated.

RADIO - Ctc as per S.F. SOI.

**NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.**

TO CHAU, VS566639 10°32'N 104°36'E

11 10(GRADED EARTH) 07/25 80' wide.

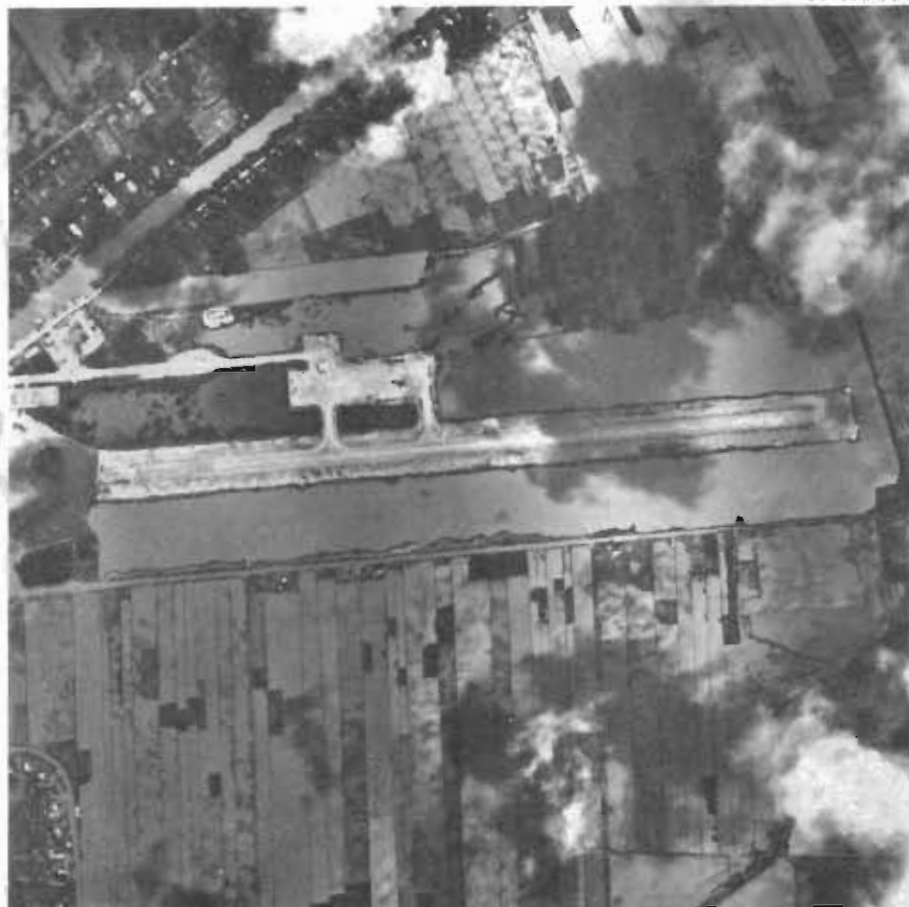
AERODROME REMARKS - Abandoned. Barrier at Northeast. Very rough.



VAN NINH, VIETM CQ075032 12°41'N 109°14'E

VNA (A) 20 111500 03/21 82' wide

AERODROME REMARKS - SECURE. 100' ovrn N end, 65' ovrn S end. Emerg use only.
No rwy markers or windsock.



VI THANH, VIETM WR537622 09°47'N 105°29'E

VDCA 7 0L 391CRUSHED ROCK/CLAY 08/26 80' wide

(VVVH)

FUEL - A+, J4 Tanker AMMO - 7.62 2J5

AERODROME REMARKS - SECURE. Soft when wet. 100' ovrn each end. No rwy markers.
Type 2 for C-123 and C7A.



XUAN LOC, VIETM YT460092 10°55'N 107°15'E

A (AF) 525 L4 25(LATERITE) 10/28 60' wide

FUEL - A+ Limited AMMO - 7.62 2.75 40 NM

AERODROME REMARKS - SECURE CAUTION: Const. Dry only. Recommended land Rwy 28, T/off Rwy 10. 100 ft ovrn W end, 60 ft ovrn E end, 20' drop-off after ovrn E end. Two 170' radio towers 700' N of W end, rwy not lighted at all times. 30' drop-off immediately off Rwy 10 ovrn. Rwy 28 ovrn can be used for T/off. Prkg area 150' X 400' N side rwy. Extensive heli tfc. Type 2 for C-123 and C7A.

TOWER - 241.0 47.3 Advisory only Opr SR-55

Rbn(W) XL 202 At Field

ARTILLERY ADVISORY - 40.8



XA TAN RAI, VIETM ZT094874 11°38'N 107°50'E

2830 22(LATERITE) 07/25 60' wide

FUEL - A+, J4 Emerg only

AERODROME REMARKS - SECURE SR-SS, S.F. Apch end Rwy 07 slopes up sharply, 6 ft fence 260 ft short of threshold. Apch end Rwy 25 has a 6 ft fence and 8 ft sentry box, 180 ft from threshold on centerline. 3 ft fence parallel to and 15' from N side of rwy. POL barrels and helipad adj to W side. Use only when dry. Make ptn S. 150 ft ovrn W end, 120 ft ovrn E end. Prkg area 170' X 170'. Type 2 for C-123.

RADIO - Ctc as per S.F. SOI.



LUONG SON, VIETM BN123380 11°11'N 108°23'E

VNA (A) 82 L 23(PACKED CLAY) 08/26 65' wide

AERODROME REMARKS - SECURE, S.F. will display smoke. 20' windsock 25' from rwy mid-field N side. Surface marginal when wet. Type 1 for C-123, Type 2 for C7A.

RADIO - See S.F. SOI for advisory.



PLEIKU/NANSTEPH, ZA228536 14°03'N 107°59'E

VNA (A) 2600 10(CLAY) 06/24 60' wide

FUEL - A+

AERODROME REMARKS - Dry only. Mine field at E end. No rwy markers.

PEACOCK CONTROL - 345.0 278.4



BINH SON, BS612933 15°17'N 108°47'E
230 10(CLAY) 06/24 39' wide

AERODROME REMARKS - INSECURE. Best opch to E.

INTENTIONALLY
LEFT
BLANK



ENGLISH, VIETM B5879005 14°28'N 109°02'E
 VNA (A) 98 L 36(M8A1)① 03/21 60' wide

FUEL - A+②, J4

AERODROME REMARKS - Open to FW acft off bus urgent missions only. PPR fr twr mandatory. 300' ovrn ea end. **CAUTION:** Opposite end of rwy cannot be seen from touchdown point. Prkg area 177' X 753' Turnaround ea end. Exty heli ttc. Steep drop-off both sides rwy. Type 2 for C-130, C-123 and C7A. ① Coated with anti-skid paint.

② PNR.

TOWER - 257.4 48.2

Rbn(W) RFO 432 At Field

REDHAWK APP CON - 367.9 230.1 34.7

RADAR - Call TIGER GCA 375.9 225.9 32.1

ASR @ Rwy 03/21 Ceil 500 VIS Day 1 Min Alt 598

PAR @ Rwy 03 Ceil 200 VIS Day 1/2 Min Alt 298

RADIO/NAV REMARKS - @ U. S. Army approved minima only.



GIANG TAY, BN124379 11°12'N 106°23'E

80 12 (HARD CLAY) 09/27 120' wide

AERODROME REMARKS - No rwy markers.



HAMMOND, VIETM BR887538 14°03'N 109°02'E

A 66 27(SANDY CLAY)① 17/35 75' wide

AERODROME REMARKS - SECURE. CAUTION: Ext helicopter t/c and uncontrolled pedestrian t/c. 3½% up slope fr S to middle of rwy. Field Hospital oval. Opposite end of rwy cannot be seen from touchdown point. A road, 2' high culvert wall and 4' deep ditch crosses apch path to Rwy 17 just short of ovrn. Apch to Rwy 35 over Camp 1000' out and helipad 500' out on apch centerline. 5' fence 30' fr E side S end. 200' ovrn Rwy 17, 225' ovrn Rwy 35. No windsock. Prkg area 165' X 700' (4 C-130s) midfield W side. No rwy markers. Type 1 for C-130, Type 2 for C-123, and C7A. ① Asp prime coat.

APP CON - 267.9

TOWER - 252.1 45.1 SR-55

■ **RADAR - Coll GCA 250.0 239.0 34.9**



KHANH DUONG, VIETM BQ554098 12°45'N 108°45'E

1345 12(SOD) 14/32 40' wide

AERODROME REMARKS - Recommend use Khanh Duong New A/D. Soft when wet.

**KIEN LONG, VIETNAM** WR286505 09°30'N 105°16'E

VNA (A) 10 18(PSP) 05/23 58' wide

FUEL - J4 Handpump **AMMO** - 7.62 2.75 40 NM**AERODROME REMARKS** - Some VC activity in area to N and NW. Opr 0100-1000Z. 150 ft ovrn NE end. 30 ft trees 600 ft, and houses 400 ft from opch end Rwy 05. 4 ft hydrants 6 ft from S side rwy. Recommend land Rwy 23. Do not land until rwy has been cleared of vehicles, pedestrians and animals. No rwy markers or windsock. Type 2 for CTA.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

LAP DINH, BP985388 12°06'N 109°09'E
100 10(PSP) 09/27
AERODROME REMARKS - Under const.



PHU KHUONG, VIETM XT343583 11°23'N 106°14'E

VNAF 75 29(T-17) 06/24 60' wide

AERODROME REMARKS - SECURE 300' ovrn each end (peneprimed). Prkg area 58' X 375' (3 C-130's) S side E end. Turnaround 141' X 161' S side W end. No windsock. Type 2 for C-130, C-123 and C7A.

RADIO - Ctc on standord FM.



TIEN PHUOC, VIETM BT116138 15°29'N 108°19'E

VNA (A) 130 L 24(LATERITE) 15/33 80' wide

AERODROME REMARKS - SECURE. Road crosses S end rwy. 32' ovrn Rwy 15, 29' ovrn Rwy 33. 4' drop-off beyond ovns ea end. Prkg area 120' X 200'. No rwy markers. Type 2 for C-123 and C7A.

TOWER - 44.8

RADIO - Ctc as per S.F. 501.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

BLACKHORSE, VIETM YS437963 11°49'N 107°14'E

A 820 L1 20(LATERITE)① 11/29 60' wide

FUEL ② - A+J4 **AMMO** - 7.62 2.75 40 MM

AERODROME REMARKS - SECURE. Recommend apch Rwy 11, T/off Rwy 29. 100 ft ovrn
ea end. 108 ft twr lctd 500 ft N side rwy. Helipads lctd N side rwy. CAUTION: New
rwy under const just S of existing rwy. Prkg area 150' X 150' (1 C-123) NE end of rwy.
Ext heli ttc N side of rwy. Type 1 for C-123. Type 2 for C7A. ① ASP treated. ② Re-
fueling of F/W acft emerg only.

BLACKHORSE CON - 299 1 31.1 Advisor



POLEI KLENG, VIETM ZA029933 14°24'N 107°48'E

VNA (A) 1870 27(T-17)① 08/26 60' wide

AERODROME REMARKS - SECURE, S.F. CAUTION: Opposite end of rwy cannot be seen from touchdown points. 2½% up slope fr W end. Parking area NE side E end of rwy 130' X 400'. 75' ovrn W end. Good drainage. Type 1 for C-130. Type 2 for C-123 and C7A. ① With anti-skid coating.

RADIO - Ctc as per S.F. 501.



SADEC, W5830373 10°17'N 105°45'E

20 H16(ASP) 05/23 15' wide

AERODROME REMARKS - Dry only.



SONG BE CITY, VIETM YU182109 11°51'N 107°00'E
VNA (AF) (A) 610 H22(ASP/LATERITE) 18/36 25' wide

FUEL - A+, J4, Tanker

AMMO - 7.62 275

AERODROME REMARKS - SECURE land to N only, T/off S. Normal Ops for light acft only. C-45 and larger acft use Song Be YU141070. Afld surrounded by large houses and numerous unlighted antennas. 65' steeple N end rwy. 100' unlighted antenna NE side rwy. 120' lighted antenna SW side rwy. Base of 2400' mtn 5500' S of rwy. 20' wide ASP in center of rwy with 27' wide large crushed rocks/laterite both sides of rwy with additional 24' ASP each side of rocks. Total width 122'. Rwy used as main road. Make low pass 200' AGL to alert police to block off traffic. Fixed wing ttc remain E. Rotary wing ttc remain W.

SONG BE ADVISORY SERVICE @ - 338.9 138.6 31.1

RADIO/NAV REMARKS @ - Experimental Basis only 2300-1100Z. Operator cannot see airfield activity.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

SOUI DAI, BR040500 14°00'N 108°16'E
2560 35(EARTH) 15/33 100' wide

AERODROME REMARKS - Abandoned and overgrown.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

SOUT DOI, BR029512 14°01'N 109°15'E
VNAF 2400 18(CLAY) 85' wide

AERODROME REMARKS - Abandoned and overgrown



TAM KY ALT, BT302245 15°55'N 105°29'E

10 6150D) 04/22 65' wide.

AERODROME REMARKS - Recommend ldg to SW. Telephone wire across rwy 10 11' above ground.



TAN AN, VIETM X3524656 10°33'N 106°24'E

VNAF 10 L1 23(CRUSHED ROCK)① 11/29 53' wide

FUEL - A+, J4 **AMMO - 7.62 2.75 40 MM**

AERODROME REMARKS - SECURE. Emerg only for C-123. Apch to Rwy 11 over 4' fence and 6' poles 50' from end of rwy. Apch to Rwy 29 over storage area 200' from rwy. 5' bunker and 6' post E end N side. 4' fence and mine field 50' from edge of rwy S side. 3' drop-off beyond shoulders. **CAUTION:** Const. No rwy markers. Prkg area 100' X 100' S side for O-1 acft. Type 1 for C-123 and C7A. ① ASP treated.

TOWER - 263.9 133.0 44.4

ARTILLERY ADVISORY - 40.4



TANH LINH, VIETM YT935256 11°05'N 107°41'E

VNA (A) 400 20(LATERITE) 17/35 50' wide

AERODROME REMARKS - SECURE, S.F. 2' LIP apch end Rwy 17. 253' X 93' prkg area
Type 1 for C-123 and C7A.

RADIO - Ctc as per S.F. SOI.

**NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.**

TINH BIEN, VS960720 10°36'N 104°57'E
20 H20(ASP) 11/29 8' wide



TRA ON, XS019008 09°58'N 105°56'E

8 13 (GRASS/CLAY) 12/30 35' wide

ATKINS/ONE REMARKS

NO PHOTOS/NO ALIEN/NO PZKZ ARE

ADT



TRANG BANG, XT486193 11°02'N 106°22'E

30 10(SOIL CEMENT) 15/33 50' wide

AERODROME REMARKS - INSECURE. Recommend landing to NNW. Gradient aprx .9% on Rwy 33.

**OASIS, ZA104274 13°48'N 107°53'E**

VNA (A) 1770 35(MX 19) 05/23 60' wide

AERODROME REMARKS - CHECK SECURITY. 300' ovrn each end. Prkg area 750' X 150' SE end. Use caution S side of prkg area due to access road running parallel to area within 10' of edge. Type 2 for C-130.

TOWER - 47.3 34.9



TUY AN, VIETM CQ112675 13°16'N 109°15'E

VNA (A) 200 9(EARTH)① 18/36 63' wide

AERODROME REMARKS - SECURE. 100' ovrn S end, 61' ovrn N end. High hills W of field.

Caution drop off on SE part of rwy. No rwy markers or windsock. Prkg area 200' X 225'.

MACV subsector Camp N of field, ① Feneprime coated.

RADIO - Ctc on standard FM.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

VINH CHAU, XR069303 09°19'N 105°58'E

20 H9(ASP) 07/25 15' wide

AERODROME REMARKS - Road strip



XOM CAT, VIETM YT153287 11°06'N 106°58'E
67 19(LATERITE) 16/34 103' wide
AERODROME REMARKS - Abandoned.



TAY NINH WEST, VIETM XT168518 11°19'N 106°04'E

A 30 LQ 39(LATERITE) 02/20 100' wide

FUEL - A+J4

AERODROME REMARKS - SECURE. 8' bunker 300' fr opch end Rwy 20, 125' N of centerline.

Refueling pit W end N side, only 65' clearance fr edge of rwy when refueling Q-1 and

helis. Q-1 prkd 77' fr edge, W end S side. 250' ovrn ea end. Prkg area 395' X 195'

(4 C-130's), center of rwy S side. Type 2 for C-130, C-123 and C7A. ① Flare pots 30' min

PNR. ② ASP treated.

RADIO - 339.2 122.5 37.2 Opr 2300-1100Z

TOWER - 297.0 117.0 47.3

Rbnt(W) MX 490 At Field



AN HOA, VIETM AT874475 15°47'N 108°05'E

AF (MC) 70 L4 35(M8A1)① 06/24 60' wide

AERODROME REMARKS - SECURE. No rwy markers. 300' ovrn Rwy 06, 200' ovrn Rwy 24. 30' drop-off beyond Rwy 06 ovrn. Ext heli tlc at times. Make tlc pattern over camp area. Contact tower ASAP for artillery advis. 152' X 446' pkg ramp SE side rwy. Type 2 for C-130, C-123 & C7A. ① 194' X 148' turnaround West end 212' X 151' East end.

TOWER @ - 247.0 30.7

RADIO/NAV REMARKS - @ 2300-1100Z ex prior ntc.



BINH GIA, VIETM Y546578D 10°38'N 107°15'E

VNA (A) 350 9(LATERITE)① 08/26 50' wide

AERODROME REMARKS - No rwy markers. Light acct only. ① ASP treated.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

VINH THANH VIETM BR616606 14°07'N 108°48'E

VNA (A) 97 L 19(CRUSHED ROCK)① 17/35 60' wide

AERODROME REMARKS - SECURE SR-55 only. S.F. 300' hill 1 mi off N end rwy. 300' hill
½ mi W parallel to rwy. 500' ovrn N end, 400' ovrn S end. Prkg area 120' X 300' SE
end rwy. Tfc ptn should be flown E of Field. 30' rock embankment 45' from E edge of
rwy. Type 1 for C-123. Type 2 for C7A. ① DBST.

RADIO - Ctc as per S.F. SOI.



BAO LOC, VIETM ZT055792 11°34'N 107°49'E
 VNA (A) 2750 32(PSP) 09/27 60' wide

FUEL - A+, J4

RADIO - 43.3 (Advisory)

AERODROME REMARKS - SECURE. Use caution on W Turnaround due to abrupt slope of terrain, 150' over each end. **CAUTION:** On both aprons opposite ends of rwy cannot be seen fr touchdown point. Prkg area 800' X 175' on S side of rwy. Type 2 for C-130, C-123 and C7A



AN KHE/GOLF COURSE AAF, VIETM BR462478 13°59'N 108°39'E

VNA (A) 1428 "L4 33(AM-2) 16/34 60' wide

FUEL - A+, J4 Tanker Ltd O/R AMMO - 7.62 2.75 50 cal

AERODROME REMARKS - Alternate ldg zone for An Khe. 200' ovrn ea end. Parking for 5 C-130s. Obst/hazard on apch, Nui Hon Cong (Hill 706) 0.9 NM W of Rwy 16. E tlc alt 2500' MSL—to be maintained until final apch. Type 2 for C-123, C-130 and CTA.

COMMUNICATIONS

RADIO - 339.2 122.5 42.0

@APP CON - 227.3 226.3 121.9 34.9

TOWER - 272.7 39.1

RADIO AIDS TO NAVIGATION

AN KHE Rbn(H) (A2/A3) TWD 465 13°58'N 108°40'E 335° 1.8 NM To Field

RADAR - CALL GOLF COURSE GCA - 256.7 247.1 121.9 38.7

ASR Rwy 16/34 Cell 400 VIS Day 1 Min Alt 1828

Rwy 16/34 Cell 500 VIS Ngt 1½ Min Alt 1928

PAR Rwy 16 Cell 300 VIS Day ¾ Ngt ¾ Min Alt 1728



LONG KHOT #2, VIETM WT912069 10°55'N 105°50'E
VNA (A) 6 12(CLAY) 06/24 50' wide



QUANG TRI LAVANG, VIETM YD343509 16°44'N 107°12'E

39 L 19(EARTH/GRAVEL) 11/29 57' wide

AERODROME REMARKS - SECURE, S.F. 3' fence 150' fr opch end Rwy 29. Road 150' fr opch end Rwy 11. 4' fences 20' fr edge of rwy both sides E end and 20' fr S edge of rwy W end. 3' drop-off N side. 4' bunkers 20' from S edge E end. Prkg area 100' X 300' midfield S side. 100' ovrn Rwy 11, 80' ovrn Rwy 29. Type I for C7A.

RADIO - Ctc as per S.F. 501.



AN THOI, U5940070 10°02'N 104°02'E
 VDCA (N) 15 L 40(PSP/ASP)① 14/32 95' wide

FUEL - A+, J4 Emerg only

AERODROME REMARKS - SECURE SR-55. Cpr SR-55. Call Barbados 20 min prior to ldg and advise nature and quantity of cargo and passengers. If unable to establish radio etc, pilot should make a low pass down center of rwy prior to ldg. Left hand t/c circuits to Rwy 32 are recommended in view of 200' hill 1/2 mile W. 105' antenna 1000' NE of ofld. Red light at 70' height, unlighted above. Limited acft parking oval, however airstrip is not considered secure after dark. 30' trees 400' from Apch end Rwy 14. PSP broken and sticking up in several places. 100' cwn ea end. PSP prkg area 170' X 350' (3 C-130's) NW end S side. Type 2 for C-130, C-123 and C7A. ① PSP and ASP treated burlap membrane.

RADIO CALL BARBADOS ② - 301.0 46.4 37.5 8210

RADIO/NAV REMARKS - ② In the event no ctc with BARBADOS, ctc CAPETOWN TANGO, FREE SERPENT FOUR, or FREE SERPENT INDIA for relay to BARBADOS on 8210 or 46.4.

INTENTIONALLY
LEFT
BLANK

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

CAT, YV950900 13°28'N 107°43'E
590 23(EARTH) 08/26 60' wide (C-123)

AERODROME REMARKS - CHECK SECURITY. Fid mortared, rwy not usable. 250' ovrn each
end. Parking for 6 C-123's. Unoccupied. Dry only. Active drop zone.

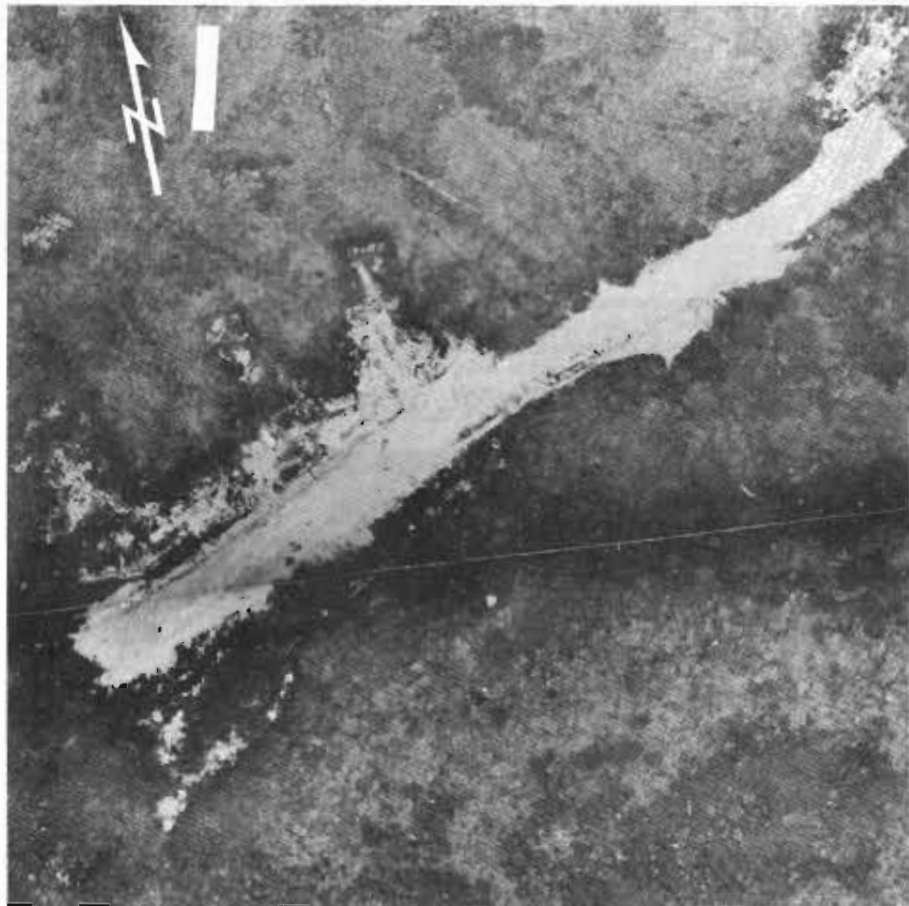


HIEP HOA, VIETM XT437071 10°55'N 106°19'E

A 33 19(LATERITE/CRUSHED ROCK) 12/30 60' wide

AERODROME REMARKS - S.F. CAUTION: Rwy is used as road, ext vehicular and pedestrian t/c. Ctc SF to clear rwy. 70' snake stack 1000' fr Rwy 12 threshold 500' right of apch centerline. Abrupt 4' rise just prior to threshold both rwys. 3' fence 30' fr NE side rwy. Gnd fire may be encountered NW of river. Prkg and turnaround on rwy. Type 1 for C-123, Type 2 for C7A.

RADIO - Ctc as per S.F. SOI.



A RO, VIETM YC669251 15°36'N 107°29'E

1800 181 (GRADED EARTH) 07/25 80' wide

AERODROME REMARKS - Abandoned Rwy mortared.



DUC PHONG, VIETM YU440047 11°48'N 107°14'E

VNA (A) 850 33(LATERITE) 02/20 70' wide

AERODROME REMARKS - S.F. CAUTION: Opposite end of rwy cannot be seen from touchdown point. Small hill $\frac{1}{2}$ mi fr apch end Rwy 20 on apch centerline. Ridge with trees $\frac{1}{4}$ - $\frac{1}{2}$ mi fr apch end Rwy 02. 6' embankment adj to shoulder W side N end. Prkg area 100' X 100' near midfield E side. Rwy marked with shell casings, difficult to see. Type 1 for C-130. Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SQI.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

BU GLAO, VIETM YU470530 12°14'N 107°16'E
2500 16(GRADED EARTH) 16/34 88' wide
AERODROME REMARKS - Abandoned and overgrown.

INTENTIONALLY
LEFT
BLANK



BA TO NEW, VIETM B5557320 14°45'N 106°44'E

VNA (A) 196 23(PACKED EARTH) 07/25 50' wide

AERODROME REMARKS - SECURE, SF. 2500' hill 3/4 mi off end of Rwy 25. Small hill at end of Rwy 25 on left side in lateral safety zone. 1000' hill 3/4 mi from Rwy 07, right side opch zone. Recommend opch from W. Hills all quadrants. 125' ovrn Rwy 25, 100' ovrn Rwy 07. 200' X 200' prkg area N of E end. Type I for C-123.



HA TIEN SOUTH, VIETM VS457455 10°22'N 104°30'E

VNA (A) 10 L 12(SOD) 06/24 94' wide

AERODROME REMARKS - SECURE, S.F. Hill 500' fr apch end Rwy 24. 410' hill immediately N of rwy. 4' lip Rwy 06. Soft spots NE end rwy. Not recommended for night ops. 178' ovrn Rwy 06. Type I for C7A.

RADIO - Call TO CHU 45.4

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

LONG HAI, YS425505 10°24'N 107°13'E

A 7 16(SOIL/CEMENT) 08/26 50' wide

AERODROME REMARKS - SECURE, S.F. Apch to Rwy 26 over 15' high power lines 180' fr
end of rwy 1073' hill 1½ miles fr apch end Rwy 26. 4' lip 16' fr apch end Rwy 26.
114' X 160' turnaround E end S side. 16' ovrn Rwy 08, 100' ovrn Rwy 26. Recommend land
Rwy 08, T/off Rwy 26, wind permitting VC in hills to E Type I for C7A.

RADIO - Ctc as per S.F. SOI.



MAI LOC NEW, VIETNAM YD092516 16°44'N 106°58'E
348 15(LATERITE) 18/36 90' wide

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

PHU RIENG #1, VIETM YT124916 11°40'N 106°57'E
663 20(UNK) 09/27 150' wide
AERODROME REMARKS - INSECURE. Overgrown.



SUZANNAH, VIETM YT337100 10°56'N 107°08'E

425 6 (GRADED EARTH) 09/27 50' wide

AERODROME REMARKS - Unserviceable, ditch across rwy, tall trees at E end



DI AN AAF, VIETM XT509056 10°54'N 106°45'E

A 108 1:1 21(LATERITE)① 18/36 65' wide

AERODROME REMARKS - SECURE. Opr 2330-1130Z. CAUTION: Tfc ptn conflicts with Tan Son Nhut and Bien Hoa, watch for other acft. Sharp 10' drop-off end of Rwy 36. 600 ft ovrn Rwy 18, 200' ovrn Rwy 36. Const on S end. Ltd prkg. Ltd crash and rescue eqpt. Type 1 for C-123, Type 2 for C7A. ① ASP coated.

TOWER - 45.1



ROK AAF, VIETM BR948209 13°45'N 109°05'E

ROKA 90 L4 26(PSP) 05/23 47' wide

FUEL - A+ Emerg only

AERODROME REMARKS - SECURE. 115' ovrn W end, 300' ovrn E end. CAUTION: 2' ditch 20' fr each side of rwy. Sharp drop off at NE end of ovrn. U-6 observation strip for ROK Div. Permission to use strip etc Div G-3, 24 hrs prior. Type I for C-123 and C7A.

**PHU NHON,** AQ870990 13°33'N 108°07'E

VNA (A) 1360 31(T-17) 01/19 60' wide

AERODROME REMARKS - 400' (Laterite) ovrn N end, 200' (Laterite) ovrn S end. No rwy markers or windsock. Prkg area 188 X 684 W side of S end. Turnaround at N end 123' wide. Type 2 for C-130.

RADIO - Ctc on standard FM.

INTENTIONALLY
LEFT
BLANK



MAHONEY AAF, VIETM B5875117 14°34'N 109°02'E

A 10 14(SANDY/CLAY) 02/20 75' wide

AERODROME REMARKS - INSECURE. 75' ovm each end. Parking on S end of rwy. Record C7A acft landing carry no more than 4000 lbs due to sandy condition of field. No rwy markers.



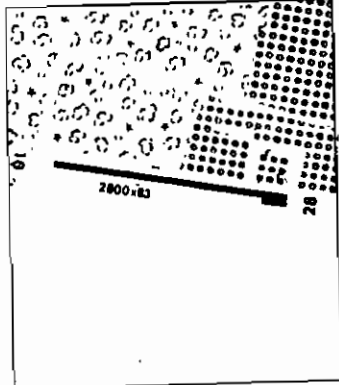
DAK SEANG, VIETM YB895406 14°50'N 107°41'E

VNA (A) 2000 14(LATERITE/CLAY) 10/28 40' wide

AERODROME REMARKS - 75' ovrn each end. Concertina wire adj to rwy. Type 1 for C7A.

RADIO - Ctc as per S.F. SOI.





LUSCOMBE, VIETM YS437681 10°34'N 107°14'E

1 ATF 151 LI 28(BITUMEN) 10/28 83' wide

FUEL - A-J4 AMMO - 7 62 2 75 40 MM

AERODROME REMARKS - SECURE. Rwy not recommended when wet. 75 ft trees 500' fr apch end Rwy 28 6' bank with 4' POL barrels on top 45' fr edge rwy N side. O-1 prkg 4'-10' fr edge rwy N side 200' ovrn Rwy 28. Prkg area 450' X 200' S side E end Land Rwy 10. T/off Rwy 28 CAUTION: ext heli t/c Rwy 10 Type 1 for C-130, C-123 and C7A.

RADIO - 39 6 SR-SS

ARTILLERY ADVISORY - 40 7



PLEI DJERENG NEW, YA859457 13°58'N 107°39'E

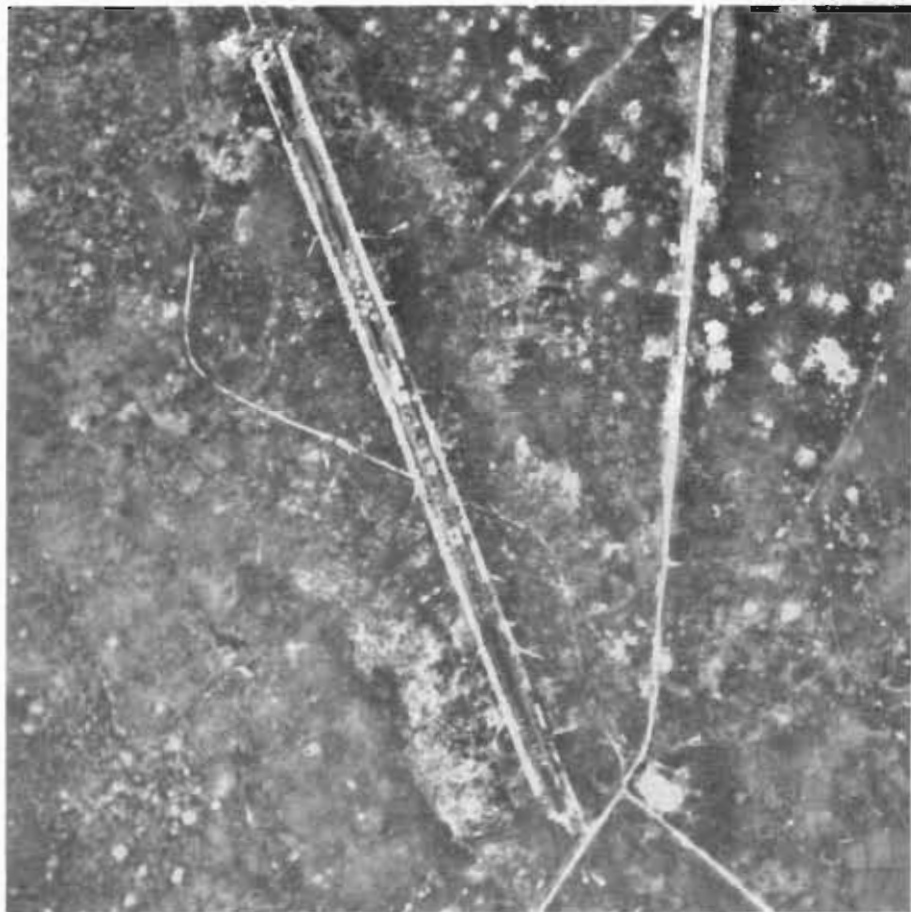
VNA (A) 955 35(MX 19) 10/28 61' wide

AERODROME REMARKS - SECURE. Less than 3 percent gradient. 500' ovrn W end, 295' ovrn E end. No rwy markers. Parking for 6 C-130s. Helipad off W end. 900' X 140' parking area SE end of rwy. Type 2 for C-130.

**CHI LINH, XT914734 11°32'N 106°46'E**

VNA (A) 195 35(LATERITE) 10/28 75' wide

AERODROME REMARKS - SECURE, S.F. Surface well compacted. No rwy markers or windsock.
Parking 300' X 350'. 300' ovrn each end. Const in progress. Type 2 for C-130.**RADIO** - Ctc as per S.F. SOI.



KATUM, VIETM XT331901 11°40'N 106°13'E

133 29(LATERITE)① 16/34 60' wide

AERODROME REMARKS - INSECURE. Abandoned, unserviceable. ① ASP coated.

**PREK KLOK, VIETM XT275787 11°34'N 106°10'E**

VNA (A) 100 29(M8A1) 02/20 65' wide

AERODROME REMARKS - SECURE, S.F. 120' trees 1500' from South end Rwy 02. CAUTION: Do not land short. Turnaround 141' X 196' at S end, Prkg for 2 C-130s on E side near N end. 100' ovrns ea end. Recommend land Rwy 20, T/off Rwy 02, Type 1 for C-130, Type 2 for C-123 and C7A.

RADIO - Ctc as per S.F. SOI.



DINH QUAN, VIETM YT579391 11°12'N 107°22'E

452 12(LATERITE/CLAY) 04/22 60' wide

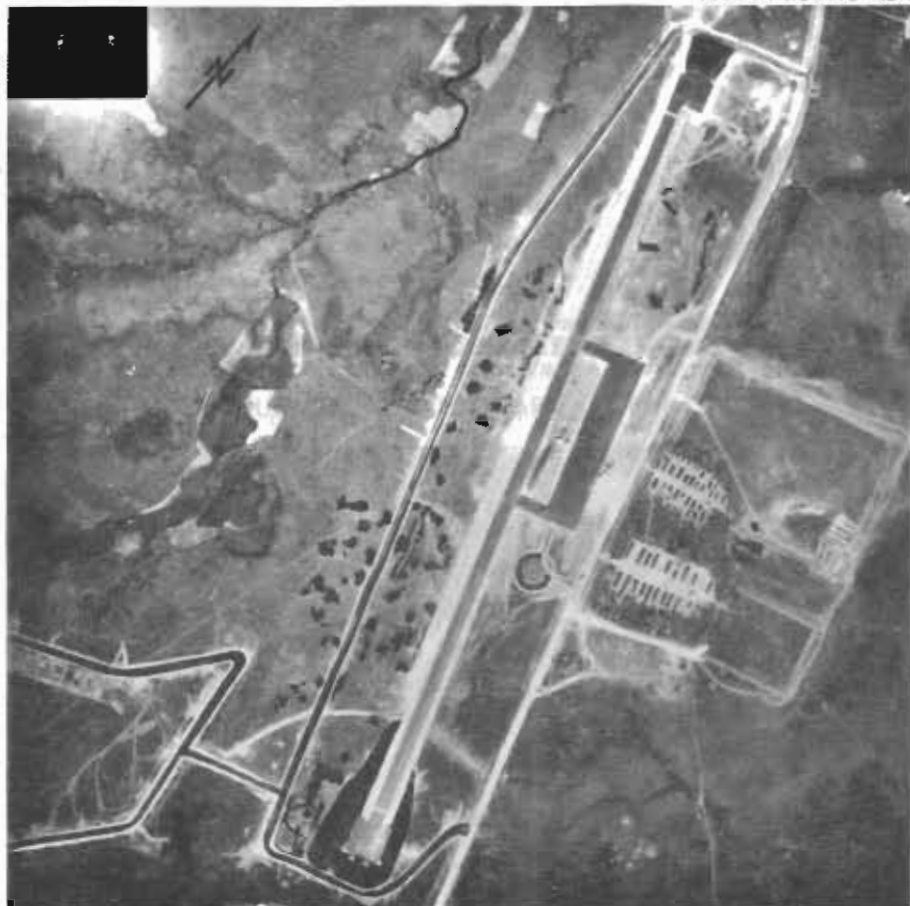
AERODROME REMARKS - SECURE. Village 500' fr end Rwy 04 ovrn. Sharp drop-off beyond ovrn ea end. Many rocks embedded in rwy surface. 100' ovrn ea end. Prkg area S side but only NE 200' usable due to holes in surface. No windsock. Type 1 for C7A.



THAN PHU, VIETM XR670990 09°57'N 106°31'E

6 (21EARTH) 15/33 55' wide

AERODROME REMARKS - Capable of supporting CTA except when wet.



KHANH DUONG NEW, VIETM BQ562087 12°44'N 106°45'E

1400 35(M8A1) 15/33 60' wide

AERODROME REMARKS - Left t/c ptn Rwy 15, Rgt t/c ptn Rwy 33. Recommend land Rwy 15, 150' ovrn each end. Prkg area 755' X 150'. Type 2 for C-130.



TONLE CHAM, VIETM XT617820 11°36'N 106°29'E

33 30(LATERITE) 14/32 60' wide

AERODROME REMARKS - SECURE, S.F. 100' hill W side of apch to Rwy 32. 100' ovrn Rwy 14, 500' ovrn Rwy 32. Prkg for 3 C-130's E side S end, 150' turnaround N end. Parking area 200' X 500'. 100' trees both sides apch end Rwy 14. Type 2 for C-123, C-130 and C7A.

RADIO - Ctc as per S.F. 501.

**NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.**

DUC LAP #2, VIETM YU906752 12°26'N 107°41'E
VNA (A) 2263 35(T-17) 08/26 60' wide

AERODROME REMARKS - SECURE, S F 300' ovrn each end. Laterite ASP treated Hill 500'
to left and 500' off ovrn on apch Rwy 26. No rwy markers. 154' X 160' turnaround W end
750' X 150' prkg Type 2 for C-130

RADIO - Ctc aval on standard FM

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

THUONG THOI, VIETM W3313955 10°49'N 105°17'E
10 18(EARTH) 06/24 110' wide
AERODROME REMARKS - SECURE, S F Dry only. Type 2 for C7A
RADIO - Ctc as per S.F. SOI.

**NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.**

DONG TAM, VIETM XS420435 10°21'N 106°18'E

A 16 151M8A11 17/35 60' wide

AERODROME REMARKS - SECURE. CAUTION: Const equipment close to rwy, call twr to have equipment moved before landing. Rwy used for heli refueling. 100' ovrn ea end. Prkg 355' X 108' midfield W side. Heli prkd 55' to right of Rwy 35 opp touchdown on S end. Use Rwy 17 apch if poss. Recommend no landing Rwy 35 when heli ops S end. Type 2 for C7A

TOWER - 370 Advisory only
Rbn(W) KM 517 At Field

ARTILLERY ADVISORY - 426

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

CRYSTAL, VIETM BR894658 14°10'N 109°03'E

A 100 18(LATERITE) 17/35 90' wide

AERODROME REMARKS - AF considered secure but vulnerable to mortar attack at night.
Caution on short field landing, N and S apch end have drop-off approx 20'. Not recom-
mended for C-123 use except in emerg. 6' embankments adj to shoulders both sides rwy
midfield 158' X 290' (3 C7As) prkg area located W of mid rwy. 10' high banks on N and
S of prkg area 100 ft ovrn ea end Type 2 for C7A

CRYSTAL CON - 44 6 Aflld advisory



BUNARD, VIETM YT273887 11°39'N 107°05'E

948 29(LATERITE) 03/21 60' wide

AERODROME REMARKS - Only immediate area Secure. S.F. Drainage ditches along side of rwy. Steep drop-off apch ends of ovrns. Do not land short. Rwy has lateral slope to E. Recommend land Rwy 03, T/off Rwy 21. 100' ovrn ea end. Prkg 180' X 450', 170' from SW end of rwy. Turnaround area on N end W side. Type 2 for C-130.

RADIO - Ctc as per S.F. SOI.



PHU HIEP AAF VIETNAM CQ245364 12°57'N 109°23'E

A 20 L1 351M8A110 03/21 58' wide

FUEL - A+, J4, limited

AERODROME REMARKS - SECURE. 300' ovrn E end, 300' ovrn W end. Prkg area 406' X 336' filled with Mohawks and revetments; not oval for cargo acft. Full length parallel twy and four access twys to twy might provide limited prkg space. Type 2 for C-130, C-123 and C7A. Ⓢ With anti-skid coating.

TOWER - 281.1 118.3 37.8



GO DAU HA, VIETM XT414242 11°04'N 106°18'E

16 13(EARTH) 13/31 130' wide

AERODROME REMARKS - Unserviceable.

NO PHOTOGRAPH AVAILABLE. USERS ARE
ENCOURAGED TO FORWARD A PHOTO-
GRAPH OF THIS AERODROME TO COM-
MANDER 7651 ACIS, APO SAN FRANCISCO
96553.

LABONTE, VIETNAM BR800830 14°19'N 108°58'E

98 8(PACKED EARTH) 01/19 50' wide

AERODROME REMARKS - Type 1 for C7A.

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INTENTIONALLY
LEFT
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HELIPORT CROSS REFERENCE

NAME	V-NUMBER	NAME	V-NUMBER	NAME	V-NUMBER
AN DIEM	VH1-500	CHON THANH	VH3-551	XIENG PHUOC	VH3-598
AN HOA	VH1-501	CU CHI	VH3-552	KIEN TIEN	VH4-599
AN LAU	VH1-502			KON MAHAR	VH2-600
AN LONG	VH4-503	DA BAC	VH1-553	KONTUM (MAAG)	VH2-601
AN PHU	VH4-504	DA DAN	VH1-554	KY HA MCAF	VH1-735
AP BAC	VH4-505	DAI DIEN	VH4-715		
AP BO LA	VH3-506	DAK DOA	VH2-555	*LAI KHE	UNNUMBERED
A RO	VH1-507	DAK RODE	VH2-556	LAN SON	VH3-632
ATOU	VH1-508	DAK SUT	VH2-557	LANG CHANH	VH1-602
		DAM DOI	VH4-558	LAP VO	VH4-603
		*DANANG	UNNUMBERED	LI TINH	VH1-604
BA DUA	VH4-509	DIEM TRUONG	VH1-559	LOC NINH	VH3-605
BA LONG	VH1-510	DINH THANH	VH4-560	LONG BINH AHP	VH3-721
BA RIA	VH3-511	DONG BA THIN	VH2-739	LONG BINH AMMO	VA3-740
BA TRI	VH4-512	DONG TRE	VH2-561	SUPPLY DEPOT	
BACH MA	VH1-514	DONG XOAI	VH3-562	LONG DINH	VH4-606
BAO TRAI	VH3-515	DUC HOA	VH3-563	LONG HAI	VH3-607
BE LOUNG	VH1-516	DUC LONG	VH4-716	LONG KHANH	VH4-608
BEARCAT AHP	VH3-738	DUC PHO	VH1-564	LONG KHOT	VH4-609
BEN CAT	VH3-517	DUNG LONG	VH1-565	LONG MY	VH4-722
BEN GIANG	VH1-518	DUST OFF PAD	VA3-736	LONG PHU	VH4-610
BEN KEO	VH3-519	EAGLE FARM	UNNUMBERED	LONG PHU	VH4-723
BEN SUC	VH3-520			LONG TOAN	VH4-611
BEN TRANH	VH4-710	GIA RAY	VH3-566	LONG XUYEN	VH4-612
BEN TRE	VH4-521	GIAO DUC	VH4-568		
BIEN HOA	VH3-522	GIONG TROM	VH4-569	MAU CA	VH1-613
BINH DIA	VH4-523	GO CONG	VH3-570	ME ANN	VH4-614
BINH GIA	VH3-524	GO DAU HA	VH3-571	MIET XA	VH1-615
BINH PHUOC	VH3-525	GO QUAO	VH4-717	MO CAY	VH4-616
BINH TAN	VH4-711	GOLF COURSE AHP	VH2-572	MOI LOI	VH3-709
BINH TAN TAN	VH4-712			MU DUC	VH1-617
BOUN BENG	VH2-526	HAI LANG	VH1-573	MY AN	VH4-708
BU DANG	VH3-527	HAM LOHG	VH4-574	MY CHANH	VH1-618
BU DOP	VH3-528	HAM TAN (MAAG)	VH2-575	MY PHUOC TAY	VH4-619
BU GHIA	VH3-529	HIEP DUC	VH1-576	MY THO	VH4-620
BU JA MOP	VH3-530	HIEU DUC	VH1-577		
BU PRANG	VH2-531	HIEU LIEM	VH1-578		
		HILL 40	VH3-579	NAI VAN	VH1-622
CA LU	VH1-532	HILL 59	VH1-580	NAM CAN	VH4-621
CAI BE	VH4-533	HILL 60	VH1-581	NGA BA	VH1-623
CAI CAI	VH4-534	HILL 69	VH1-582	NGOKTI	VH1-624
CAI LAY	VH4-535	HILL 76	VH1-583	NHON NINH	VH4-724
CAI MON	VH4-536	HOA BINH	VH1-584	NONG SON	VH1-625
CAI NHUM	VH4-537	HOA CAM	VH3-718	NONG SON	VH1-626
CAI NUOC	VH4-538	HOA LONG	VH1-585		
CAMP 77	VH3-539	HOC MON	VH4-586	OP #7	VH1-627
CAMP LANE AHP	VH2-713	HOI AN	VH3-587	PHAN RANG	VH2-628
CAN DUOC	VH3-540	HON QUAN	VH1-588	(MAAG)	
CAN GIO	VH3-541	HONG NGU	VH3-589	PHONG PHU	VH4-725
CAN GIUOC	VH3-542	HUONG MY	VH4-590	PHO TRACH	VH1-629
CAO LANH	VH4-543		VH4-592	PHU CAT	VH2-630
CAU KE	VH4-544	KANGAROO	VH3-737	PHU GIA	VH1-631
CAU NGANG	VH4-545	KE SACH	VH4-719	PHU THANH	VH3-633
CAU SOI	VH1-546	KHAI QUANG	VH4-593	PHUNG HIEP	VH4-726
CAU VIET	VH1-547	KHE SAHH	VH1-594	PHUOC CAM	VH1-634
CHAU DOC	VH4-548	KHE TRE	VH1-595	PHUOC CHAU	VH1-635
CHO GAO	VH3-549	KIEN BINH	VH4-596	PHUOC HA	VH1-636
CHO LACH	VH4-550	KIEN CUHG	VH4-720	PHUOC LAM	VH1-637

HELIPORT CROSS REFERENCE

NAME	V-NUMBER	NAME	V-NUMBER	NAME	V-NUMBER
PHUOC LONG	VH4-638	TAC VAN	VH4-728	THUAN NHON	VH4-732
PHUOC SON 1	VH1-639	TAKO	VH1-659	THUAN TRUNG	VH4-733
PHUOC SON 2	VH1-640	TALON	VH1-660	TIEU CAN	VH4-685
PHUOC TIEN	VH1-641	TAM BINH	VH4-661	TIGER	UNNUMBERED
PHUOC TUONG	VH1-642	TAM KY	VH1-662	TINH BIEN	VH4-686
PHUOC VINH	VH3-643	TAM LICH	VH1-663	TRA BONG	VH1-687
PLEI DJIRING	VH2-644	TAN AN	VH4-664	TRA ON	VH4-688
PLEI DJRANG	VH2-645	TAN AN	VH3-665	TRAM VANG	VH3-689
PLEI ME	VH2-646	TAN AN (TNG	VH4-666	TRANG BANG	VH3-690
PLEIKU (ARVN	VH2-647	CEN)		TRANG SUP	VH3-691
HOSP)		TAN BA	VH3-667	TRI TON	VH4-692
PLEIKU (MAAG)	VH2-648	TAN CANH (MAAG)	VH2-668	TRIEU PHOUNG	VH1-693
PLEIKU (SF)	VH2-649	TAN CHAU	VH4-669	TU CAM	VH1-694
		TAN HUNG	VH4-729	TUY HOA (MAAG)	VH2-695
QUANG TIN	VH1-650	TAN NIEN TAY	VH3-670	*U.S. EMBASSY	UNNUMBERED
QUANG TRI	VH1-651	TAN PHU	VH4-671	USNS CORPUS	VH2-742
QUE SON	VH1-652	TAN PHU	VH4-672	CHRISTIE BAY	
		TAN TRU	VH3-673		
RACH GIA	VH4-741	TAN UYEN	VH3-674	VAN CANH	VH2-696
RO	VH1-653	TANG HOA	VH3-675	VIET AN	VH1-697
		THAC NUC	VH1-676	VINH CHAU	VH4-698
SA DEC	VH4-654	THANH BINH	VH4-677	VINH GIA	VH4-699
SAIGON (TAN SON	VH4-707	THANH HOA	VH1-678	VINH KIM	VH4-700
NHUT)		THANH MY	VH1-679	VINH LOI	VH3-701
SAINT KILDA	UNNUMBERED	THANH PHU	VH4-680	VINH QUOI	VH4-734
SONG BE	VH3-655	THAT SON	VH4-681	VUNG LIEN	VH4-702
SONG ON DOC	VH4-727	THIEN PHUOC	VH1-682		
SUOI DA	VH3-656	THOI BINH	VH4-730	XUAN HOA	VH1-703
SUOI DOI	VH2-657	THOT NOT	VH4-683	XUAN LOC	VH3-704
		THU DAU MOT	VH3-684	XUYEN MOC	VH3-705
TA LUONG	VH1-658	THUAN HOA	VH4-731	YANKEE	VH2-706

* UNNUMBERED HELIPORTS ARE LISTED AT THE END OF THE HELIPORT DIRECTORY LISTINGS

HELIPORT LEGEND

LILCH HELIPORT, YD1972 16°55'30"N 107°03'30"E

A 1350 L2 PAD 45X45 (CON) -

FUEL - J4 AMMO - 7.62

HELIPORT REMARKS - Do not take off to SW. 200 ft signal antenna 375 ft W.

TOWER - 236.1 44.4 (V)

VIETNAM HELIPORTS

AN DIEM HELIPORT, ZC085572 15°53'N 107°53'E **VH1-500**

AN HOA HELIPORT, AT873467 15°47'N 108°05'E **VH1-501**

AN KHE HELIPORT, SEE GOLF COURSE

AN LAU HELIPORT, BT221073 15°22'15"N 108°25'00"E **VH1-502**

AN LONG HELIPORT, WS400885 10°45'N 105°22'E **VH4-503**

Unk PAD - (SOD)

AN PHU HELIPORT, WS106945 10°48'30"N 105°05'30"E **VH4-504**

Unk PAD - (WOODEN)

HELIPORT REMARKS - End of F/W strip, by compound.

AP BAC HELIPORT, XS153727 10°36'30"N 106°03'10"E **VH4-505**

Unk PAD - (SOD)

HELIPORT REMARKS - Confined, barbed wire and antennoes.

AP BO LA HELIPORT, XT878409 11°13'N 106°43'E **VH3-506**

Unk *L PAD - (UNK)

ARO HELIPORT, ZC815848 **VH1-507**

ATOU HELIPORT, YC516495 15°49'N 107°22'E **VH1-508**

BA DUA HELIPORT, XS240432 10°21'N 106°08'E **VH4-509**

Unk PAD - (EARTH)

HELIPORT REMARKS - Don't stay on pad. VC will attack.

BA LONG HELIPORT, YD155401 16°37'30"N 107°01'30"E **VH1-510**

BA RIA HELIPORT, YS384622 10°30'30"N 107°11'00"E **VH3-511**

Unk *L PAD - (SOCCER FIELD)

FUEL - J4 AMMO - 7.62 2 75

BA TRI HELIPORT, XS746103 10°02'40"N 106°35'30"E **VH4-512**

Unk PAD - (EARTH)

HELIPORT REMARKS - May also land on dusty road.

BACH MA HELIPORT, ZC059927 16°11'40"N 107°51'40"E **VH1-514**

BAO TRAI HELIPORT,	XT513039	10°53'20"N 106°23'00"E	VH3-515
Unk *L PAD - (UNK)			
BE LOUNG HELIPORT,	YC583887	16°10'00"N 107°25'00"E	VH1-516
BEN CAT HELIPORT,	XT744331	11°09'20"N 106°36'00"E	VH3-517
Unk *L PAD - (UNK)			
FUEL - J4 Tanker AMMO - 7.62 2.75			
BEN GIANG HELIPORT,	YC976366	15°41'30"N 107°46'30"E	VH1-518
BEN KEO HELIPORT,	XT236434	11°15'00"N 106°08'00"E	VH3-519
Unk PAD - (SOCCER FIELD)			
BEN SUC HELIPORT,	XT575335	11°08'45"N 107°21'45"E	VH3-520
BEN TRE HELIPORT,	XS513317	10°14'15"N 106°23'00"E	VH4-521
Unk PAD - (SOCCER FIELD)			
HELIPORT REMARKS - Reserved for VIP only.			
BIEN HOA HELIPORT,	XT990105	10°56'40"N 106°49'30"E	VH3-522
36 L PAD - (SOCCER FIELD)			
FUEL - J4 Limited			
HELIPORT REMARKS - 4 Pads. CAUTION: Hvy tfc. Trons helis park in Tigers Den. Ctc			
Rattler Con - 49.6 for parking snake pit.			
SPARTAN CON - 282.9 35 2 2200-1300Z			
BINH DIA HELIPORT,	XS857273	10°11'38"N 106°41'42"E	VH4-523
Unk PAD - (SOD)			
HELIPORT REMARKS - Wires on South.			
BINH GIA HELIPORT,	YS490777	10°38'30"N 107°16'45"E	VH3-524
Unk *L PAD - (CHURCH YARD)			
BINH PHUOC HELIPORT,	XS611550	10°26'40"N 106°28'30"E	VH3-525
BOUN BENG HELIPORT,	BQ235820	13°23'40"N 108°26'30"E	VH2-526
BU DANG HELIPORT,	YU458065	11°49'00"N 107°15'00"E	VH3-527
Unk PAD - (SOCCER FIELD)			
HELIPORT REMARKS - Trees border West side.			
BU DOP HELIPORT,	XU975225	11°58'N 106°49'00"E	VH3-528
BU GHIA HELIPORT,	YU185135	11°52'30"N 107°00'00"E	VH3-529
BU JA MOP HELIPORT,	YU344377	12°05'40"N 107°09'00"E	VH3-530
Unk *L PAD - NE end of air strip.			
BU PRANG HELIPORT,	YU522545	12°14'30"N 107°19'00"E	VH2-531
CA LU HELIPORT,	YD244597	16°48'30"N 107°06'00"E	VH1-532
HELIPORT REMARKS - Confined due to wires. Altn landing area on soccer field 400 yds S.			
CAI BE HELIPORT,	XS134424	10°20'00"N 106°02'00"E	VH4-533
Unk PAD - (EARTH)			
HELIPORT REMARKS - End of F/W strip by compound.			

CAI CAI HELIPORT,	WT620000	10°51'30"N 105°33'30"E	VH4-534
Unk PAD - (SOD)			
CAI LAY HELIPORT,	XS228504	10°24'00"N 106°07'00"E	VH4-535
Unk PAD - (SOCCER FIELD)			
CAI MON HELIPORT,	XS338285	10°12'40"N 106°13'15"E	VH4-536
Unk PAD - (SOD) HELIPORT REMARKS - Very confined.			
CAI NHUM HELIPORT,	XS220245	10°10'00"N 105°00'00"E	VH4-537
Unk PAD - (SOD) HELIPORT REMARKS - Soccer Field. Landing on road next to district house.			
CAI NUOC HELIPORT,	WQ001880	08°57'32"N 105°06'30"E	VH4-538
Unk PAD - (EARTH ROAD) HELIPORT REMARKS - Houses on sides.			
CAMP 77 HELIPORT,	XS771988	10°50'30"N 106°37'15"E	VH3-539
CAN DUOC HELIPORT,	XS758609	10°29'45"N 106°36'30"E	VH3-540
Unk PAD - (CON)			
CAN GIO HELIPORT,	YS165518	10°24'40"N 106°58'30"E	VH3-541
Unk PAD - (CON)			
CAN GIUOC HELIPORT,	XS831730	10°36'30"N 106°40'30"E	VH3-542
Unk PL PAD - (UNK)			
CAO LANH HELIPORT,	WS697558	10°27'15"N 105°38'15"E	VH4-543
Unk PAD - (SOD) FUEL - A+, J4 AMMO - 7.62 2.75 ltd HELIPORT REMARKS - Monument NW.			
CAU KE HELIPORT,	XR160913	09°52'30"N 106°03'40"E	VH4-544
Unk PAD - (SOCCER FIELD)			
CAU NGANG HELIPORT,	XR594826	09°47'40"N 106°27'30"E	VH4-545
Unk PAD - (SOD) HELIPORT REMARKS - Field next to arty pieces or behind troop housing north of town.			
CAU SOI HELIPORT,	ZC038310	15°38'30"N 107°50'00"E	VH1-546
CAU VIET HELIPORT,	YD332692	16°54'00"N 107°11'30"E	VH1-547
CHAU DOC HELIPORT,	WS136830	10°42'00"N 105°06'40"E	VH4-548
Unk PAD - (SOCCER FIELD) FUEL - J4			

CHO GAO HELIPORT,	XS605441	10°21'00"N 106°28'00"E	VH3-549
Unk PAD - (SOD) HELIPORT REMARKS - Very confined, wires, antennas, buildings.			
CHO LACH HELIPORT,	XS229342	10°16'00"N 106°06'30"E	VH4-550
Unk PAD - (SOCCER FIELD)			
CHON THANH HELIPORT,	XT767623	11°24'00"N 106°37'15"E	VH3-551
Unk *L PAD - (VACANT LOT)			
CU CHI HELIPORT,	XT628125	10°58'00"N 106°29'15"E	VH3-552
A Unk *L PAD - (SOCCER FIELD) HELIPORT REMARKS - Call CU CHI operations on 43.1 for passenger or cargo info. TOWER - 254.2 133.9 44.1 Rbn KL 364 At Heliport SR-SS OT O/R.			
DA BAC HELIPORT,	ZD055021	16°17'00"N 107°51'30"E	VH1-553
DA DAN HELIPORT,	XD962328	16°34'30"N 106°50'30"E	VH1-554
DAK DOA HELIPORT,	AR909675	14°10'00"N 108°08'00"E	VH2-555
DAK RODE HELIPORT,	YB948077	14°32'00"N 107°44'00"E	VH2-556
DAK SUT HELIPORT,	YB925582	14°59'20"N 107°43'20"E	VH2-557
DAM DOI HELIPORT,	WQ222945	09°00'00"N 105°12'00"E	VH4-558
HELIPORT REMARKS - Unsecure.			
DIEM TRUONG HELIPORT,	ZD027143	16°23'30"N 107°50'00"E	VH1-559
DINH THANH HELIPORT,	WR295945	09°54'30"N 105°16'00"E	VH4-560
DONG TRE HELIPORT,	BQ909704	13°18'00"N 109°04'00"E	VH2-561
HELIPORT REMARKS - Houses SE side, hill SW side.			
DONG XOAI HELIPORT,	YT075755	11°32'00"N 106°54'15"E	VH3-562
Unk PAD - (SOCCER FIELD)			
DUC HOA HELIPORT,	XS598968	10°49'N 106°28'E	VH3-563
Unk PAD - (SOCCER FIELD)			
DUC PHO HELIPORT,	BS810385	14°39'00"N 108°57'45"E	VH1-564
DUNG LONG HELIPORT,	YD032452	16°41'00"N 106°54'30"E	VH1-565
GIA RAY HELIPORT,	YT636126	10°57'40"N 107°24'40"E	VH3-566
GIA RIA HELIPORT,	WR513213	09°14'40"N 105°28'00"E	VH4-567
Unk PAD - (SOD) HELIPORT REMARKS - Houses N and E.			
GIAO DUC HELIPORT,	WS978403	10°18'30"N 105°53'45"E	VH4-568
Unk PAD - (SOD) HELIPORT REMARKS - Antenna on E side.			

GIONG TROM HELIPORT,	XS656219	10°09'00"N 106°31'00"E	VH4-569
Unk PAD - (SOD) HELIPORT REMARKS - Small area.			
GO CONG HELIPORT,	XS840460	10°22'00"N 106°41'00"E	VH3-570
Unk PAD - (SOCCER FIELD) FUEL - J4 AMMO - 7.62 2.75			
GO DAU HA HELIPORT,	XT390250	11°04'40"N 106°16'15"E	VH3-571
Unk PAD - (SOCCER FIELD)			
GOLF COURSE ARMY HELIPORT,	(An Khe) BR462483	13°59'N 108°38'E	VH2-572
A 1428① PAD - (SOD) 4000① 16/34 FUEL - A+, J4 Tanker Ltd O/R AMMO - 7.62 2.75 ARA 50 Cal HELIPORT REMARKS - E ttc for ldg E of F/W rwy, W ttc for ldg W of F/W rwy. Tfc alt 2000' MSL. ① 8 lanes. ② 2000 ft indicated. APP CON - 227.3 226.3 121.9 34.9 TOWER - 272.2 39.1 RADAR - Call GCA 256.7 247.1 34.9 RADIO - 339.2 122.5 42.0 6420 AN KHE Rbn(H) (A2/A3) TWD 465 13°59'N 108°39'E			
HAI LANG HELIPORT,	YD415482	16°42'30"N 107°16'00"E	VH1-573
HAM LONG HELIPORT,	XS367354	10°16'30"N 106°15'00"E	VH4-574
Unk PAD - (SOCCER FIELD) HELIPORT REMARKS - Fly low level from river to S and depart same way.			
HAM TAN (MAAG) HELIPORT,	ZS045800	10°39'45"N 107°47'30"E	VH2-575
HIEP DUC HELIPORT,	AT912246	15°35'00"N 108°07'15"E	VH1-576
HIEU DUC HELIPORT,	AT929712	16°00'30"N 108°07'40"E	VH1-577
HIEU DUC HELIPORT,	AT935688	15°59'00"N 108°08'00"E	VH1-578
HIEU LIEM HELIPORT,	YT149285	11°06'30"N 106°58'00"E	VH3-579
HILL 40 HELIPORT,	AT915692	15°59'30"N 108°07'00"E	VH1-580
HILL 59 HELIPORT,	BT164233	15°35'00"N 108°21'00"E	VH1-581
HILL 60 HELIPORT,	AT881578	15°53'00"N 108°05'00"E	VH1-582
HILL 69 HELIPORT,	BT470070	15°26'00"N 108°38'30"E	VH1-583
HILL 76 HELIPORT,	BT429072	15°26'00"N 108°36'00"E	VH1-584
HOA CAM HELIPORT,	AT977729	16°01'20"N 108°10'30"E	VH1-585
HOA LONG HELIPORT,	WS727370	10°17'15"N 105°39'39"E	VH4-586
Unk PAD - (SOD) HELIPORT REMARKS - Yellow PSP H			
HOC MON HELIPORT,	XT755039	10°53'00"N 106°36'00"E	VH3-587
HOI AN HELIPORT,	BT146573	15°53'00"N 108°20'00"E	VH1-588
HON QUAN HELIPORT,	XT757875	11°38'40"N 106°36'40"E	VH3-589
Unk *L PAD - (UNK) FUEL - A+, J4 AMMO - 7.62 2.75			

HONG NGU HELIPORT,	W5375945	10°48'30"N 105°21'00"E	VH4-590
Unk PAD - (SOD H) HELIPORT REMARKS - Soccer Field.			
HUONG MY HELIPORT,	X5542070	10°00'45"N 106°24'20"E	VH4-592
Unk PAD - (SOD)			
KHAI QUANG HELIPORT,	WR023300	09°19'15"N 105°01'00"E	VH4-593
Unk PAD - (SOD) HELIPORT REMARKS - Building on N.			
KHE SANH HELIPORT,	XD858384	16°37'30"N 106°44'45"E	VH1-594
KHE TRE HELIPORT,	YC9189	16°10'30"N 107°43'30"E	VH1-595
KIEN BINH HELIPORT,	WR310980	09°56'00"N 105°16'45"E	VH4-596
Unk PAD - (SOD H)			
KIENG PHUOC HELIPORT,	X5912488	10°23'00"N 106°44'30"E	VH3-598
Unk PAD - (EARTH ROAD)			
KIEN TIEN HELIPORT,	WR480585	09°34'00"N 105°26'00"E	VH4-599
Unk PAD - (GRADED) HELIPORT REMARKS - Building on N.			
KON MAHAR HELIPORT,	BR045852	14°20'00"N 108°15'30"E	VH2-600
HELIPORT REMARKS - Tree in landing areas.			
			VH2-601
KONTUM (MAAG) HELIPORT,	AR750896	14°22'00"N 108°01'00"E	
HELIPORT REMARKS - 5 ft fence E, W and N.			
LANG CHANH HELIPORT,	XD845415	16°39'00"N 106°44'00"E	VH1-602
LAP VO HELIPORT,	W5577455	10°21'45"N 105°31'00"E	VH4-603
Unk PAD - (SOCCER FIELD)			
LI TINH HELIPORT,	BT477081	15°26'30"N 108°39'00"E	VH1-604
LOC NINH HELIPORT,	XU737095	11°50'40"N 106°35'30"E	VH3-605
Unk *L PAD - (VACANT LOT)			
LONG DINH HELIPORT,	X5381496	10°24'00"N 106°16'00"E	VH4-606
Unk PAD - (SOD) HELIPORT REMARKS - Wires to S.			
LONG HAI HELIPORT,	YS449493	10°23'30"N 107°14'00"E	VH3-607
LONG KHANH HELIPORT,	XR590610	09°36'00"N 106°27'00"E	VH4-608
Unk PAD - (SOD) HELIPORT REMARKS - White corners.			

LONG KHOT HELIPORT,	WT917074	10°55'15"N 105°50'40"E	VH4-609
Unk PAD - (SOD) HELIPORT REMARKS - Low level fr Vinh Loi.			
LONG PHU HELIPORT,	WR755666	09°39'00"N 105°41'00"E	VH4-610
LONG TOAN HELIPORT,	XR645630	09°37'00"N 106°29'30"E	VH4-611
Unk PAD - (SOD) HELIPORT REMARKS - VC all sides.			
LONG XUYEN HELIPORT,	WS485475	10°23'00"N 105°26'30"E	VH4-612
Unk PAD - (SOD) HELIPORT REMARKS - Soccer Field.			
MAU CA HELIPORT,	BS044991	15°21'30"N 108°14'45"E	VH1-613
ME ANN HELIPORT,	WS933630	10°31'30"N 105°51'45"E	VH4-614
Unk PAD - (SOCCER FIELD)			
MIET XA HELIPORT,	ZDB18486	14°00'10"N 106°41'15"E	VH1-615
MO CAY HELIPORT,	X5463196	10°07'40"N 106°20'00"E	VH4-616
Unk PAD - (SOD) HELIPORT REMARKS - Very confined, VC to N and E.			
MU DUC HELIPORT,	BS711625	15°02'00"N 108°52'15"E	VH1-617
MY CHANH HELIPORT,	YD046339	16°34'30"N 106°55'00"E	VH1-618
MY PHUOC TAY HELIPORT,	X5203598	10°29'00"N 106°40'E	VH4-619
Unk PAD - (SOD) HELIPORT REMARKS - Land East or West. Road by twr, orbit apch over agriculture village.			
MY THO HELIPORT,	X5492449	10°21'15"N 106°22'00"E	VH4-620
A Unk PAD - (GVL/TAR) FUEL - A+, J4 AMMO - 7.62 2.75 ltd HELIPORT REMARKS - 200 ft unlighted tower 9.4 mi W of My Tho.			
NAM CAN HELIPORT,	VQ991675	05°45'30"N 104°59'30"E	VH4-621
HELIPORT REMARKS - Inside compound, buildings and wires on N, W and E sides.			
NAI VAN HELIPORT,	AT933915	16°11'30"N 108°07'45"E	VH1-622
NGA BA HELIPORT,	YD141693	16°54'00"N 107°01'00"E	VH1-623
NGOKTI HELIPORT,	YB930860	15°14'00"N 107°44'00"E	VH1-624
NONG SON HELIPORT,	AT823394	15°43'00"N 108°02'20"E	VH1-625
NONG SON HELIPORT,	AT876399	15°43'30"N 108°05'00"E	VH1-626
OP #7 HELIPORT,	BT164233	15°34'00"N 108°15'30"E	VH1-627

			VH2-628
PHAN RANG (MAAG) HELIPORT,	BN770830	11°31'40"N 108°57'00"E	
PHO TRACH HELIPORT,	YD525349	16°35'00"N 107°22'00"E	VH1-629
PHU CAT HELIPORT,	BR908477	13°59'45"N 109°03'30"E	VH2-630
PHU GIA HELIPORT,	AT845995	16°15'30"N 108°02'30"E	VH1-631
LAM SON HELIPORT,	XT845148	10°59'00"N 106°41'15"E	VH3-632
PHU THANH HELIPORT,	Y5032870	10°44'00"N 106°51'30"E	VH3-633
Unk PAD - (SOCCER FIELD)			
PHUOC CAM HELIPORT,	BT094301	15°38'20"N 108°17'10"E	VH1-634
PHUOC CHAU HELIPORT,	BT005095	15°27'00"N 108°12'30"E	VH1-635
PHUOC HA HELIPORT,	BT036216	15°33'30"N 108°14'00"E	VH1-636
PHUOC LAM HELIPORT,	BT073061	15°25'00"N 108°16'00"E	VH1-637
PHUOC LONG HELIPORT,	WR489422	09°26'00"N 105°26'40"E	VH4-638
Unk PAD - (SOD)			
HELIPORT REMARKS - Trees SE and NW.			
PHUOC SON 1 HELIPORT,	BT094201	15°33'00"N 108°17'15"E	VH1-639
PHUOC SON 2 HELIPORT,	AT854217	15°33'20"N 108°03'45"E	VH1-640
PHUOC TIEN HELIPORT,	BT182153	15°30'10"N 108°22'15"E	VH1-641
			VH1-642
PHUOC TUONG HELIPORT,	ZD118013	16°16'20"N 107°50'00"E	
PHUOC VINH HELIPORT,	XT961490	11°17'30"N 106°47'30"E	VH3-643
A Unk PAD - (URK)			
FUEL - A+, J4 AMMO - 7.62 2.75			
PLEI DJIRING HELIPORT,	AN810800	11°34'00"N 108°04'00"E	VH2-644
PLEI DJRANG HELIPORT,	YA859531	14°02'00"N 107°39'00"E	VH2-645
PLEI ME HELIPORT,	ZA145071	13°37'00"N 107°54'30"E	VH2-646
			VH2-647
PLEIKU (ARVN HOSP) HELIPORT,	AR770460	13°57'15"N 108°01'00"E	
HELIPORT REMARKS - Make opch fr W at or below 300 ft above surface. Remain well clear of Pleiku AB extended rwy center line. Ctc Pleiku Twr 3 miles out.			
			VH2-648
PLEIKU (MAAG) HELIPORT,	AR770480	13°59'30"N 108°01'00"E	
HELIPORT REMARKS - 60 ft twr, 30 ft wires E of pad.			
PLEIKU (SF) HELIPORT,	AR770495	14°00'00"N 108°00'15"E	VH2-649
QUANG TIN HELIPORT,	BT292229	15°34'30"N 108°28'00"E	VH1-650
QUANG TRI HELIPORT,	YD328526	16°44'30"N 107°11'00"E	VH1-651
QUE SON HELIPORT,	BT042349	15°40'30"N 108°14'15"E	VH1-652

RO HELIPORT, ZC042233 15°34'30"N 107°50'15"E **VH1-653**

SA DEC HELIPORT, WS845384 10°17'45"N 105°46'00"E **VH4-654**

Unk L PAD - (PSP) 100' X 40'

FUEL - J4

HELIPORT REMARKS - Buildings W and S. Apch along canal (E side of Pad).

SONG BE HELIPORT, YU183112 11°51'N 107°00'E **VH3-655**

VNA (A) *L 660 PAD 80' dia circle (ASP)

FUEL - A+, J4 Tanker AMMO - 7.62 2.75

HELIPORT REMARKS - Fuel N side of Pad. 3 ASP parking ramps adjacent to pad. 160 X 160 (SOD) parking ramp S side of pad. Pad adjacent to fixed wing rwy. All helicopter traffic operate W of Pad. (Fixed wing TFC/E.) Fixed wing acft take off from N end of runway and are not visible from pad due to fence N side of pad. Clear area well for fixed wing acft before take off or landing. Do not use rwy unless comm is established with advisory service. Numerous unlighted antennas and obstructions in area. 65' steeple 1100' N. 100' unlighted antenna 800' NE. 50' Water tower 800' ENE. Hospital 400' E, 120' lighted antenna 700' S.

SONG BE ADVISORY SERVICE - @ 31.1 338.9 136.6

RADIO/NAV REMARKS - @Experimental basis only 2300-1100Z. Operator cannot see airfield activity.

SUOI DA HELIPORT, XT331575 11°22'20"N 106°13'00"E **VH3-656**

Unk *L PAD - (UNK)

SUOI DOI HELIPORT, BR020571 14°04'30"N 108°14'20"E **VH2-657**

TA LUONG HELIPORT, YD553027 16°17'30"N 107°23'30"E **VH1-658**

TAKO HELIPORT, YC530525 15°50'30"N 107°22'00"E **VH1-659**

TALON HELIPORT, YC886325 15°39'45"N 107°41'30"E **VH1-660**

TAM BINH HELIPORT, XS090118 10°03'30"N 105°59'40"E **VH4-661**

Unk PAD - (SOD)

HELIPORT REMARKS - S of town, do not fly E of canal.

TAM KY HELIPORT, BT307216 15°34'00"N 108°29'00"E **VH1-662**

TAM LICH HELIPORT, YD197727 16°55'30"N 107°03'30"E **VH1-663**

TAN AN HELIPORT, WS204045 09°59'30"N 105°11'00"E **VH4-664**

Unk PAD - (SOD)

HELIPORT REMARKS - Trees N and S.

TAN AN HELIPORT, XS543650 10°32'40"N 106°25'E **VH3-665**

Unk PAD - (SOCCER FIELD)

FUEL - J40

HELIPORT REMARKS - Hpt lctd on W side of Hwy #4, 2 orange fluorescent lgts along hwy marked pad at night. High wire lctd E side of Hpt. Do not use soccer fld at XS 551 651. Telephone. @ J4 aval at Ta An VA3-247.

TAN AN (TNG CEN) HELIPORT, WS650580 10°28'30"N 105°35'30"E **VH4-666**

Unk PAD - (EARTH)

HELIPORT REMARKS - Dusty.

TAN BA HELIPORT, XT935140 10°58'40"N 106°46'15"E **VH3-667**
Unk *L PAD - (UNK)

TAN CANH (MAAG) HELIPORT, ZB021220 14°39'30"N 107°48'20"E **VH2-668**
FUEL - J4

TAN CHAU HELIPORT, WS265935 10°48'00"N 105°15'00"E **VH4-669**
Unk PAD - (SOCCER FIELD)

TAN NIEN TAY HELIPORT, XS884495 10°23'30"N 106°43'30"E **VH3-670**
Unk PAD - (EARTH ROAD)
HELIPORT REMARKS - New Post under const.

TAN PHU HELIPORT, WR195410 09°25'15"N 105°10'30"E **VH4-671**

TAN PHU HELIPORT, VT002174 11°00'15"N 104°04'40"E **VH4-672**

TAN TRU HELIPORT, XS669631 10°31'15"N 106°31'30"E **VH3-673**

TAN UYEN HELIPORT, XT965230 11°03'30"N 106°48'00"E **VH3-674**
Unk *L PAD - (UNK)

TANG HOA HELIPORT, XS880408 10°18'45"N 106°43'00"E **VH3-675**
Unk PAD - (EARTH ROAD)
HELIPORT REMARKS - Land in front of Post. Rough.

THAC NUC HELIPORT, ZC029229 15°34'00"N 107°49'30"E **VH1-676**

THANH BINH HELIPORT, WS545660 10°33'N 105°29'40"E **VH4-677**
Unk PAD - (SOD H)

THANH HOA HELIPORT, BT328115 15°28'15"N 108°30'15"E **VH1-678**

THANH MY HELIPORT, ZC026439 15°45'30"N 107°50'00"E **VH1-679**

THANH PHU HELIPORT, XR668999 09°57'00"N 106°31'00"E **VH4-680**
Unk PAD - (SOCCER FIELD)

THAT SON HELIPORT, WS020650 10°32'15"N 105°01'E **VH4-681**
Unk PAD - (SOD)
HELIPORT REMARKS - N side of rwy in grass.

THIEN PHUOC HELIPORT, BT113137 15°29'30"N 108°18'30"E **VH1-682**

THOT NOT HELIPORT, WS588352 10°16'15"N 105°32'00"E **VH4-683**
Unk PAD - (SOD)
HELIPORT REMARKS - VC to S.

THU DAU MOT HELIPORT, XT800143 10°59'00"N 106°39'00"E **VH3-684**
Unk *L PAD - (UNK)
FUEL - J4 AMMO - 7.62 275
HELIPORT REMARKS - R/W t/c to Lam Son must be on off bus.

TIEU CAN HELIPORT,	XR305845	09°48'30"N 106°11'05"E	VH4-685
Unk PAD - (SOD H) HELIPORT REMARKS - Next to arty pieces.			
TINH BIEN HELIPORT,	VS940725	10°36'40"N 104°57'E	VH4-686
Unk PAD - (EARTH) HELIPORT REMARKS - VC to S and E.			
TRA BONG HELIPORT,	BS348378	14°48'00"N 108°32'00"E	VH1-687
TRA ON HELIPORT,	XS016014	09°58'00"N 105°56'00"E	VH4-688
Unk PAD - (SOCCER FIELD) HELIPORT REMARKS - VC to S.			
TRAM VANG HELIPORT,	XT414270	11°05'30"N 106°17'30"E	VH3-689
TRANG BANG HELIPORT,	XT490190	11°01'30"N 106°21'40"E	VH3-690
Unk *L PAD - (SOCCER FIELD)			
TRANG SUP HELIPORT,	XT177550	11°21'00"N 106°04'30"E	VH3-691
TRI TON HELIPORT,	WS005520	10°25'00"N 105°00'00"E	VH4-692
Unk PAD - (SOCCER FIELD)			
TRIEU PHOUNG HELIPORT,	YD340538	16°45'00"N 107°11'30"E	VH1-693
TU CAM HELIPORT,	BT175225	15°34'00"N 108°21'30"E	VH1-694
TUY HOA (MAAG) HELIPORT,	CQ180480	13°05'00"N 109°17'30"E	VH2-695
VAN CANH HELIPORT,	BR835070	13°37'30"N 108°59'45"E	VH2-696
VIET AN HELIPORT,	BT028286	15°37'30"N 108°13'30"E	VH1-697
VINH CHAU HELIPORT,	XR082311	09°22'00"N 105°00'30"E	VH4-698
HELIPORT REMARKS - Town square ,houses all sides.			
VINH GIA HELIPORT,	VS766609	10°30'N 104°47'E	VH4-699
Unk PAD - (EARTH)			
VINH KIM HELIPORT,	XS369477	10°21'N 106°15'E	VH4-700
Unk PAD - (EARTH) HELIPORT REMARKS - Wires NW.			
VINH LOI HELIPORT,	XS734437	10°20'40"N 106°35'00"E	VH3-701
Unk PAD - (PAVED ROAD)			
VUNG LIEM HELIPORT,	XS304158	10°06'00"N 106°11'30"E	VH4-702
Unk PAD - (SOD) HELIPORT REMARKS - Soccer Field, white H. Has been mined.			
XUAN HOA HELIPORT,	YD111700	16°54'20"N 106°59'00"E	VH1-703

XUAN LOC HELIPORT, YT460094 10°56'00"N 107°15'00"E **VH3-704**

525 *L PAD - (EARTH)

FUEL - A+, J4 AMMO - 7.62 2.75

HELIPORT REMARKS - Main Pad on N side of Rwy 28, Four refueling points. Additional pads NE and S of Rwy 28. Two 170' radio twrs 700' N of W end of rwy. Right hand tfc ptr to N of radio towers.

TOWER - 241.0 47.3 SR-SS advisory only.

XUYEN MOC HELIPORT, YS655690 10°34'N 107°25'40"E **VH3-705**

Unk *L PAD - (UNK)

YANKEC HELIPORT, BP010460 12°10'00"N 108°15'00"E **VH2-706**

SAIGON (TAN SON NHUT) HELIPORT, **VH4-707**

XS810946 10°48'24"N 106°39'42"E

A Unk PAD - 3 ea 100' dia. (ASP)

FUEL - J4

HELIPORT REMARKS - All helis will land at Saigon Heliport H3 unless clearance is obtained from Base Ops 372.2. No facilities for trans refueling. Red Cross Hot Spot will be used by acft with med-evacs onboard—Not for passenger pick-up or discharge. Rearming facilities are not avail at 120th Aviation Company, Razorback Line, except in extreme emergency situations. Resupply is not permitted without prior coordination.

TOWER - 281.1 35.5

MY AN HELIPORT, WS933636 10°31'N 105°51'E **VH4-708**

Unk PAD - (SOD)

MOI LOI HELIPORT, XS800563 10°27'N 106°38'E **VH3-709**

Unk PAD - (MACADAM ROAD)

VH4-710

BEN TRANH HELIPORT, XS474551 10°27'30"N 106°21'00"E

Unk PAD - (SOCCER FIELD)

HELIPORT REMARKS - Recommend S & SE approaches.

BINH TAN HELIPORT, XS818405 10°19'N 106°39'30"E **VH4-711**

Unk PAD - (EARTH ROAD)

BINH TAN TAN HELIPORT, WS860035 09°59'30"N 105°47'00"E **VH4-712**

Unk PAD - (EARTH)

HELIPORT REMARKS - Obstructions S & W. Dusty.

VH2-713

CAMP LANE ARMY HELIPORT, BR946265 13°47'30"N 109°06'00"E

A Unk PAD - (ASP)

FUEL - J4 AMMO - 7.62 40 MM lrd

HELIPORT REMARKS - Two heliports (25 pads each) Right hand Tfc pattern to North.

LANE TOWER - 241.0 40.6 Opr 2130-1200Z.

DAI DIEN HELIPORT, XS591058 10°01'N 106°27'E **VH4-715**

Unk PAD - (ROAD)

DUC LONG HELIPORT, WS90779 09°47'00"N 105°27'00"E **VH4-716**

GO QUAO HELIPORT, WR306749 09°48'30"N 105°17'30"E **VH4-717**

HOA BINH HELIPORT, XS787384 10°18'N 106°38'E **VH3-718**

Unk PAD - (CON)

HELIPORT REMARKS - Wires, antennas & bldgs. Very confined.

KE SACH HELIPORT,	XR085798	09°47'00"N 105°59'20"E	VH4-719
KIEN CUNG HELIPORT,	WS960760	10°38'N 105°52'30"E	VH4-720
Unk PAD - (EARTH) HELIPORT REMARKS - South of Canal, West of outpost.			
LONG BINH ARMY HELIPORT,	YT04808B	10°56'N 106°53'E	VH3-721
A 130 PAD - @PSP HELIPORT REMARKS - All acft ldg at Long Binh Dustoff Hpt will ctc Dustoff Operations on primary 45.7, alt 46.9 for ldg instructions. Acft carrying patients for 93rd Evacuation Hospital will ctc Dustoff Control on FM 45.7 and provide ETA, number and type of patients, nature of injuries if known, and property exchange required. Apch and takeoff will not be made over hospital or cantonment area. Aviators ldg at Long Binh Hpt are cautioned that series of utility poles approx 50' in height have been placed along highway 1 between the highway and the West helipad boundary. The poles are parallel to 18 and 36 apch lane. The utility poles are identified by red lights during hours of darkness and by yellow marking during daylight hours. Shutdown prkg of CH-47 acft prohibited. Restricted to patient and passenger pickup and drop only. @ 12 each.			
LONG MY HELIPORT,	WR631697	09°41'30"N 105°38'50"E	VH4-722
LONG PHU HELIPORT,	XR242619	09°33'00"N 106°08'00"E	VH4-723
NHON NINH HELIPORT,	XS044746	10°37'30"N 106°03'E	VH4-724
Unk PAD - (SOD)			
PHONG PHU HELIPORT,	WS688180	10°07'30"N 105°37'30"E	VH4-725
PHUNG HIEP HELIPORT,	WR906843	09°48'00"N 105°50'00"E	VH4-726
SONG ON DOC HELIPORT,	VQ804986	09°03'00"N 104°48'30"E	VH4-727
TAC VAN HELIPORT,	WR296130	09°12'30"N 105°16'30"E	VH4-728
TAN HUNG HELIPORT,	WQ141973	09°02'00"N 105°07'20"E	VH4-729
THOI BINH HELIPORT,	WR109335	09°22'00"N 105°05'30"E	VH4-730
HELIPORT REMARKS - PAD on west end of SOD strip. Arty position to W.			
THUAN HOA HELIPORT,	WR893648	09°37'30"N 105°48'30"E	VH4-731
THUAN NHON HELIPORT,	WR648971	09°56'30"N 105°36'00"E	VH4-732
HELIPORT REMARKS - Low fence around pad.			
THUAN TRUNG HELIPORT,	WR476156	09°12'30"N 105°26'00"E	VH4-733
HELIPORT REMARKS - PAD on North end of SOD strip.			
VINH QUOI HELIPORT,	WR660570	09°34'00"N 105°31'00"E	VH4-734
KY HA MCAF HELIPORT,	BT532114	15°28'N 108°42'E	VH1-735
MC 73 L 1, 4 PAD - 03/21 600 X 110(AM-2) FUEL - A+, J4, 0-123, 0-128, 0-156, Mil-H-5606, Mil-L-21260 AMMO - 7.62 2.75 HELIPORT REMARKS - Heli only. Ltd transient parking oval extensive heli ops dly. Rwy threshold marked by 3 green lights. Field located 347° 4.0 NM from Chu Lai TACAN. TOWER - 285.8 335.4 41.5 (U) Rbn NLU 490 At Heliport RADIO/NAV REMARKS - Helis desiring IFR svc ctc CHU LAI APP CON.			
DUST OFF PAD HELIPORT,	YS434665	10°32'N 107°14'E	VH3-736
UNK PAD - UNK			

KANGAROO HELIPORT, YS432670 10°32'N 107°14'E **VH3-737**
 1 ATF UNK PAD - (GRASS) 1000' X 300'
 FUEL - J4 AMMO - 7.62 2.75 40 MM.
 HELIPORT REMARKS - 102' twr 820' SSE, obst lights O/R. Under redevelopment. Large deep wash across center of L Z running N-S.
 RADIO CALL KANGAROO CON - 369.6 36.1

BEARCAT ARMY HELIPORT, YT162003 10°52'N 106°55'E **VH3-738**
 A 110 °L PAD - (CON)
 FUEL - A+, J4
 HELIPORT REMARKS - 9th Inf Div helipad - General Officers only.
 TOWER - 251.9 30.8 GND CON - 263.9 37.0

DONG BA THIN HELIPORT, (Flanders AHP) CP027295 12°01'N 109°12'E **VH2-739**
 A Unk PAD - (UNK)
 FUEL - J4
 HELIPORT REMARKS - Tfc ptn W of fld at 500'. 2 clusters of antennas 80' to 145' high located at CP005315 and CP025255. F/W fld lctd 500 meters E of heliport uses 1000' tfc ptn superimposed over R/W ptn. Artillery positions along Highway #1 for aprx 10 mi N to 10 mi S. Max ordinates up to 15,000', firing to W. Tel located in Conex on E side Heliport. Fuel point on W side. See Dong Ba Thin A/D Rmks.
 TOWER - 282.9 118.3 45.6 Opr 2330-1400Z

LONG BINH AMMO SUPPLY DEPOT HELIPORT, **VH3-740**
 A 131 PAD① - (UNK) 36X50 - YT059085 10°56'N 106°52'E
 PAD② - (UNK) 46X82 - YT058118
 HELIPORT REMARKS - SEE HELIPORT PROCEDURES. Helipad lgtd dur hrs SS-SR, 3 lgt mark ea corner of pad. Ctc 46.5 10 min out with code and designator. W tfc land or t/off N or S. Do not overfly HQ Bldg. Drop-off only. Prkg and fuel limited. ① 5 each, Cargo. ② 1 each, VIP.

RACH GIA HELIPORT, XS410153 10°54'N 106°17'30"E **VH4-741**
 Unk PAD - (EARTH)
 HELIPORT REMARKS - Approach from river.

USNS CORPUS CHRISTI BAY HELIPORT, CP035165 11°54'N 109°11'E **VH2-742**
 00 PAD - (STEEL DECK) 66X77
 HELIPORT REMARKS - Ldg granted by PPO.
 TOWER - 236.1 44.4 (V)

DANANG HELIPORT, BT0175 16°02'30"N 108°12'12"E
 Unk PAD - (ASP)
 HELIPORT REMARKS - Heli ptn is 500'. Approach to A/D: Tfc will not opr below 3000' within a 60° cone, 30° either side of center Line, extending from Rwy 17/35 for 5 NM.

EAGLE FARM HELIPORT, YS442673 10°33'N 107°14'E
 1 ATF 180 PAD - 300' X 300' (GRASS)
 HELIPAD REMARKS - Road carrying heavy traffic crosses W side of LZ.

HEADQUARTERS USARV HELIPORT, VIETAM YT038056 10°54'N 106°52'E
 A 105 12 PAD H(ASP)
 FUEL - J4
 HELIPORT REMARKS - Tfc ptn W at 500'. Apch to and depart from center pad. Passengers stops on offl business only, ltd to 10 min except 2 pads on E side for General Officers prkg. ATC not aval. Tel lctd on E side. Do not overfly Hq USARV. Vehicles not permitted on heliport, CH-47 and larger helis are prohibited. Inbound acft with VIP's aboard will call at least 10 min prior to ldg and report code aboard, designated mission number and ETA, call sign HEADSHED HELIPAD. CAUTION: 30' telephone lines E side.
 TOWER - 46.5

LAI KHE, (Dozier Army Airfield) 11°12'N 106°37'E

The six (6) heliports surrounding Dozier AAF are as follows:

- a. Hacking Heliport: Located 500 meters S of the southern end of Dozier AAF; utilized for medical evacuation, Longhorn hcptrs and other VIP hcptrs visiting the 3rd Brigade.
- b. Trooplift Heliport: Located on NW side of Dozier AAF N of Control Facility.
- c. Assault Heliport: Located on E side of Dozier AAF.
- d. Mini Heliport: Located 1200 meters S of Dozier AAF near the approach end of Rwy 05; utilized only for JP-4 refueling.
- e. Logistics Heliport: Located on East side of highway 13, just N of the S check point entering Lai Khe, utilized for hcptrs loading and unloading.
- f. Nighthawk Heliport: Located SW of Dozier AAF across highway 13 west of 3rd Brigade Hqs. Restricted to observation hcptrs, and no more than 15 at a time.

NOTE: Helicopters will not land except at the above listed heliports.

SAINT KILDA HELIPORT, YS298438 10°20'N 107°06'E

1 ALSG 20 PAD - 456' X 286' (BITUMEN)

HELIPAD REMARKS - Apch from NE/SE arc. Twin radio masts 656' W and SW of LZ, lit at night. Four 20' X 20' landing points on W of LZ and three 50' 25' landing points on E of LZ.

TIGER 5 HELIPORT, YS438685 10°34'N 107°14'E

1 ATF 195 PAD - 300' X 150' (UNK)

HELIPORT REMARKS - LZ oriented E/W. Four landing points on S side of LZ.

U. S. EMBASSY HELIPORT, XS863922 10°49'N 106°42'E

HELIPORT REMARKS - Located on roof of Embassy bldg. PPO, etc American Embassy extension 200

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SPECIAL PROCEDURES APPLICABLE IN SAIGON AERODROME TRAFFIC ZONE AND SAIGON CONTROL ZONE

HELICOPTER TRAFFIC

1. Departure and arrival procedures

A. General:

- (1) Scramble and air evacuation helicopter will contact tower for direct routings (including the crossing of runway intersection).
- (2) During darkness hours, helicopters may request from Tower to cross intersection of runways. In this case Tower clearance is required and the headings will be as follows within 3 NM: North-East 035°/215°, North-West 305°/125°.

B. Runway 25 in use

(1) Departures:

a. Northbound (240°-068°)

Take-off North from Saigon heliport (H.3) turn left proceed to highway 1, then to West boundary road, cross extended runway centerline at or below 100 ft. After crossing, if the desired route is east of runway 36, maintain 360° heading below 500 ft until 3 NM from airport, then proceed on course. Take-off south from Saigon heliport (H.3) proceed to highway 1, then follow the routing described above. Take-off from H.2 proceed to highway 1, then follow the routing described above.

b. South bound (070°-251°)

Helicopters will proceed to highway 1 and proceed on course.

(2) Arrivals

a. Inbound from North

Helicopters will align with West boundary road 3 NM distant, at or below 500 ft. Cross extended runway center line at or below 100 ft. After crossing: —Follow highway 1 to Saigon heliport (H.3) and H.2 or —Follow highway 1 to intercept extended center line of the runway 36 then direct to Medical Evacuation helipad South end of runway 18/36.

b. Inbound from South

Proceed to highway 1 and follow the routing described above

C. Runway 07 in use

(1) Departures

a. North bound (240°-068°)

From Saigon heliport (H.3) and H.2, proceed to highway 1, then to East boundary road, cross extended runway center line at or below 100 ft. If the desired routing is West of runway 36, maintain heading 360° at or below 500 ft until 3 NM north then proceed on course. From Medical Evacuation helipad proceed to East boundary road and follow the routing described above.

b. South bound (070°-251°)

Helicopters will proceed to highway 1 and proceed on course.

(2) Arrivals

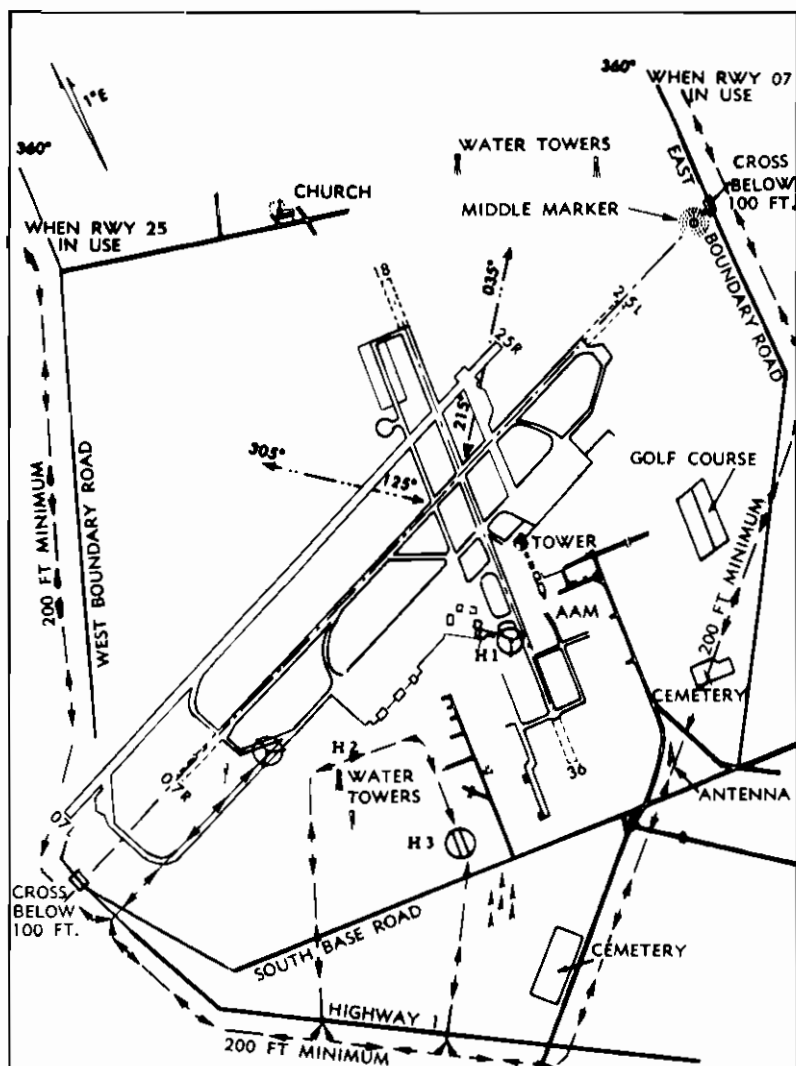
a. Inbound from North

Helicopters will align with East boundary road 3 NM distant at or below 500 ft. Cross extended runway center line at or below 100 ft. After crossing continue on East boundary road until intercepting: —Highway 1, then to Saigon heliport (H.3) or (H.2) —Extended center line of the runway 36 then direct to Medical Evacuation helipad.

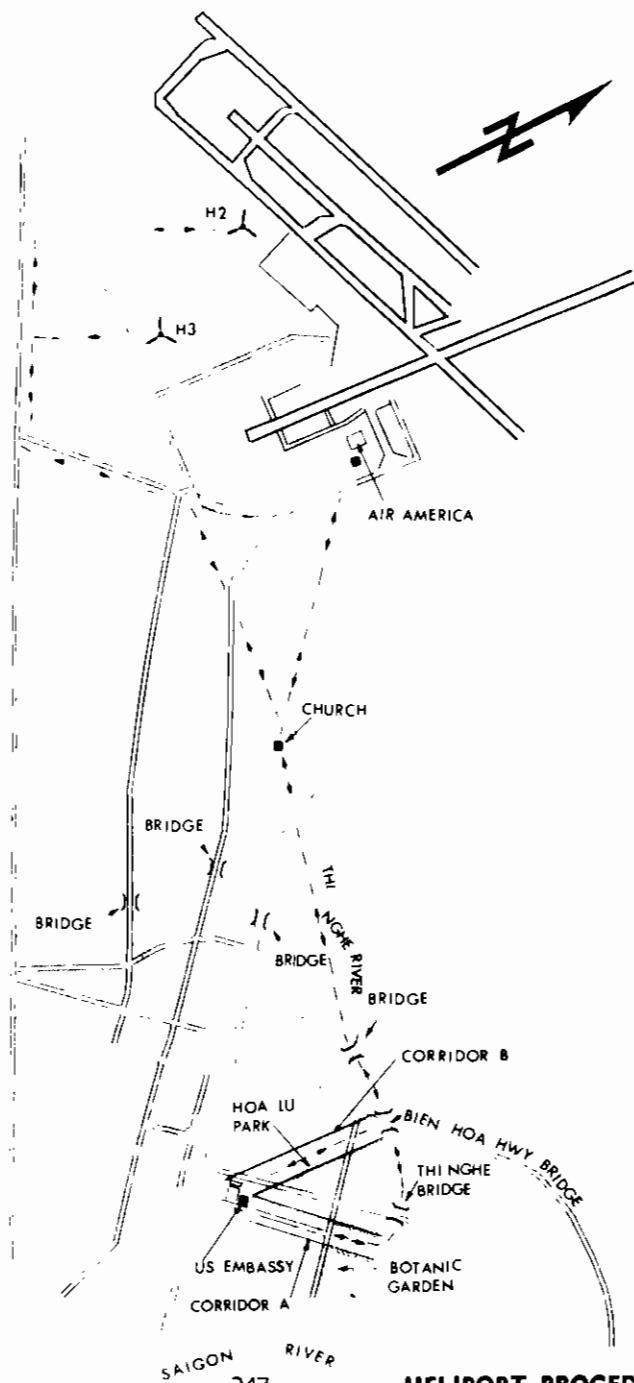
b. Inbound from South

Proceed to highway 1 and follow the routing described above.

SAIGON TAN-SON-NHUT AIRPORT — HELICOPTER ROUTINGS



TAN-SON-NHUT U. S. EMBASSY ROUTINGS



LONG BINH AMMUNITION SUPPLY DEPOT HELIPORT AND DANGER AREAS

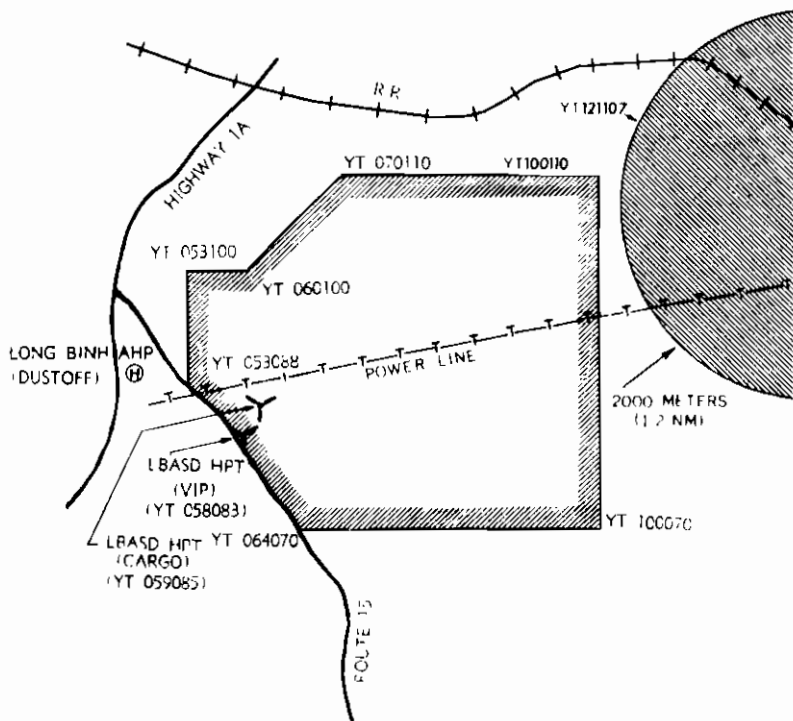
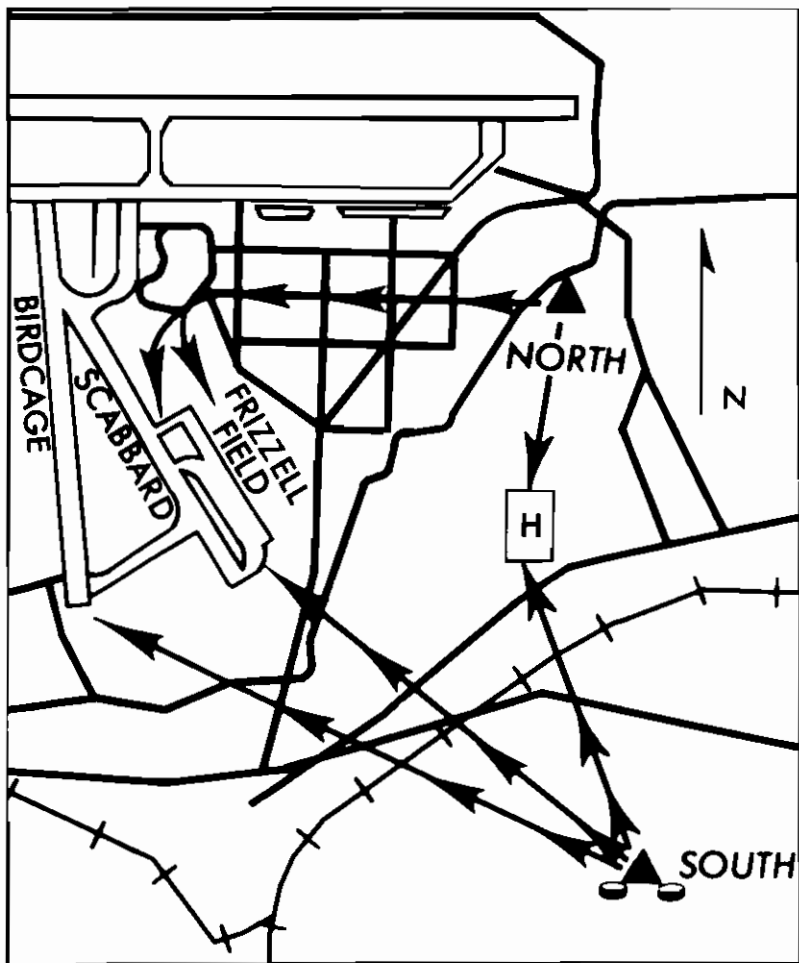


Chart References: AMS 1:50,000 scale map
Sheet 6343 I, Bien Hoa
and JOG (A) NC 48-7
Scale 1:250,000.

NOTE: Chart not to Scale

1.  Danger Area
No overflights at any time
2.  Restricted Area
Overflights permitted only
over 2,000 ft.

**BIEN HOA HELICOPTER TRAFFIC PATTERNS FOR
ARRIVAL AND DEPARTURE ROUTES**



1. Helicopter patterns flown at 300' MSL maximum.
2. Call Spartan Control over North RP for landing South or over shell (South RP) for landing North identify pad as Soccer Field, Frizzell Field, Scabbard or Birdcage for landing.
3. Do not fly North of the North RP. The traffic pattern using the North RP is over the road South of the jet revetments and North of the buildings.
4. Between 1800-0600Z hrs contact Bien Hoa Gnd 274.1 for Artillery.
5. North RP is 2000' due South of the East ovrn, identified by red and white CBU containers.
6. Avoid overflight of housing areas and aircraft parking areas whenever possible.

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RADIO NAVIGATIONAL AIDS BY IDENTIFICATION

Ident	Name	Ident	Name
A		M	
AC	An Loc (Rbn)	MD	Ban Mae Sot (Rbn)
AG	Khe Sanh (Rbn)	MS	Bearcat (Rbn)
AFM	Hensel (Rbn)	MX	Tay Ninh West (Rbn)
AGT	Nha Trang (TACAN)		
ASM	Tan Son Nhut (TACAN)	N	
AV	Phan Rang (Rbn)	NK	Binh Thuy (Rbn)
B		NLU	Ky Ha (Rbn)
BA	Bien Hoa (Rbn)	P	
BG	Hon Quan (Rbn)	PD	Ban Me Thuot East (Rbn)
BHT	Binh Thuy (TACAN)	PHJ	Phu Cat (TACAN)
BMT	Ban Me Thuot East (TACAN)	PK	Pleiku (Rbn)
BNH	Bien Hoa (VOR)	PLU	Pleiku (TACAN)
BNH	Bien Hoa (TACAN)	PQ	Duong Dong (Rbn)
C		PRG	Phan Rang (TACAN)
CHU	Chu Lai (TACAN)	PT	Phan Thiet (Rbn)
CRB	Cam Ranh Bay (TACAN)	PU	Pleiku (Rbn)
D		R	
DAG	Danang (TACAN)	RFO	English (Rbn)
DAN	Danang (VOR)	S	
DL	Dalat (Rbn)	SF	Danang (Rbn)
DLT	Dalat (TACAN)	SG	Tan Son Nhut (Letr)
DMZ	Dong Ha (TACAN)	SK	Quang Ngai (Rbn)
F		SO	Soc Trang (Rbn)
FL	Phu Loi (Rbn)	SOC	Soc Trang (TACAN)
FM	Quan Long (Rbn)	SV	Tan Son Nhut (Rbn)
FVM	Phuoc Vinh (Rbn)	SW	Phu Cat (Rbn)
G		T	
GN	Tan Son Nhut (Letr)	TBB	Tuy Hoa (TACAN)
H		TH	Tuy Hoa (Rbn)
HU	Hue (Rbn)	TW	Kham Duc (Rbn)
HUE	Hue (TACAN)	TWD	An Khe (Rbn)
HYD	Dalat (Rbn)	V	
I		VK	Tuy Hoa North (Rbn)
IB	Dong Ha (Rbn)	VKH	Khe Sanh (TACAN)
IL	Cam Ranh Bay (Rbn)	VL	Vinh Long (Rbn)
K		X	
KH	Nha Trang (Rbn)	XK	Kontum (Rbn)
KL	Cu Chi (Rbn)	XL	Xuan Loc (Rbn)
KM	Dong Tam (Rbn)	XVK	Qui Nhon (TACAN)
L		XVK	Qui Nhon (Rbn)
LK	Lai Khe (Rbn)	XVL	Vung Tau (Rbn)
LSV	Dak To II (Rbn)		

SPECIAL NOTICE SECTION

Special Notices will be carried for the life of the notice. New or modified notices are emphasized by an outline and date of first issuance at the top of the notice. Outline will be eliminated after three issues, and issuance date relocated at the end of the notice.

All assigned Aircraft Commanders will check Foreign Clearance Guide for entry and/or flight clearance prior to flying over any country.

NEW FEATURES

Effective 15 October 1967, the Aerodrome and Heliport directory listings are arranged numerically by Victor number instead of alphabetically by name. A cross reference listing preceding each directory is provided with an alphabetical primary and secondary name reference to Victor number. (Oct 1967)

The J-Bar/A-Gear format has been changed to provide a more graphic presentation of information. In addition, the directional capability of the arresting equipment is identified. Complete explanation of change is contained in legend portion of supplement. (Oct 1967)

The VFR Aerodrome/Facility Directory, Southeast Asia, has been discontinued. A new publication titled, "Tactical Aerodrome Directory, South Vietnam," will contain a photograph (when available) and textual information concerning each airfield/heliport in South Vietnam, together with other pertinent information such as Special Notices and Procedures. Information concerning installations, facilities, procedures, etc., in Cambodia, Laos, and Thailand have been incorporated into the Pacific and Southeast Asia (PSEA) Supplement.

The new Tactical Aerodrome Directory, South Vietnam will be dated the 15th of each month, and will be distributed on a selective basis. It will not be included as part of the FLIP PSEA Enroute package. (Sep 1967)

USE OF GREEN ANTI-COLLISION LIGHTS BY USN/USMC AIRCRAFT

USN/USMC aircraft have been authorized to display green anti-collision light(s) for the purpose of identifying aircraft involved in aerial refueling operations. When displayed, subject and anti-collision light(s) will be used in conjunction with standard position lights. (Oct 1967)

OCTOBER 1967**HELICOPTER TRAFFIC**

Helicopter traffic between Saigon, Long Binh and Bien Hoa will avoid the Glide Slope into Tan Son Nhut by remaining below 1000' East of the Saigon River. Below 500' West of Saigon River remain clear of approach path between Saigon and Thu Duc. Overflight above 2500' authorized.

SEPTEMBER 1967**SAIGON FIR**

All flight plans filed in and out of Saigon FIR should clearly describe the route of flight by using geographical coordinates if flight is conducted out of controlled airspaces on a direct route. Any non-compliance will not be accepted by Saigon ACC.

VIETNAM**AUGUST 1967****AIR REFUELING**

Air refueling operations are continually being conducted in Southeast Asia between the altitudes of 13,000 and 33,000 feet under radar control and monitoring. It is imperative that all pilots operating aircraft in this area be visually alert and maintain continuous contact with appropriate control agencies of insure safe operation.

AUGUST 1967**NAVIGATION LIGHTS**

Aircraft are required to display navigation lights during all phases of night operations within South Vietnam.

AUGUST 1967**VIETNAM**

Heavy movement of air traffic has required the establishment and use of reduced runway separation standards at some locations. Pilots must be alert to traffic advisories and the possibility of wake turbulence at these locations. Refer to the A/D Rmks Section for the locations with reduced standards in effect.

VIETNAM**AIRFIELD AND LANDING STRIPS**

WARNING--Many Airfields and Landing Strips in Vietnam have helicopter operations in close proximity to runways, much of the traffic is not controlled. Recent major accidents and incidents have listed contributing factors as downwash from helicopters near the runway. Exercise extreme caution to avoid helicopter downwash during take-off and landing. (May 1967)

Transient facilities for RON at Vietnam are non existent except for Tan Son Nhut. Itineraries for official visits to Vietnam should be arranged to allow for RON only at Tan Son Nhut Airport. (Oct 1967)

All Tactical Airlift Aircraft inbound to RVN report ETA to ALCC at Tan Son Nhut. (Sep 1967)

All aircraft landing/overflying Republic of Vietnam must obtain briefing on classified Procedures to be followed in the event HAWK corridors are implemented. Information available from base operations at last stop prior RVN and at each base in RVN. Briefing required before each flight. (May 1967)

A majority of the airfields in South Vietnam are heavily congested due to extensive operations and/or construction. Use Caution as uncontrolled vehicles operate on or near taxiways and runways. (May 1967)

Packaging and handling of dangerous materials for transportation by Mil a/cft. Aircraft performing airlift within the Republic of Vietnam (RVN) and under the operational control of 7 AF will provide explosive load information to the control tower or controlling facility using brevity codes contained in 7 AF Sup 1 to AFR 55-14, dated 15 Sep 67 (C). (Nov 1967)

SEPTEMBER 1967

**"TAILPIPE" COMBAT AIR TRAFFIC
CONTROL FREQUENCIES**

"TAILPIPE" USAF Combat Control Team frequencies: Airfields that normally are without air traffic control may be controlled on a no-notice basis by USAF Combat Control Teams operating in RVN. Aircraft and helicopters entering areas with unusual air activity or obvious military buildups should try to contact the USAF Combat Control Team on the frequencies listed below. The call sign for each team is "TAILPIPE" followed by the appropriate alphabetical designator. For example: "TAILPIPE" Alpha, Bravo, etc. Crews must obtain at their briefing which Combat Control Teams are working the particular field they intend to use. Contact Combat Control Teams for the availability of SST 181 X-E Radar Beacons.

TEAM	UHF	VHF	FM
A	272.0	140.4	47.3
B	367.2	136.45	43.3
C	375.8	117.0	47.3
D	227.8	136.35	43.3
E	225.1	136.55	47.3
F	238.0	140.4	43.3
G	329.1	149.1	47.3
H	376.2	140.4	43.3
I	369.2	149.15	47.3
J	298.8	117.0	47.3
K	228.2	117.0	47.3
L	238.0	140.4	43.3

PILOTS FLYING OVER SOUTH VIETNAM ARE ADVISED THAT ARTILLERY FIRE should be expected. The majority of light and medium artillery fire is below 7,000 ft AGL. When possible in accordance with tactical mission, aircraft should operate above 7000 AGL to reduce hazard. Air traffic will be furnished warning information regarding preplanned heavy artillery fire by air traffic control and flight following facilities. Advisories concerning no notice heavy artillery fire will be furnished as available on enroute and guard frequencies. (May 1967)

TACTICAL AIRLIFT FLIGHT FOLLOWING NORTH

Flight following traffic North of 12° contact ALCC on 4677 8134, at Night 4677.

SOUTH

Flight following traffic South of 12° contact ALCC on 10140 4677, at Night 8134. If unable to contact ALCC contact nearest ALCE ON UHF/VHF frequencies for relay.

SEPTEMBER 1967

CAM RANH BAY

All VFR t/c transiting the Cam Ranh Bay area stay outside a 10 NM radius due to high density t/c.

CAM RANH BAY

During daylight hours numerous aircraft have landed on West parallel taxiway. Use caution, identify rwy before landing. Rwy lights and corner strobes lighted at all times. (Jun 1967)

OCTOBER 1967

CAM RANH BAY

Artillery firing surface to 16,600 ft 10 NM radius Camh Ranh Bay 24 hours daily and surface to 20,000 ft 180-330 rad 15 NM radius Camh Ranh Bay TACAN 24 hours daily.

DANANG

Artillery firing surface to 11,000 ft 1200-2330Z dly UFN. Area bounded by sector of circle 15 NM radius centered at 16°03'N 108°12'E btwn 150-320 Rad from Danang Tacan. (Jun 1967)

DONG HA

Ordnance jettison area established as follows: 3 NM radius circle centered on 27 NM fix Dong Ha (DMZ) TACAN 087 radial. (Apr 1967)

HUE/PHU BAI

Gunfiring area bounded by sector of circle of 9 NM radius centered on point 16°24'N 107°41'E between 140° and 245° to 12,500 ft operating continuous. (May 1967)

TAN SON NHUT

Gun and missile firing between 042°-046° from 11 NM to 18 NM of ASM TACAN, to 16,000 ft. Continuous. (May 1967)

Transient tactical aircraft carrying armament of any type are prohibited from landing at Tan Son Nhut due to congestion, lack of parking space and lack of armament personnel. Recommend Bien Hoa AB be used as a weather and emergency alternate. (Jun 1967)

Medical evacuation flights terminating at Tan Son Nhut will call Paris Control for landing location. Ground ambulance will be dispatched to meet aircraft. All aircraft will land at the Saigon Heliport. (Sep 1967)

SAIGON

Saigon AFRS broadcasts on 540 kcs and FM 99.9. Stations broadcasting on 1330 and 3244 kcs should not be used for navigational purposes. (Sep 1967)

SAIGON CHOLON

A. Flights over Saigon-Cholon metropolitan area by ordnance loaded aircraft prohibited.

B. Flights over Saigon-Cholon metropolitan area by military aircraft without ordnance at altitude under 5000 feet restricted to absolute necessity unless weather conditions or operating mission dictates otherwise. Flights arriving or departing the Saigon area will be planned to utilize routing that will circumnavigate referenced densely populated area except aircraft executing ADF2/ILS approach will utilize 3500 feet as indicated on approach chart.

C. For the purpose of this directive the Saigon-Cholon Metropolitan area is defined as between the 110 and 200 degree radial of Tan Son Nhut Tacan one to 5 DME position. Radar vectors and flight clearance furnished by control agencies will normally be in accordance with restrictions outlined herein. (May 1967)

SAIGON AREA

Gun and missile firing 6 NM 10°04'N 106°52'E, 10°02'N 106°41'E to 17,000 ft. Continuous. (May 1967)

TUY HOA

Helicopter t/c arriving or traversing are required to contact Tuy Hoa Tower prior to entering the Control Zone. Upon contact with tower, crossing of aerodrome at approx mid field will be at 250' MSL at approx right angle to the rwy. Three parallel rwys are in use. Use the Control Tower to align with approx mid field points. Exercise extreme caution, extensive varied, t/c 24 hrs daily. (Jun 1967)

INTENTIONALLY
LEFT
BLANK

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.

SPECIAL AIR TRAFFIC PROCEDURES

for

TACTICAL OPERATION FLIGHTS

in the REPUBLIC OF VIETNAM

GENERAL PROVISIONS

1/ - Priority shall be accepted for all Tactical departures and recoveries.

Priorities are as follows:

Priority 1 : Interception Saigon Area

Priority 2 : Interception Other Areas

Priority 3 : Immediate Tactical Requirement

Priority 4 : Pre-planned Tactical Requirement

2/ - There shall be no restriction of operation relating to weather conditions or night time for Tactical flights.

3/ - Pilots conducting tactical flights shall not be obliged to submit flight plan or advise of destination to civil Air Traffic Control units.

4/ - Tactical aircraft shall maintain two-way communication with Radar and/or Non Radar Control units (military or civil) in the airspace concerned.

5/ - Coordination means between military Radar units and civil Air Traffic Control units shall be available at all times for separation purposes.

6/ - Military radar units will request traffic information concerning essential IFR traffic from civil air traffic control facilities. This information will be provided by civil air traffic control facilities upon request from military radar units.

7/ - Pilots shall file flight plans with their tactical commands when time permits. In any case, the tactical commander shall be responsible for keeping Air Traffic Control Centers and Search and Rescue agencies advised of flight movements.

TACTICAL FLIGHTS FROM RADAR COVERED AIRFIELDS

1) - General:

1.1 A system of tactical standard instrument departures (TSID), one for each quadrant, will be established by local authorities at radar covered airfields concerned.

1.2 Airways may be crossed without clearance from ATC providing tactical aircraft and airway traffic are in positive radar contact, or essential traffic information obtained from ATC indicates no conflict exists between airway traffic and tactical aircraft; otherwise an ATC clearance is mandatory.

1.3 VFR is considered a TSID limit.

1.4 The pilot or CRC may cancel a TSID with ATC, but only after aircraft is VMC.

1.5 Flights in this category will assign priorities III or IV as defined in tactical operations procedures.

1.6 CRS/CRP has no clearing authority and can extend control only after a clearance from ATC has been issued.

1.7 An emergency recovery procedure will be established for each TSID for use in the event of radio failure.

2) - Departure:**2.1 Before departure:**

- Approach control/tower shall coordinate with ground controlled approach (GCA) to advise GCA of appropriate departure instructions issued to the aircraft and known traffic information.
- Pilot shall contact GCA for radar monitoring and advisory service.

2.2 After take-off:

- GCA shall advise tower of radar contact to indicate that radar and radio contact has been established and that GCA is providing radar monitoring and advisory service.
- GCA shall apply standard procedures agreed upon by local authorities to monitor the aircraft.
- Minimum standard radar separation 3NM (5NM when more than 40NM from radar antenna site) shall be provided between IFR tactical aircraft and other observed traffic.
- Transfer of radar service to CRC/CRP (Control Reporting Center/Control Reporting Post) shall be made as soon as practicable after radar contact is established by CRC/CRP and in no case later than 5NM from the limits of radar coverage.

2.3 Beyond GCA coverage:

- Pilots shall contact the CRC/CRP for continuation of radar vectoring.
- CRC/CRP shall coordinate with GCA for transfer of control.
- CRC/CRP shall be responsible for vectoring the flight until transfer back to GCA or Approach Control.
- If CRC/CRP vectoring cannot be accomplished for any reason, the pilot shall maintain Visual Meteorological Conditions (VMC) or revert to appropriate Air Traffic Control units and shall be considered in the same category as civil traffic.
- CRC/CRP shall be responsible for providing minimum standard radar separation (5NM) for tactical aircraft and other traffic.
- Saigon Air Traffic Control Center (ACC) shall provide necessary traffic information concerning IFR flights on request from CRC/CRP.
- The CRC/CRP shall coordinate with the ACC any potentially hazardous IFR Air Traffic Control conditions noted while the CRC/CRP is vectoring tactical flights.

3) - Recovery Procedures:**3.1 Under CRC/CRP vectoring:**

- Pilot shall maintain radio communication with CRC/CRP which shall provide Radar Control and separation between tactical aircraft with other traffic until transfer to GCA.
- Saigon ACC shall provide essential traffic information concerning IFR flights on request from CRC/CRP.
- CRC/CRP shall coordinate with approach control to obtain expected approach time (EAT) and approach fix.
- Approach control shall issue EAT according to IFR traffic under its jurisdiction.
- Aircraft shall be provided sufficient enroute radar separation to effect an orderly hand-off to GCA.

3.2 Within GCA coverage:

- CRC/CRP shall coordinate with GCA for transfer of aircraft giving ETA and approach fix. Diverse approach hand-offs may be made at any point after proper coordination and identification.
- Coordination shall be effected in sufficient time to permit an orderly acceptance by GCA, but in no case later than 5NM prior to the hand-off point.
- Approach control shall provide traffic information concerning IFR flights on request from GCA.

3.3 Other:

- Pilot shall contact appropriate ATC units for recovery clearance if no contact is established with CRC/CRP or GCA.
- If due to traffic conditions, GCA is unable to accept a hand-off from CRC/CRP shall coordinate with appropriate control agency (ATC, approach control, tower) to determine approach priority sequencing and holding instructions if required.

3.4 Emergencies:

- If an aircraft experiences an emergency, action will be taken by the agency concerned to notify all other appropriate agencies concerned (GCA, CRC/CRP, Approach Control, tower) and appropriate priority shall be afforded the emergency aircraft. The aircraft shall be vectored to the airfield by the most expeditious route.

TACTICAL FLIGHTS FROM NON-RADAR COVERAGE AIRFIELDS

1) - Departure:

1.1 Before departure:

- Pilots shall contact the Aerodrome Control Tower (TWR) for taxi instructions and take-off clearance.
- Pilot shall advise the TWR the following information for take-off clearance:
 - Identification
 - Type of aircraft
 - Priority code and
 - Direction of flight
- The TWR shall specify clearance limit in altitude and/or distance to pilot.

1.2 After take-off:

- Pilot shall advise the TWR when reaching clearance limit.
- Flight shall be conducted in VFR.

1.3 Beyond clearance limit of the TWR:

- Tactical flight shall be conducted under VMC and below the minimum en-route altitude of airways.

2) - Arrival:

2.1 Beyond Aerodrome Control Zone (CTR) limits:

- Tactical flight shall be conducted under VFR and/below the minimum en-route altitude of airways.

2.2 Approach and landing procedures:

- Prior to entering the CTR pilot shall contact the TWR for approach clearance.
- Pilot shall advise the TWR the following informations for approach clearance:
 - Identification
 - Type of aircraft
 - Priority code if appropriate
 - Present position
 - Route/Altitude
 - True airspeed
 - Hour of fuel remaining
 - Other information if available
- The TWR shall issue the estimate approach time (EAT) and landing instruction.

SPECIAL VFR FLIGHTS—SAIGON AREA

Arriving Aircraft

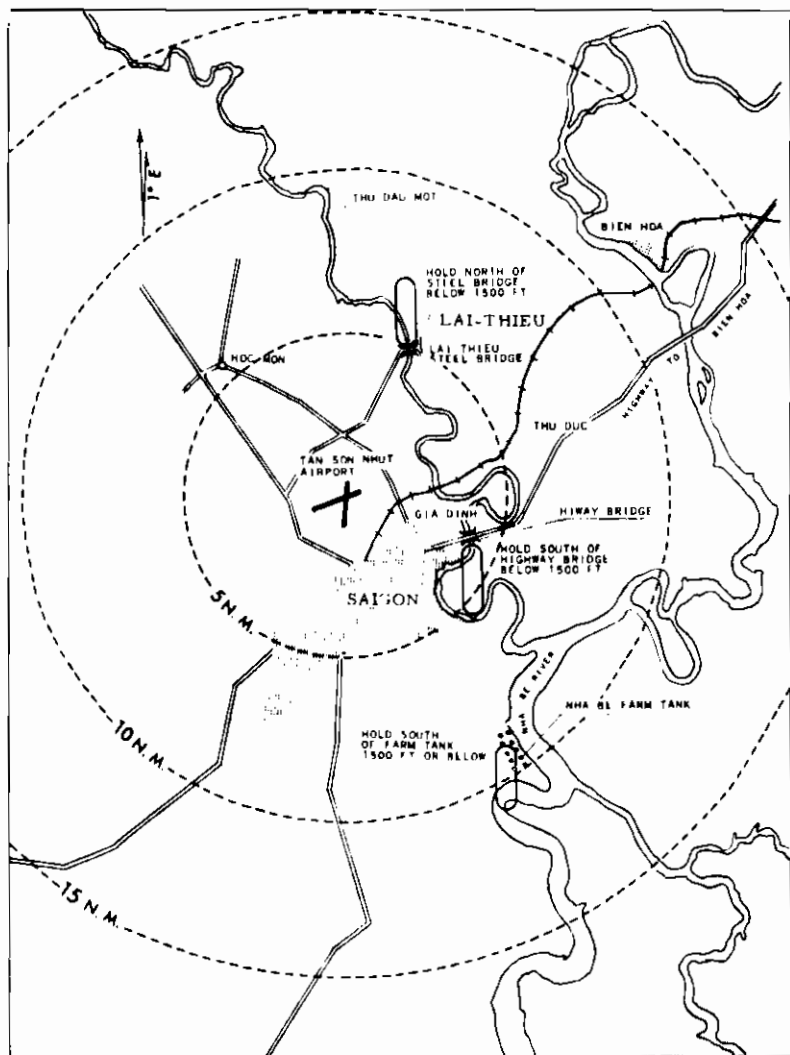
a/ Arriving aircraft are required

- 1 - To contact Saigon Tower at 15 NM or more for special VFR clearance to enter Saigon aerodrome traffic zone.
- 2 - To hold maintaing VMC at least 10 NM from the airport until clearance is received. Issuance of clearance may be delayed more than 30 minutes.

b/ Arriving aircraft may be authorized to enter ATZ and to hold at special VFR geographical holding points (see chart) as instructed until landing clearance is issued.

c/ Special VFR aircraft shall enter the Aerodrome Traffic Zone (5 NM radius) at or below 1500 ft through the sector assigned by Tower. It is very important to fly inside the specified sector due to the separation with IFR traffic.

SAIGON SPECIAL VFR HOLDING POINTS



BREVITY CODE

These Brevity Code words are the most commonly used by the Air Force and Vietnamese area radar controllers. If you will learn them and use them, you will greatly reduce the language barrier.

AMMO PLUS	Have armament left. (type should be specified)	STEER	Set magnetic heading indicated to reach me.
AMMO ZERO	Have no ammunition left.	SWEET	Equipment indicated as operating efficiently.
ANGELS	Altitude in thousands of feet.	TALLY-HO	Target visually sighted.
BANDIT	Aircraft identified as enemy.	TRACK	A series of related contacts displayed on a plotting board.
BASE	Home airfield.	VECTOR	Alter heading to magnetic heading indicated.
BENT	Equipment inoperative or unserviceable.	HEADS UP	Enemy got through (part or all)
BOGEY	Unidentified aircraft. (Implies: Investigate with caution—may be enemy)	HIGH	Between 45,000 and 60,000 feet.
BOGEY	Bogey's magnetic heading is _____.	JUDY	Take over the interception. (used only with airborne radar interceptors)
BUSTER	Fly at 100% military power.	LEVEL	Target is at your altitude or I am at assigned altitude
CHICKENS	Friendly fighter aircraft	LINER	Fly at speed giving maximum cruising range.
CONTACT	I have an indication on my radar.	LOW	Below 5,000 feet
EXPEDITE	As quickly as possible	MAYDAY	Distress call.
FAMISHED	Have you an instruction for me.	NO JOY	Cannot find the target assigned me.
FUEL	Amount of fuel remaining (Number of gallons, pounds, or minutes)	ORBIT	Circle and search.
GATE	Fly at maximum possible power. (Maintained for a limited time only, depending on type A/C)	OVER	End of my transmission and a response is necessary, transmit.
QUILT	Above cloud (with number, height of cloud top in thousands of feet)	PANCAKE	Land, fuel, re-arm.
ROGER	I have received your transmission satisfactorily.	PIGEONS	Magnetic bearing and distance from your home base is _____ degrees and _____ miles.
SAUNTER	Fly at best endurance.	POPEYE	In clouds or area of reduced visibility.
SCRAMBLE	Take off as quickly as possible.	PORT	Alter heading to magnetic heading indicated, turning left.
SKIP IT	Do not attack, cease attack, cease interception.	VERY HIGH	Above 60,000 feet.
SOUR	Equipment indicated is operating at reduced efficiency.	VERY LOW	Below 1,000 feet.
SPLASHED	Enemy aircraft shot down (followed by number and type).	WEAPON	Airborne intercept radar/ground radar.
STARBOARD	Alter heading to magnetic indicated, turn right.	WHAT STATE	Report amount of fuel, oxygen, and ammo remaining.
STRANGLE	Switch off equipment indicated.	WHAT LUCK	What has been the result of assigned mission.
STEADY	Am on prescribed heading or straighten out immediately on present heading.	WILCO	I have received your message, understand it, and will comply.
		ZIPPER	Acknowledgement of air-crews by two clicks of the mike button.

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. **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.

PILOTS PROCEDURES FOR ADIZ FLIGHTS

GENERAL INFORMATION FLIGHT PLANS

Filing of Flight Plan

File flight plans 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.

VIETNAM (VADIZ)

1. Establish radio contact with Saigon ACC on appropriate air/ground frequencies prior to entering ADIZ.
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 which ever is higher.

5. If intercepted by military interceptor:

(a) Fly straight and level

(b) Tune radio to 121.5 or 243.0 MC.

(c) If unable to establish radio contact, visual signals as listed in IFR Supplement 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 MC or 8837 and 6619.5 KC.

THAILAND ADIZ

(a) Acft approaching from South on Airways: Acft report has compulsory reporting point prior to Thailand ADIZ with estimate for 11° N to BANGKOK Control on assigned freq.

(b) Acft approaching from South off airways: Acft report 10° North with estimate for 11° North to BANGKOK Control on assigned freq.

(c) 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 fts FIR (BH) report shall be included over Ubon.

A. AIR/GROUND EMERGENCY PROCEDURES

1. 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.



NIGHT: Making green flashes with signal lamp.

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 red flashes with signal lamp

II. 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



NEED MEDICAL
ASSISTANCE

OUR RECEIVER
IS OPERATING

USE DROP
MESSAGE

AFFIRMATIVE
'YES'

NEGATIVE
'NO'

ALL O.K.
DO NOT
WAIT



DO NOT
ATTEMPT TO
LAND HERE

LAND HERE

NEED
MECHANICAL
HELP OR PARTS

CAN PROCEED
SHORTLY
WAIT IF
PRACTICAL

PICK US UP
PLANE
ABANDONED

III. INTERNATIONAL GROUND/AIR EMERGENCY CODE

A. INSTRUCTIONS

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

B. 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

SOS

IF IN DOUBT, USE INTERNATIONAL SYMBOL

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

C. 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	

IV. 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.



ON LAND OR TO LAND
& AT SEA
ARROW SHOWS
LANDING DIRECTION



LAND DO NOT ATTEMPT
& SEA LANDING



ON LAND WALKING IN
AT SEA THIS DIRECTION
DRIFTING



ON LAND NEED GAS AND
OIL PLANE IS
AT SEA FLYABLE



ON LAND PLANE IS FLY
& AT SEA ABLE NEED
TOOLS



ON LAND NEED MEDICAL
& AT SEA ATTENTION



ON LAND NEED FIRST AID
& AT SEA SUPPLIES



ON LAND NEED QUININE
OR ATABINE
AT SEA NEED SUN COVER



AT SEA NEED EQUIPMENT
AS INDICATED
SIGNALS FOLLOW



ON LAND NEED FOOD
& AT SEA 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 RESCUE
CRAFT DIRECTION OF



YELLOW
OR
RED



BLUE

PANEL SIGNALS
SURVIVORS USE LIFERAFT
SAILS TO CONVEY SIGNALS

NOTES: (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.

PROCEDURES FOR TWO-WAY RADIO FAILURE

1. **Radio Failure While Under IFR***—(a) If weather conditions permit, proceed in accordance with VFR as prescribed in **RADIO FAILURE WHILE UNDER VFR** and land at the nearest suitable airport, military or civilian, or,

(b) Proceed according to current flight plan, maintaining the minimum safe altitude or the last acknowledged assigned altitude whichever is higher, to the airport of intended landing and commence descent at expected approach time last received, or if not received and acknowledged, at the estimated time of arrival specified in flight plan, or,

(c) Follow any other appropriate emergency procedure.

2. **Radio Failure While Under VFR**—Land at originally filed destination or a suitable airfield, military or civil, before reaching destination. Flight plan may not be extended past the original destination except in emergency.

3. **Radio Failure in Terminal Areas**—In the Bangkok Intl, Korat and Takhli terminal areas, in case of airborne communication failure, tune ILS receiver to 108.3 mcs and listen for control instructions.

IN-FLIGHT DISTRESS SIGNALS FOR AIR FORCE USE

(For use only when radio is 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 onboard, pull hand down out of sight, then extend one finger for each 100 lbs. of fuel on board. (If the pilot has been briefed to signal gallons, extend one finger for each 100 gallons of fuel on board, pull hand down out of sight, then extend one finger for each 10 gallons of fuel on board.)

*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 approach, 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 to his position lights 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 ACKNOWLEDGMENT: 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).

EMERGENCY

1. An aircraft threatened by grave and imminent danger and desiring immediate assistance will transmit the word MAYDAY three times on voice or the letters "SOS" by CW followed by appropriate message.

2. An aircraft which has an urgent message to transmit concerning safety of aircraft or of some person on board or within sight will transmit the word PAN three times followed by appropriate message.

3. HF equipped aircraft in distress on oceanic flights should make initial emergency calls on normal enroute frequency when possible. For two way contact with surface vessels, 8364 kcs. and/or 2182 kcs. may be used, providing vessels are alerted by circling.

*MEA'S as shown for many airways and routes on the DOD Enroute Charte are higher than those published for the native country. For this reason if radio failure is experienced on an IFR flight, procedure 1(a) should be followed if possible. Non-U. S. controllers may or may not clear altitude for aircraft that have experienced radio failure.

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
ASR 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
VOR	Sat, Sun	1400-1500	Clear to 4/10ths	10 miles
LF/MF (Rbn-Range)	Sat, Sun	1700-1800	Clear to 4/10ths	10 miles
ILS	Sat, Sun	1600-1700	3000	3 miles
RACON	Any day	0800-1000	Clear to 4/10ths	5 miles
UHF/DF	Any day	1400-1600	Clear to 4/10ths	5 miles
UHF/Rbn	Any day	0800-1000	Clear to 4/10ths	5 miles

DISTRESS PROCEDURES

The following Distress Procedures are included for immediate reference purposes only. Refer to Flight Planning for complete information and Radar Advisory Chart for the Pacific and Far East Asia Area.

WITH RADIO CONTACT THE FOLLOWING PROCEDURES ARE RECOMMENDED:

- 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.
- Should time permit, and if in recent radio contact, inform controlling agency of nature of distress and the pilots intention.
- Make the following message on one of the frequencies listed:

121.5 mcs	VHF	500 kcs	MF
		2182 kcs	MHF ^e
243.0 mcs	UHF	8364 kcs	HF

- VOICE: PAN or MAYDAY (3 times)** to be used as applicable. This is followed by aircraft call sign (3 times) on..... KILOCYCLES or MEGACYCLES (frequency used in transmission of distress call). Distress Message as listed below.
- Type of aircraft.
- Position and Time (Fix or latitude and longitude in "Degrees and Minutes.")
- Heading (True or Magnetic).
- Indicated airspeed.
- Altitude.
- Nature of emergency.
- Pilots intention (Ball out, ditching, or crash landing, etc.) or
- Assistance desired (radar steer, bearing or fix, interception or escort, as applicable).
- Merchant and MSTs vessels do not maintain radio guard on 2182 kcs unless directed, as in a SAR incident.

*Use PAN when your situation requires urgent action, but is not actual distress.

*Use MAYDAY when you are threatened by serious and imminent danger and you require immediate assistance.

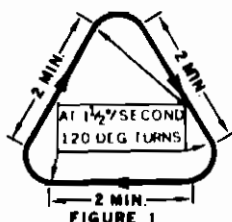
*Use 2182 kcs in contacting ships at sea. Many ground stations which have the capability to receive on 8364 kcs cannot transmit on that frequency.

d. If flying at low altitude attempt to climb. This will increase chance of radio or radar contact.

e. Once contact has been established, comply precisely with the instruction given by the Controller.

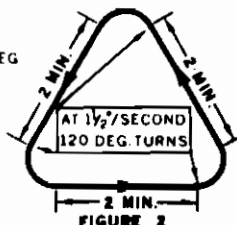
WHEN UNABLE TO MAKE RADIO CONTACT

- If receiver only is operating: Fly a triangular pattern to the right (see figure 1).
- If transmitter and receiver are both inoperative: Fly a triangular pattern to the left (see figure 2).



With Receivers
Operating Only

ONE (1) MIN LEG
FOR JET USE



With Transmitters and
Receivers Inoperative

Hold each heading for two minutes, execute a one needlewidth 120 degree turn. Complete a minimum of two complete patterns before resuming original course and then repeat pattern at 20 minutes intervals.

VOICE RADIO PROCEDURE, POSITION REPORTING AND CHANGE OF FLIGHT PLAN

A. IFR POSITION REPORT

I. Bangkok, Guam, Hong Kong, Tokyo, Manila, Okinawa, Saigon, Taegu, and Taipei FIR's.

- (1) Identification*
- (2) Position
- (3) Time
- (4) Altitude
- (5) Flight Conditions (on inst, on top, below overcast, etc.)
- (6) Next reporting point & ETA, name of the next succeeding point.
- (7) If entering ADIZ, estimated time of penetration
- (8) Remarks

II. Elsewhere in the Pacific

- (1) Identification
- (2) Position
- (3) Time
- (4) Altitude
- (5) IFR or VFR and flight conditions
- (6) Track (true)
- (7) Ground speed
- (8) Fuel
- (9) ETA over next reporting point
- (10) If entering ADIZ, estimated time of penetration
- (11) Remarks

Example: This is Air Force 12345 (*If jet aircraft-Air Force jet 12345) over Oshima 1310 at 8000:
Between layers, Est Hamamatsu 1335, Kowa.

B. CHANGE OF FLIGHT PLAN

I. Change of Altitude only:

- (1) Give all information under "POSITION REPORT"
- (2) Request altitude change.

II. Change of route and/or destination:

- (1) Identification*
- (2) Position
- (3) Time
- (4) Altitude
- (5) Departure Point
- (6) Destination
- (7) IFR or VFR flight plan
- (8) Remarks
- (9) Estimated Time over next reporting point
- (10) If entering ADIZ estimated time of boundary crossing
- (11) Change requested
- (12) ETE (from present position to new destination)
- (13) Remaining hours and minutes of fuel
- (14) Pilot rating
- (15) Alternate airport
- (16) If appropriate, identify flight as "DVFR" or "IFR"

Example: This is Air Force 12345 (*If jet aircraft-Air Force jet 12345) over Oshima 1310 at 8000;
Hanedo, to Komaki; IFR; Est Hamamatsu 1340; change destination to Itami via airways; ETE 1 hour
45 minutes, 4 hours 50 minutes fuel, 2-1 rating; Iwakuni.

C. IN FLIGHT WEATHER REPORTS SEQUENCE

1. When requested, report weather encountered in the following sequence, APPENDED TO POSITION REPORT. When none of the following is encountered, report "No weather".

- (1) Cloud amount (in tenths); cloud form (cumuliform or stratiform); cloud heights (tops and bases)
- (2) Precipitation, type and intensity
- (3) Thunderstorm activity, light, moderate or intense
- (4) Icing (type and altitude encountered)
- (5) Turbulence if of severe nature
- (6) Temperature
- (7) Any unusual or hazardous weather

Example: This is Air Force 12345, 50 miles southeast of Iwa Jima, 1345 at 7500; 8 tenths cumulus tops 15,000 ft; heavy rain showers, moderate thunderstorm activity, heavy,, icing at 10,000 feet, solid line of towering cumulus, tops estimated 30,000 ft; 30 miles to north.

D. CHANGE OF FLIGHT PLAN—VFR TO IFR

- (1) Give all information under "POSITION REPORT" REMAIN VFR UNTIL CLEARANCE RECEIVED
- (2) Request IFR flight plan giving following:
 - a. Identification
 - b. Aircraft type
 - c. Pilot's Last Name
 - d. Point of Departure
 - e. Present Position
 - f. Route and Altitude
 - g. Destination, (termination) point of IFR flight plan if other than destination
 - h. True air speed
 - i. Frequencies
 - j. Time enroute
 - k. Hours of fuel remaining
 - l. Alternate airport
 - m. Pilot's rating
 - n. Able or unable to climb to desired altitude under VFR. Will remain VFR until cleared

E. CLEARANCE FROM NON-MILITARY BASES:

- (1) Radio Call
- (2) Aircraft Type
- (3) Pilot's Last Name
- (4) Point of Departure
- (5) Route and Altitude
- (6) IFR or VFR
- (7) Destination
- (8) True Air Speed
- (9) Frequencies
- (10) Proposed Departure Time
- (11) Time enroute
- (12) Hours of fuel
- (13) Alternate Airport
- (14) Ratings (pilot & instrument)
- (15) Highest rank aboard
- (16) Weight and Balance Certificate or Form F. (The same form information that is required by DD Form 175)
- (17) Location of crew and passenger list
- (18) Expiration date of instrument card
- (19) Pilot's home station
- (20) If appropriate, identify flight as "DFVR", include Detailed Route and/or Time of Point of Penetration of Zone

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POSTAGE AND FEES PAID
DEPARTMENT OF THE AIR FORCE
AIR MAIL

(Return Address)

Commander
7651st Aeronautical Chart & Information
Squadron
APO San Francisco 96553

(Fold here)

COMMENT/CORRECTION CARD

Submit corrections on this card for all **FACILITIES OTHER THAN U.S. ARMY, U.S. NAVY AND U.S. MARINE CORPS AIRFIELDS.** Just tear out and mail. No postage necessary.

(Date)

Please correct or change the following.

Subject/Facility. _____

(Name)

(Rank)

(Organization)

(APO)

(Title)

COMMENT CARD

This form should be used to submit changes, corrections or comments to the DOD FLIP Enroute supplements, **PERTAINING TO U.S. ARMY AIRFIELDS**. Just tear out, staple and mail. No postage is necessary.

(Date)

Please correct or change the following:

Subject/Facility: _____

(Name)

(Rank)

(Organization)

(APO)

(Title)

(Fold here)

POSTAGE AND FEES PAID
DEPARTMENT OF THE ARMY

AIR MAIL

(Return Address)

Commanding Officer
U S Army Flight Information
Detachment (USARPAC),
APO San Francisco 96557

(Fold here)

ARMY FLIGHT FOLLOWING PROCEDURES

1. INITIAL CONTACT WITH FLIGHT FOLLOWING FACILITY:

The pilot will give unit call sign, last three digits of aircraft serial number, mission number (if appropriate), place of departure, time of departure (if other than time of initial call), ETE, preferred flight route (if utilized), and place of first intended landing. Example—"Capital Center, this is Snowball 590, mission number _____, of Tan Son Nhut at 10 estimating Vung Tau at 45, over".

2. SUBSEQUENT OR INTERMEDIATE CONTACTS:

a. Time position reports will be required at 30 minute intervals after take off if the ETE exceeds 30 minutes. These reports may be made to any element of Army Flight Follow System and will be relayed automatically to the parent FOC of the element contacted unless another FOC is specified. In addition to the position report only changes to the original flight plan given FOC need be included. Example—"Capital Center this Snowball 590 over Binh Ba at 40, new estimate for Vung Tau is 55, over".

b. Landing will be reported to Flight following facility by calling "Landing destination". If the landing area is insecure or a remote area, the pilot may give an estimated ground time. Example—"Capital Center this is Snowball 590 landing destination, estimating one plus 30 ground time, over".

c. The last landing of the mission or day will be called to the flight following facility by adding the word "terminating" to the landing call. Example—"Capital Center this is Snowball 590 landing destination, terminating, over".

d. When a mission requires more than one landing the procedures and calls outlined above will be repeated except that aviators may omit the mission number after the initial call and for place of take off the phrase "off last location" may be used. Example—"Capital Center, this is Snowball 590, off last location, estimating Tan Son Nhut at 25, over".

3. As described above, the ATC stations provide flight following and command control only while aircraft are airborne, or far ground time when requested by the aviator. Utilization of proper procedures will reduce radio traffic and minimize the probability of mistake.

AREA RADAR CONTROL CALL SIGNS

(All radar control agencies monitor 278.4 and will provide available friendly artillery warnings and advisories on discreet frequencies listed below.)

BAN ME THUOT	Pyramid Control	372.0
CA MAU	Playboy	239.7
CAN THO	Paddy Control	344.0
DANANG	Panama Control	278.4
DONG HA	Waterboy Control	278.4
DUONG DONG	Swissboy	310.9
NHA TRANG	Portcall	233.2
PLEIKU	Peacock Control	345.0
TRANG SUP	Penthouse	278.4
SAIGON	Paris Control (N)	256.8
SAIGON	Paris Control (S)	382.1

SSB PHONE PATCH (TAN SON NHUT)

4.732	USB (USAF)
11.179	USB

HF ARTC FREQ (AM MODE)

Bangkok Radio	6735	
Saigon Radio	8989	6738
Muang Ubon	6765	

ARMY FLIGHT FOLLOWING FREQUENCIES

The U.S. Army has established a Flight Following service in RVN.

This system may be used by VFR aircraft for flight following in one of two ways:

- (1) As complete flight following service from origin to destination.
- (2) As relay link to DCA Flight Following Service.

Aircraft filing VFR flight plans at USAF Base Operations are automatically placed in the DCA system. Position reports may be made through DCA Flight Service Stations (FSS) or relayed through Army Stations by requesting position reports be passed to DCA. If ground relay communications are out, station will advise pilot.

Aircraft utilizing Army Service only will normally enter the system by air filing a flight plan ASAP after takeoff. Aircraft will give call sign, point of departure, ATD, Route, ETE and destination. Flight plan may be closed prior to landing. Aircraft landing at fields with Army facilities may request closeout from Army traffic agency. Point of departure and/or destination may be given in checkpoint code. Aircraft that will be out of radio contact for more than 30 minutes must so advise ground station giving time of next expected contact. If notice is not given communication and ramp check search will be initiated and, at the end of one hour, search and rescue efforts will be initiated.

Facilities operate 24 hours daily unless otherwise noted.

I CORPS	FM	UHF	VHF	NOTE
Danang Radio (Air Base)	38.9	339.2	122.5	
Hue Radio (Citadel)	38.9	295.9	122.5	Daylight & O/R.
Quang Ngai Radio	38.9	295.9	118.3	Daylight & O/R.
II CORPS				
An Khe Radio	42.0	339.2	122.5	
Ban Me Thuot Radio	40.0	339.2	122.5	2400-1130Z.
Kontum Radio	42.0	294.9	122.5	Daylight & O/R.
Cam Ranh				
Call Coastal Center	40.0	295.9	122.5	
Phan Thiet	40.0	291.9	122.5	
Pleiku FOC	42.0	291.9	122.5	
Qui Nhon Radio	42.0	293.0	122.5	
Tuy Hoa Radio	40.0	294.9	122.5	Daylight & O/R.
Dalat (Cam-Ly Radio)	40.0	281.1	122.5	Corps A/G freq avail. Daylight & O/R.
III CORPS				
Capital Center (FOC)	36.3	294.9	122.5	
Tay Ninh West	37.2	339.2	122.5	2300-1100Z.
IV CORPS				
Ca Mau Radio	46.3	339.2	122.5	Daylight & O/R.
Delta FOC	46.3	293.0	122.5	
Long Xuyen Radio	40.0	339.2	122.5	2200-1000Z & O/R.

SOUTH VIETNAM—AREA OF COVERAGE

Chart not to scale
All distances are nautical miles
All directions are magnetic
★ FOC
★ FCC

