# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbreviations</td>
<td>13</td>
</tr>
<tr>
<td>Aerodrome/Facility Directory</td>
<td>14-170</td>
</tr>
<tr>
<td>Aerodrome/Facility Directory Legend</td>
<td>3-13</td>
</tr>
<tr>
<td>Aerodrome Sketches</td>
<td>190-206</td>
</tr>
<tr>
<td>Aeronautical Radio Incorporated (ARINC)</td>
<td>217</td>
</tr>
<tr>
<td>Airfield Location Charts</td>
<td>278-281</td>
</tr>
<tr>
<td>Armed Forces Broadcasting Stations</td>
<td>216</td>
</tr>
<tr>
<td>ARTCC/ACC Communications</td>
<td>16-170, 259</td>
</tr>
<tr>
<td>Automatic Terminal Information Service (ATIS)</td>
<td>260</td>
</tr>
<tr>
<td>City/Aerodrome Cross Reference</td>
<td>169-170</td>
</tr>
<tr>
<td>Conversion Tables</td>
<td>221</td>
</tr>
<tr>
<td>CW Call Signs</td>
<td>211</td>
</tr>
<tr>
<td>General Information</td>
<td>1-2</td>
</tr>
<tr>
<td>Heliport/Facility Directory</td>
<td>171-189</td>
</tr>
<tr>
<td>Laos Heliport/Facility Directory</td>
<td>189</td>
</tr>
<tr>
<td>Military Aviation Notices (MANs)</td>
<td>Inside Front Cover</td>
</tr>
<tr>
<td>New Flip Features</td>
<td>229</td>
</tr>
<tr>
<td>Ocean Station Vessels</td>
<td>218-220</td>
</tr>
<tr>
<td>Phonetic Alphabet</td>
<td>Inside Front Cover</td>
</tr>
<tr>
<td>Procedures:</td>
<td></td>
</tr>
<tr>
<td>ADIZ</td>
<td>254-257</td>
</tr>
<tr>
<td>Air Traffic Control Procedures</td>
<td>257-260</td>
</tr>
<tr>
<td>Arrival and Departure Charts</td>
<td>273-277</td>
</tr>
<tr>
<td>CIRVIS Reports</td>
<td>261</td>
</tr>
<tr>
<td>Cruising Altitudes</td>
<td>262-265</td>
</tr>
<tr>
<td>Direction Finder Procedures</td>
<td>266</td>
</tr>
<tr>
<td>Emergency &amp; Distress Procedures</td>
<td>282-Inside Back Cover</td>
</tr>
<tr>
<td>High Altitude Jet Routes</td>
<td>270</td>
</tr>
<tr>
<td>IFF/SIF</td>
<td>267</td>
</tr>
<tr>
<td>Interception Signals</td>
<td>268</td>
</tr>
<tr>
<td>Pilot to Forecaster Service</td>
<td>252</td>
</tr>
<tr>
<td>Pilot Report (PIREP) Format</td>
<td>253</td>
</tr>
<tr>
<td>Position Reporting Procedures</td>
<td>Outside Back Cover</td>
</tr>
<tr>
<td>Preventive Maintenance Procedures</td>
<td>267</td>
</tr>
<tr>
<td>Special Visual Flight Rules</td>
<td>259</td>
</tr>
<tr>
<td>Two-way Radio Failure</td>
<td>282-284</td>
</tr>
<tr>
<td>USSR Interception Signals</td>
<td>269</td>
</tr>
<tr>
<td>VIP Arrival (Very Important Person)</td>
<td>267</td>
</tr>
<tr>
<td>Radar Advisory Service, Jet Advisory Areas</td>
<td>222-228</td>
</tr>
<tr>
<td>Radio Navigational Aids by Identification</td>
<td>212-215</td>
</tr>
<tr>
<td>Special Notices</td>
<td>229-244</td>
</tr>
<tr>
<td>USAF Global HF Aeronautical Stations</td>
<td>207-210</td>
</tr>
<tr>
<td>Weather/Notam Briefing</td>
<td>251</td>
</tr>
</tbody>
</table>

PUBLISHED UNDER THE AUTHORITY OF THE SECRETARY OF DEFENSE

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

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

MILITARY AVIATION NOTICES

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

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

ATTENTION

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

(IAO) INTERNATIONAL PHONETIC ALPHABET

<table>
<thead>
<tr>
<th>Letter</th>
<th>Phonetic</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Alpha</td>
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<td>B</td>
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<td>C</td>
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<tr>
<td>D</td>
<td>Delta</td>
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<td>E</td>
<td>Echo</td>
</tr>
<tr>
<td>F</td>
<td>Foxtrot</td>
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<td>Golf</td>
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<td>Z</td>
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</tbody>
</table>

I. GENERAL:

A. This Supplement to the nautical Chart and Manual is for use with the books and charts to the Bering Sea, Aleutians, and Southeast Asia.

B. This publication contains updated radar data, special NOTAMs, and other information to make this publication a more accurate representation of the current status. Interim NOTAMs are permitted at any time if the change or changes involved are significant.

C. Data of more than six months are available from the Air Combat Command, Hawaii, Pacific, Australia.

D. New or Changed notations are made on the full length of the FLIP Enroute charts and may vary, and if so, then the most recent will be published at the beginning of the Enroute chart.

E. Blank pages in the publication are not available to other users.

NOTE: Information is available from AFR 60-23.

II. CORRECTING ERRORS

ATTN: ACOR, 2nd Flt Info Office

NOTE: Information is available from AFR 60-23.

III. REPORTING CORRECTIONS TO THE FLIP Enroute charts follows: (a) OPERATORS OR OPERATING WITH AFR 60-23 WILL BE PROCESSED IN 95-9. Other personnel should forward FLIP Correction requests to the appropriate division.

1. NOTAM REQUIRED

* TEMPORARY (T) or PERMANENT (P) is required.

2. NOTAM "NOT" REQUIRED

* TEMPORARY (T) or PERMANENT (P) is required.

* TEMPORARY (T) or PERMANENT (P) is required.

3. FLIP CORRECTIONS

USA: 7651st ACISQ, Hickam AFB, Hawaii

U.S. NAVY: Send corrections to the nearest FLIP Correcting Officer.

U.S. COAST GUARD: Send corrections to the nearest FLIP Correcting Officer.

U.S. COAST GUARD: Send corrections to the nearest FLIP Correcting Officer.

U.S. ARMY: Send corrections to the nearest FLIP Correcting Officer.

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U.S. MARINE CORPS: Send corrections to the nearest FLIP Correcting Officer.

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U.S. MARINE CORPS: Send corrections to the nearest FLIP Correcting Office.
I. GENERAL:

A. This Supplement is a DOD publication, published and distributed monthly by the 765th Aeronautical Chart and Information Squadron (ACIC), USAF, APO San Francisco 96553. It is designed for use with the FLIP Enroute Charts, and Terminal High and Low publications covering Pacific and Southeast Asia.

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

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

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

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

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

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

II. CORRECTIONS:

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

REPORTING CORRECTIONS/CHANGES: Station Commanders are to submit corrections or changes to the FLIP Enroute Supplement and Charts as indicated in paragraphs 1 and 2 below except as follows: (a) OPERATIONAL RESTRICTIONS AT AIR BASES WILL BE PROCESSED IN ACCORDANCE WITH AFR 60-23, current OPNAVINST P3710.7 or AR 95-14. (b) RADAR WEATHER MINIMUMS WILL BE PROCESSED IN ACCORDANCE WITH AFR 60-27, current OPNAVINST 3722.4 or AR 75-9. Other personnel noting errors in FLIPS should send the correction or change to the appropriate FLIP Correction Addressee listed in paragraph 3 below.

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

   TEMPORARY CHANGE (less than 30 days): Originate a NOTAM on USAF/USN NOTAM circuit (Twx: CNF, Fuchu AS Japan or 1964 Communications Group/SEANC Tan San Nhat AB. Phone 3946/47651 and other appropriate circuits as required

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

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

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

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

3. FLIP CORRECTION ADDRESSES:

   USAF: 765th ACIS, APO San Francisco 96553. Telephone 44-2100 AUTOVON 831-3460. TXW: 7651 ACIS, Hickam AFB, Hawaii. (South Vietnam: Info copy of all changes to O/L-1, 7651 ACIS APO San Francisco 963071). Self addressed official correction cards are available in Base Operations to forward FLIP correction and/or recommendations for improvements.

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

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

   U.S. COAST GUARD: District Commander and Commanding Officers of Aviation Units will ensure that entries in this edition concerning facilities under their command are correct. It is the responsibility of any person noting an error in a facility listing to report it for correction. Locally prepared post cards may be used. Handwritten entries are acceptable but must be signed, and writer must be identified. Report all errors, omissions or recommended changes to the Commandant (OSR-21), U.S. Coast Guard Headquarters, Washington, D.C., 20591.

2 GENERAL INFORMATION

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

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

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

III. PROCUREMENT:

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

A. DOD ACTIVITIES: (SEE SECTION II and III)
- U.S. ARMY and NATIONAL GUARD
- U.S. NAVY, U.S. MARINE CORPS, and U.S. COAST GUARD
- U.S. AIR FORCE and AIR NATIONAL GUARD

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

IV. BASIS OF DISTRIBUTION:

As outlined in DOD Catalog of Aeronautical Charts and Flight Information Publications—Section III.
### AERODROME/FACILITY DIRECTORY LEGEND

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

#### SAMPLE

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

<table>
<thead>
<tr>
<th>Aerodrome/Facility Name</th>
<th>Description</th>
<th>Additional Information</th>
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<tbody>
<tr>
<td>MAHALO/AB, VOLCANO</td>
<td>Location and Runway Information</td>
<td>FAA Code: F (X)</td>
</tr>
<tr>
<td>1N</td>
<td>Elevation and Facility Details</td>
<td>ICAO Code: H (R)</td>
</tr>
<tr>
<td>J-SU</td>
<td>Fuel Availability and Services</td>
<td>ICAO Code: (L)</td>
</tr>
<tr>
<td>J-BAR/A-GEAR</td>
<td>Runway Length and Configuration</td>
<td>ICAO Code: (G)</td>
</tr>
</tbody>
</table>

#### Communications

- **VOR** KAD 112.0 26°22′N 127°47′E 230° 1.4 NM to Field
- **TACAN** OKI Chen 78 At Field
- **MAIA** Rbn (HHW) (AA/Q2) 216 190° 1.3 NM to Field
- **Rbn (HHW) KD** 355° 26°20′N 127°45′E 053° 1.5 NM to Field
- **UHF/VHF DF**, Call HOMER 118.1 305.6 At Field

#### Radio/Aids to Navigation

- **ILS** BRG 320 LCKR 1-EVA 109.5/322.6 Glide Slope 3.0° LOM EV 320

#### Remarks

- **RADAR** at IFR - Call VOLCANO APP CON, VFR - Call MAHALO RADAR

#### Radio/Nay Remarks

- **Radio** 17005.50 13354.5 2897

#### Malo ACC

- **PHIL** (Halo) (PCAA)

#### USAF/USN NOTAM Service

- Aerodrome is covered by USAF/USN NOTAMS and maintains a USAF/USN NOTAM file.
- Aerodrome is covered by USAF/USN NOTAMS but does not maintain a USAF/USN NOTAM file.

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

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

AERODROME CLASSIFICATION

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

OPERATING AGENCY ABBREVIATIONS

( ) Codes enclosed in parentheses indicate organization is tenant activity.

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

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

COUNTRY ABBREVIATIONS

BRUNEI — Brunei
HONG — Hong Kong
CAMBII — Cambodia
INDON — Indonesia
HAWAI — Hawaii
MALS — Malaysia
PKII — Pakistan
THAIL — Thailand
PHILI — Philippines
VIETM — Vietnam
SINGA — Singapore

AIRFIELD CLARIFICATION

GENERAL: Airfields are classified as of aircraft type and size for which they are effective.

TYPE 1: Multi-purpose, airfields that are capable of accommodating a wide range of aircraft types and sizes.

TYPE 2: Designed primarily for a specific aircraft type, these airfields may not be able to accommodate other types effectively.

TYPE 3: Primarily for a specific aircraft type, these airfields are not capable of accommodating other types.

RUNWAY

Length
Width

Gradients
Longitudinal
Changes
Transverse

Shoulders
Clear Areas
Width
Grades

Overruns
Length
Width

Lateral Safety
Zones
Width
Length

Max Grade

Runway Approach
Zones
Width
Length

Slope

TAXIWAYS

Width
Turn Radius

Gradient
Longitudinal
Traverse

Clearance from
Bvy to Edge of
Taxiway

Clear Area
Width
Grade
(Max)

PARKING
AREAS

Dimensions
Capacity

Grade
(Max)

Lateral Safety
Zones

Slope

(1) Grades are plus for inclines and minus for declines, drainage ditches, turn basins, and swales.

(2) Adjacent to taxiways.

(3) The length and capacity, in particular instrument runways, vary widely.

(4) All runway lights are red for night operations.
AERODROME FACILITY/DIRECTORY LEGEND

AIRFIELD CLASSIFICATION

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

CLASSIFICATION OF AIRFIELDS IS AS FOLLOWS

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

TYPE 2 - (MARGINAL OPERATIONAL) 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 pay-loads. Difficult cross winds, poor visibility or inclement weather may reduce the effectiveness of support.

TYPE 3 - (FULLY OPERATIONAL) A facility constructed to ensure 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.

<table>
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<tr>
<th></th>
<th>TYPE 1</th>
<th>TYPE 2</th>
<th>TYPE 3</th>
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|                  | 250'   | 200'   | 200'   |
|                  | 300'   | 200'   | 200'   |
|                  | 350'   | 200'   | 200'   |

| **Gradients** Longitudinal | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |

| **Changes**                | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |

| **Transverse**             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |
|                             | 0%     | 0%     | 0%     |

| **Shoulders**              | 10'    | 10'    | 10'    |
|                            | N/R    | N/R    | N/R    |
|                            | 10'    | 10'    | 10'    |
|                            | N/R    | N/R    | N/R    |

| **Clear Areas Width**      | 35'    | 35'    | 35'    |
|                            | 35'    | 35'    | 35'    |
|                            | 35'    | 35'    | 35'    |
|                            | 35'    | 35'    | 35'    |

| **Overruns Length**        | 100'   | 100'   | 100'   |
|                            | 100'   | 100'   | 100'   |
|                            | 100'   | 100'   | 100'   |
|                            | 100'   | 100'   | 100'   |

| **Lateral Safety Zones Width** | 30'   | 30'   | 30'   |
|                                | 30'   | 30'   | 30'   |
|                                | 30'   | 30'   | 30'   |
|                                | 30'   | 30'   | 30'   |

| **Runway Clear Zones Length** | 300'  | 300'  | 300'  |
|                               | 150'  | 150'  | 150'  |
|                               | 300'  | 300'  | 300'  |
|                               | 300'  | 300'  | 300'  |

| **Max Grade**                | 3%     | 3%     | 3%     |
|                              | 3%     | 3%     | 3%     |
|                              | 3%     | 3%     | 3%     |
|                              | 3%     | 3%     | 3%     |

| **Runway Approach Zones Length** | 2 miles | 2 miles | 3 miles |
|                                   | 2000'   | 2000'   | 2000'   |
|                                   | 2000'   | 2000'   | 2000'   |
|                                   | 2000'   | 2000'   | 2000'   |

| **Slope**                      | 20-1   | 20-1   | 20-1   |
|                                | 20-1   | 20-1   | 20-1   |
|                                | 20-1   | 20-1   | 20-1   |

| **TAXIWAYS** Width**           | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |

| **Turn Radius**                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |

| **Gradient** Longitudinal**    | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |

| **Transverse**                 | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |
|                                | 0-5%   | 0-5%   | 0-5%   |

| **Clear Area Width**           | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |

| **Grade (Max)**                | 65%    | 65%    | 65%    |
|                                | 65%    | 65%    | 65%    |
|                                | 65%    | 65%    | 65%    |
|                                | 65%    | 65%    | 65%    |

| **PARKING AREAS** Dimensions** | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |

| **Capacity Grade** (Max)       | 40%    | 40%    | 40%    |
|                                | 40%    | 40%    | 40%    |
|                                | 40%    | 40%    | 40%    |
|                                | 40%    | 40%    | 40%    |

| **Clear Area** Width**         | 35'    | 35'    | 35'    |
|                                | 35'    | 35'    | 35'    |
|                                | 35'    | 35'    | 35'    |
|                                | 35'    | 35'    | 35'    |

| **Lateral Safety Zones Slope** | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |
|                                | N/R    | N/R    | N/R    |

| **Max Grade**                 | 0-5%   | 0-5%   | 0-5%   |
|                               | 0-5%   | 0-5%   | 0-5%   |
|                               | 0-5%   | 0-5%   | 0-5%   |
|                               | 0-5%   | 0-5%   | 0-5%   |

| **Clear Area** Width**         | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |

| **Grade (Max)**                | 5%     | 5%     | 5%     |
|                                | 5%     | 5%     | 5%     |
|                                | 5%     | 5%     | 5%     |
|                                | 5%     | 5%     | 5%     |

| **Clear Area** Grade** (Max)   | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |
|                                | 65'    | 65'    | 65'    |

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

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

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

(4) All runway lengths should be adjusted to compensate for temperature, altitude and grade.
6 AERODROME/FACILITY DIRECTORY LEGEND

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; emprise pots, lanterns.
- 1 Portable lights (Electrical) - 8 Sequence flashing lights (3,000 ft out unless stated)
- 2 Runway floods - 9 Visual Approach Slope Indicator system
- 3 Runway lights - 10 End Identifier Lights (REIL)
- 4 Runway or strip lighting - 11 Runway centerline lights
- 5 Obstruction lights - 6 High intensity runway lights
- 6 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 sun rise or by request (radio, or circling the field).

• Includes Portable Approach Strobes (BR lighting) SEA only.

NOTE: Obstructions are usually lighted in accordance with both civil air regulations and military regulations; therefore, these have not been included as a part of the above code.

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 note will be printed on any chart 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 lengths of runways are measured by the longest usable portion of the runway.

LENGTH: The length of the active landing portion of the longest usable runway shown to the nearest 100 feet (add 00). 70 shall be the division point, e.g., 10769 ft = 10,770 ft = 100. The longest usable runway in 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.

SURFACE:
1. HARD — (ASP) Asphalt. Hot mix asphalt pieces mixed with graded crushed aggregate. Includes crushed stone rolled to form a smooth hard surface and bond with a permanent binder. (BED ROCK)
2. OTHER — (BITUMEN) A coal tar or petroleum product binding, usually with sand and/or gravel. Do not confuse with bitumen bound macadam. (MACADAM)
3. CONCRETE Stone, sand, cement and water mixture.
4. OTHER — (GRASS) A coal tar or petroleum product binding, usually with sand and/or gravel. Do not confuse with bitumen bound macadam. (MACADAM)
5. CONCRETE Stone, sand, cement and water mixture.

RUNWAY WEIGHT BEARING CAPACITY

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

NOTE: Runway weight bearing capacity (gross weight) is determined by adding 000 to figure following S, T, TT and AUW. A blank space following the letter designations is used to indicate the runway weight bearing capacity is insufficient to support 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 to support aircraft greater than the longest runway, or weight restriction of taxiways, aprons or other runways.

SEAPLANE FACILITIES
A number proceeds the letter designations to indicate
1. Beaching gear
2. The number of hangars available
3. CB or CB only

SERVICING
Specific services available at the aerodrome, e.g., JASU, etc. Time available for all services. Time expressed in on and off periods. (Fuel, oil, oxygen, refueling, and potable water) for relief, maintenance, or extended periods. Delays can be experienced, and services are not always available as time periods when services are not available for transient aircraft are operated exclusively by U.S. military

NOTE: BASES OPERATING UNDER SPECIAL REQUIREMENTS FOR MILITARY USE ARE INDICATED BY USE OF SPECIAL LEGENDS.

JET AIRCRAFT MACHINES
The numeral preceding the letter designation indicates the number of the machine, e.g., C-15A-3, etc.

USAF TYPE

Electrical Starting
A-7
A-8
A-3
A-3A
A-3B
AF/MS22-10
B-10

Air National Guard
B-10A

Air Force Reserve
B-80

MC-12
MC-13
MC-14
MC-15
MC-16

MD-3

MD-3A

MD-3B

MD-3M

US NAVY TYPE

Electrical Starting
NA-5
NA-6
NA-7

USMC TYPE

Electrical Starting
NC-1
NC-2

Cartridge Starting
MXU-4A

MC-2

US NAVY TYPE

Electrical Starting
NC-5

Electric Starting
NC-7

Fuel, oil, oxygen, refueling, and potable water
NC-8
NC-10

Wells Air
NC-12

Air Storting Under Special Requirements
RCP/RCP/105
"
SEAPLANE BASE FACILITIES

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

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

2. The number (quantity) if available, of Mooring Buys (MB) and Crash Boats (CB) available.

SEAPLANE BASE FACILITIES

Tran. (linl alert service is considered to include all services for TURN-AROUND, i.e., servicing fuel, oil, oxygen, etc. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not be expected to service for turn-arounds during time periods when servicing or maintenance manpower is not available. Prior servicing, if required for transient alert service outside normal hours, must be accomplished exclusively by U.S. military. 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.

NOTE: Bases may be used at any time as weather, alternate, or in case of emergency.

NUMBER OF UNITS Shown.

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
- 22 kw, 28v, 800-1200 amp.
A-3
- 22 kw, 28v, 800-1200 amp.
A-7
- 28v, 15 kw, 300 amp.
AF/M22-10
- 28v, 15 kw, 300 amp; 115-200v 15 kw, 400 cycle, 3 phase, 20 kw at .75 P.F.
A-10
- 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kw at .75 P.F., 400 cycle, 3 phase, 4 wire.
B-10A
- 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kw at .75 P.F., 400 cycle, 3 phase, 4 wire.
B-10B
- 28v, 7.5 kw, 3 kw, 110v; 115-200v, 40 kw at .75 P.F., 400 cycle, 3 phase, 4 wire.
C-21
- 28v, 11 kw, 2 wire, 115-200v, 8 kw, 2 wire, 380-900 cycle.
C-22
- 28v, 11 kw, 2 wire, 115-200v, 8 kw, 2 wire, 380-900 cycle.
C-22A
- 28v, 11 kw, 2 wire, 115-200v, 8 kw, 2 wire, 380-900 cycle.
C-23
- 22 kw, 800-1200 amp, 115-200v, 8 kw, 2 wire, 380-900 cycle.
C-23C
- 22 kw, 800-1200 amp, 115-200v, 8 kw, 2 wire, 380-900 cycle.
C-26
- 45 kw, 45 kw, split bus, 115-200v, 15 kw, 380-800 cycle, 1 phase, 2 wire.
C-26B
- 45 kw, 45 kw, split bus, 115-200v, 15 kw, 380-800 cycle, 1 phase, 2 wire.
ECU-9M
- 22kw, 500-1000 amp, 300v, 4 wire, 64 amp.
MD-3
- 1500 amp, 45 kw, split bus, 115-200v, 3 phase, 400 cycle, 60 kw at .94.
MD-2A
- 1500 amp, 45 kw, split bus, 115-200v, 3 phase, 60 kw at .75 P.F., 400 cycle, 4 wire.
MD-3M
- 15KW, 60 kw, 200v line to line, 115v line to neutral, 3 phase 75 P.F., DC 15 kw rating, amp 28v.
ACE-367A
- 3600 psi, 1800 cu in. capacity.
CFC-0-105-2
- 236 lb/min. 78 psi, 60°F.
MA-1
- 150 Air HP, 115 lb/min 50 psi.
MA-1A
- 150 Air HP, 82 lb/min 45 psi.
MA-2
- 250 Air HP, 150 lb/min 65 psi.
MC-1 Modif
- 15 CFM, 3000 psi, 5000 cu in.
MC-2A
- 15 CFM, 200 psi.
MC-11
- 4000 psi, 8000 cu in, 15 CFM.
502 TD
- 102 lb/min 50 psi.
Combination Air and Electric Starting Units:

MA-1MP
- 228v, 1000 amp, split bus, 115-200v, 25 kw, 3 phase, 400 cycle, 4 wire, 30 kw, 3500 psi, 40 kw at .75 P.F., 150 Air HP, 117 lb/min, 13 CFM.
MA-2MP
- 228v, 1000 amp and 28v, 500 amp, split bus, 115-200v, 3 phase, 30 kw, 1200amp, 120/208v, 60 kw at .75 P.F., 150 Air HP, 117 lb/min, 13 CFM.
MA-3MP
- 228v, 1000 amp, common or split bus, 115-200v, 60 kw at .75 P.F., 400 cycle, single PH, 3000 amp, 150 CFM, 150 lb/min, 60 psi.
M32A-60
- 28v, 15kw DC, 120v, 25kVA, 1 phase, 120/208V, 75 KVA, 3 phase 400 cycle AC pneumatic capability: 120 ± 4 lbs @ 49 ± 2 PISA. Note: Due to simultaneous multiple combined electrical and pneumatic loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

Corradio Starters:

MU-2A-4A
MC-1
MC-2
US NAVY TYPE

Electrical Starting Units:

NA-5
- 500 amp constant, 1000 amp intermittent, 30-35v DC, 15/35 kw.
NA-3
- 200/500 amp constant, 1000 amp intermittent, 28-35v DC, 15/35 kw.
NA-11
- 115-200v, 3 phase 400 cps AC, 30/45 kw, 150 CFM.
NC-6
- 200 amp, 28.5v DC, 32/45 kw, 120/208v 3 phase 400 cps AC.
NC-6A
- 400 amp, 28.5v DC, 30 kw, 115/200v 400 cps AC, 30 kw.
NC-7
- 750 amp constant, 1000 amp intermittent, 28.5v DC, 45 kw, 115/200v 3 phase 400 cps AC, 30 kw.
NC-9
- 750 amp 28v, 120/208v 400 cps AC, 45 kw.
NC-10
- 750 amp constant, 1000 amp intermittent, 28v DC, 115/200v 400 cps AC, 150 kw.
Air Starting Units:

GTC-85
- 120 lbs/min @ .45 psi-USAF equivalent MA-1A and MA-2.
MC-14
- 1200 amps, 60 cycle.
Wells Air
- 180 lbs/min @ .75 psi or 120 lbs/min @ .45 psi. Simultaneous multiple Combined Air and Electrical Starting Units:

KCP/RCP/RCP/
- 180 lbs/min @ .75 psi or 120 lbs/min @ .45 psi. USNA equivalent MA-2MP.
8 AERODROME/FACILITY DIRECTORY LEGEND

FUEL

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

U.S. AVIATION FUELS (MIL SPECS)

<table>
<thead>
<tr>
<th>FLIP CODE</th>
<th>GRADE</th>
<th>NATO CODE</th>
</tr>
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<tbody>
<tr>
<td>A+</td>
<td>115/125</td>
<td>F-22</td>
</tr>
<tr>
<td>B</td>
<td>100/130</td>
<td>F-18</td>
</tr>
<tr>
<td>C</td>
<td>91/96</td>
<td>F-12</td>
</tr>
<tr>
<td>D</td>
<td>99/98</td>
<td>F-15</td>
</tr>
<tr>
<td>E</td>
<td>100/130</td>
<td>F-22</td>
</tr>
<tr>
<td>F+</td>
<td>115/125</td>
<td>F-18</td>
</tr>
<tr>
<td>G</td>
<td>100/130</td>
<td>F-15</td>
</tr>
<tr>
<td>J</td>
<td>Jet Fuel, Type Unknown</td>
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COMMERICAL AVIATION FUELS

<table>
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<tr>
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<th>GRADE</th>
<th>NATO CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1</td>
<td>73 NL (Non Leaded)</td>
<td>None</td>
</tr>
<tr>
<td>E</td>
<td>78 NL (Non Leaded)</td>
<td>None</td>
</tr>
<tr>
<td>F</td>
<td>99/98</td>
<td>F-12</td>
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<tr>
<td>G</td>
<td>100/130</td>
<td>F-15</td>
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<td>A+</td>
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<tr>
<td>TQ</td>
<td>Jet Fuel ASTM Type A</td>
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<tr>
<td>TX</td>
<td>Jet Fuel, Type Unknown</td>
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</tbody>
</table>

(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 4281.1-14 or USN BUWPS 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)

<table>
<thead>
<tr>
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<th>GRADE</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-113</td>
<td>105S, Reciprocating Engine Oil (MIL-L-6082)</td>
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<tr>
<td>3-117</td>
<td>110S, Reciprocating Engine Oil (MIL-L-6082)</td>
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<tr>
<td>3-117-7</td>
<td>110S, G-117 plus cyclohexane (MIL-L-22851 Type III)</td>
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<tr>
<td>3-123</td>
<td>D-1080, Reciprocating Engine Oil (MIL-L-22851 Type I)</td>
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<tr>
<td>3-128</td>
<td>D-1120, Reciprocating Engine Oil (MIL-L-22851 Type II)</td>
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<td>3-132</td>
<td>1005, Jet Engine Oil (MIL-O-6081)</td>
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<tr>
<td>3-133</td>
<td>1010, Jet Engine Oil (MIL-O-6081)</td>
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<tr>
<td>3-148</td>
<td>None, MIL-L-7805 Synthetic Base, Turbo Engine Oil</td>
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</tr>
<tr>
<td>3-156</td>
<td>None, MIL-L-23699 Synthetic Base, Turbo and Turbo-shaft Engines</td>
<td></td>
</tr>
</tbody>
</table>

SUPPORTING FLUIDS AND SYSTEMS

<table>
<thead>
<tr>
<th>FLIP/NATO CODE</th>
<th>GRADE</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADI</td>
<td>Anti-Detonation Injection Fluid - Reciprocating Engine Aircraft</td>
<td></td>
</tr>
<tr>
<td>W</td>
<td>Water-Thrust Augmentation - Jet Aircraft</td>
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</tr>
<tr>
<td>WAI</td>
<td>Water-Alcohol Injection Type, Thrust Augmentation - Jet Aircraft</td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>Single Point Refueling</td>
<td></td>
</tr>
<tr>
<td>PES</td>
<td>Air Compressors rated 3000 PSI or more</td>
<td></td>
</tr>
<tr>
<td>De-Ice</td>
<td>T-33 De-Icing Fluid (MIL-A-6091)</td>
<td></td>
</tr>
</tbody>
</table>

OXYGEN

<table>
<thead>
<tr>
<th>LPOX</th>
<th>Low pressure oxygen servicing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPOX</td>
<td>High pressure oxygen servicing.</td>
</tr>
<tr>
<td>LHOX</td>
<td>Liquid oxygen servicing.</td>
</tr>
<tr>
<td>LOX</td>
<td>Liquid oxygen servicing.</td>
</tr>
</tbody>
</table>

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.

JET BARRIER/ARRESTING GEAR

A-GEAR

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

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

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

Bi-Directional (Symmetrical) ARRESTING GEAR

J-BAR

Current barrier

Uni-Directional Arresting Gear

MA-1A

Safe Bar

COMBINED ARRESTING GEAR

Uni-Directional Arresting Gear

MA-1A MODIFIED

MA-1A/5

MA-1A/BK-9

MA-1A/BK-9/12, or E-22

MA-1K

Location of Gear:

1. Detailed locations shall be found on the portion of the runway which deviates from the end of the runway. This location is in parenthesis under the gear designation, i.e., example A. CAUTIOUS Approach end engines of engagement of gear.

J-Bar/A-Gear (E-22)

Rwy 18

(150')

Rwy 03 —

AERODROME CRITERIA

GENERAL: Pertaining to remarks making up group of remarks concerning an activity or activity to be performed.

Restrictions affecting operation of personnel:

CRITERIA: Aerodrome Facilities

Signal light, wind direction, wind velocity, weather, and density of personnel for publication of remarks may be utilized in the appropriate remarks.

A. Remarks are listed:

1. Conditions of operation;
2. Designated facilities, services, personnel, and equipment;
3. Obstructions;
4. Caution notes;
5. Traffic patterns;
6. Special instructions which deviate from normal;
7. Customs for use at the airfield;
8. When base approval is required to operate;

B. The following are used:

1. Remarks:
   a. Precision points for marking obstacles;
   b. Use runway (160')
   c. Remarks include:
       1. Data regarding use of airfield;
       2. Nature of use of airfield;
   3. Temporary use of runway;
   4. Information concerning ground markings;
   5. Data regarding events,
      a. A report of accidents,
         b. Ground handling,
         c. Billeting,
      d. Instructions for the use of airfield
      e. Instructions for the use of facilities.

(continued in next section)
### AERODROME/FACILITY DIRECTORY LEGEND

#### Bi-Directional (B)

<table>
<thead>
<tr>
<th>AIR FORCE</th>
<th>NAVY</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK-6</td>
<td>E-14 Water Squeezer</td>
</tr>
<tr>
<td>BAK-6</td>
<td>E-6  Reel Type</td>
</tr>
<tr>
<td>BAK-6</td>
<td>E-15 Metal Bender (series of reels)</td>
</tr>
<tr>
<td>BAK-6</td>
<td>M-2  Morel-Mobile Arrestment Gear (2 hydraulic units) may be installed on permanent basis</td>
</tr>
<tr>
<td>BAK-9</td>
<td>E-27 Rotary Friction Brake</td>
</tr>
<tr>
<td>BAK-12</td>
<td>E-15 Two E-27 A-Gears</td>
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<tr>
<td>BAK-12</td>
<td>E-27 Rotary Friction Brake</td>
</tr>
<tr>
<td>BAK-12</td>
<td>E-28 Rotary Hydraulic operational arresting gear, short runout</td>
</tr>
<tr>
<td>BAK-13</td>
<td>E-28 Rotary Hydraulic</td>
</tr>
</tbody>
</table>

#### Uni-Directional (E)

| 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:

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

#### COMBINED J-BAR/A-GEAR

- **MA-1A MODIFIED Safe Bar**
  - Nylon webb barrier between stanchions combined with pendant type cable

- **MA-1A/BK-9 Safe Bar**
  - Nylon webb barrier between stanchions attached to arresting gear and with hook pendant (may be converted to bi-directional on request).

- **BAK-11 Safe Bar**
  - Pop up engaging device used with any type energy absorber (BAK-9, BAK-12, or E-27) to engage main landing gear.

#### Location of Gear:

The arresting gear is depicted as it is located on the runway and the information should be read left or right, depending on the runway in use or landing direction. The middle portion of the runway is indicated by a dash ---, and the distance at 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 and 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 and engagement. MA-1A gear may not be used for approach and engagements. Direction of engagement of E5/E5-1 chain type gear is indicated by an arrow, i.e., E5-1. See example B.

<table>
<thead>
<tr>
<th>J-Bar/A- Gear</th>
<th>Example (A)</th>
</tr>
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<tbody>
<tr>
<td>RWY 18 MA-1A, BAK-6(B), BAK-12(B), BAK-6(B), MA-1A RWY 36 (150' OVRN)</td>
<td>E-5-1 E5-1 RWY 21</td>
</tr>
<tr>
<td>RWY 01 MA-1A/BK-9, BAK-12(B), BAK-6(B), MA-1A RWY 36 (150' OVRN)</td>
<td>E-5-1 E5-1 RWY 21</td>
</tr>
</tbody>
</table>

#### AERODROME REMARKS:

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

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

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

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

B. The following type data is not normally published.

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

Offl Bus Only indicates the aerodrome is closed to all transient military aircraft except on official business at or near that installation or in an emergency. USAF aircraft require written orders. Official business within the meaning of AFR 60-23 and current OPNAVINST 3710.7 is further defined as the necessity of personnel aboard an aircraft to contact personnel, units, or organizations (including civilian) at or near the aerodrome most conveniently located for landing for the purpose of conducting transactions in the service of and in the interest of the United States Government. This definition does not provide for the use of an aerodrome by transient aircraft for the purpose of obtaining clearance, service, or other items attendant to itinerant operations. “Prior Permission Required” (PPR) indicates the aerodrome is closed to all transient aircraft 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 act.

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

RADIO NAVIGATIONAL DATA

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

Control Towers
Approach Control
Center
Departure Control
Ground Control
Pilot to Forecaster
Communication Station
VFR Advisory Service
Airlift Command Post
Base Operations (PTO)

“NAHA TOWER”
“NAVY ATSUGI TOWER”
“YOKOTA APPROACH CONTROL”
“TOKYO CENTER”
“YOKOTA DEPARTURE CONTROL”
“NAHA GROUND CONTROL”
“MISAWA METRO”
“ITAZUKE RADIO”
“NAVY ATSUGI RADIO”
“USAF GLOBAL HF STATION—HICKAM”
“YOKOTA VFR ADVISORY SERVICE”
“TACHIKAWA Airlift COMMAND POST”
“KADENA OPERATIONS”

COMMUNICATION FREQUENCIES

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

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

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

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

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

RADIO CLASS

AB — Continuous automatic transcribed weather
B — Scheduled broadcast
DME — Time and Distance Measuring Equipment
GCA — Guidance and Control Aid
H — No 100 kHz broadcast
(H) — No broadcast
HH — No broadcast
ILS — Instrument Landing System
L — Communications
LMM — Communications
LOM — Communications
MA — Radar Traffic
MH — No broadcast

RADIO BEACON

Type of emission with the table below.

POSITION OF AERODROME

TYPE STATION

A1
A0/A2
A3

NOTE: Always use best available.
RADIO CLASS CODE

AB — Continuous automatic transmitted weather broadcast service.
B — Scheduled Weather Broadcast.
DME — TACAN compatible Distance Measuring Equipment (formerly DMET).
GCA — Ground Control Approach system.
H — Non-directional radio beacon (homing), power 50 watts or less than 2,000 watts.
(H) — Normal anticipated interference-free service below 18,000 ft 40 NM, 14,500-17,999 100 NM (contiguous 48 states only); 18,000 ft to FL 450—130 NM; above FL 450 100 NM.
HH — Non-directional radio beacon (homing), power 2,000 watts or more.
ILS — Instrument Landing System.
L — Compass Locator. (May be component of ILS system.)
(L) — Normal anticipated interference-free service 40 NM up to 18,000 ft MSL.
LMM — Compass locator station when installed at middle marker site.
LOM — Compass locator station when installed at outer marker site.
MA — Range (Adcock; vertical radiators), power less than 50 watts.
MH — Non-directional radio beacon (homing), less than 50 watts.
ML — Range (Loop radiators), power less than 50 watts.
MM — Middle Marker of ILS.
MRA — Range (Adcock, vertical radiators), 50 to 150 watts.
MRL — Range (Loop radiators), power 50 to 150 watts.
OM — Outer Marker of ILS.
RA — Range (Adcock, vertical radiators), 150 watts or greater.
RL — Range (Loop radiators), power 150 watts or greater.
S — Simultaneously range, homing and/or voice signals available.
(T) — Normal anticipated interference-free service 25 NM up to 12,000 ft MSL. (Not to be confused with TVOR equipment category.)
TACAN — Tactical Air Navigation.) UHF pulse type Omni Range and Distance Measuring Equipment (DME).
TVOR — Low power Terminal VOR.
UHF — Ultra High Frequency.
VHF — Very High Frequency.
VOR — VHF omni directional range.
VOlTAC — Combination VOR and TACAN.
W — Without voice facilities.
ZH — VHF station location marker.

RADIO BEACON EMISSIONS

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

POSITION OF VOICE/CW SWITCH ON RADIO COMPASS

<table>
<thead>
<tr>
<th>TYPE STATION</th>
<th>TO HEAR TONE FOR TUNING USE*</th>
<th>TO HEAR IDENTIFIER USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>CW Position</td>
<td>CW Position</td>
</tr>
<tr>
<td>A0/A2</td>
<td>CW Position</td>
<td>VOICE Position</td>
</tr>
<tr>
<td>A2 &amp; A3</td>
<td>VOICE Position</td>
<td>VOICE Position</td>
</tr>
</tbody>
</table>

NOTE: Always use CW position to check interference first.
1. TERMINAL RADAR CONTROL SYSTEM: An instrument approach and departure system employing surveillance radar (ASR) and precision radar (PAR) equipment. Acquisition of radar data is the basis for all procedures used in the system.

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

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

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

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

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

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

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

d. Radar Monitored Departure: 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 "RADAR/NAV Remarks". During VFR, contact Tower or Approach Control for availability, as VFR hours of operation are not included in "RADAR/NAV Remarks".

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

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

3. WEATHER MINIMA: Radar weather minima will be specified in the Aerodrome/Facility directory of this Enroute Supplement for precision and surveillance approaches only where the procedures and minima comply with established criteria. These minima are applicable to Jets, Turbo-Prop aircraft of certain high speed tactical aircraft.

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

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

d. Radar Monitored Departure: 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 "RADAR/NAV Remarks". During VFR, contact Tower or Approach Control for availability, as VFR hours of operation are not included in "RADAR/NAV Remarks".

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

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

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

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

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

6. EMERGENCIES: Terminal radar systems use all available means to assist aircraft in emergencies. This system normally has access to enroute radar systems, ADC (GCI) radar, Direction Finding Net, IFF/SIF and primary terminal radar.
The following list of abbreviations are those commonly used within this supplement. A complete list of abbreviations including those authorized for USAF/USN NOTAM usage is located in FLIP PLANNING—SEC. I.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AAF</td>
<td>Army Air Field</td>
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<tr>
<td>AB</td>
<td>Air Base</td>
</tr>
<tr>
<td>abm</td>
<td>abandoned</td>
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<tr>
<td>ACC</td>
<td>Area Control Center</td>
</tr>
<tr>
<td>act</td>
<td>aircraft</td>
</tr>
<tr>
<td>ACF</td>
<td>Air Lift Command Center</td>
</tr>
<tr>
<td>A/D</td>
<td>Air Defense</td>
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<tr>
<td>ADA</td>
<td>Advisory Area</td>
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<td>Continuous Wave, Continuous Waves</td>
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### Notes
- **LAOS**
- **AERODROME/FACILITY DIRECTORY**
THAILAND

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J & B Site
Kanchanaburi (Military)
Rangsit
Trat
16 AERODROME/FACILITY DIRECTORY

° A-102, KOREA BS973525 37°30'N 126°42'E
A 60' BL4(D) H19(ASP) 10-28 60' wide (SWL-15, U-6, CH-37)
H17(ASP) 01-19 60' wide

FUEL - A+, J3
AERODROME REMARKS - OFFL BUS ONLY. Use extreme caution due to proximity of fences and buildings to runways. Unlighted poles and stacks surrounding A-102. Ditches both sides and along ends. Soft asphalt, avoid sharp turns. No ovns. Not ops emerg only. Compound security lights may cause deception all apps. 10-28 lights not std, 01-19 unlighted.

ASCOM TOWER @ - 233.8 122.5 47.3 44.8 40.6 (E)

° A-112, KOREA CS104843 37°47'N 126°31'E
A 80' L6(D) H20(ASP) 02-20 60' wide (SWL-7, CH-37)

FUEL - A+, J4
AERODROME REMARKS - W tcf ptn. Turb 300' ridge 1/4 mile W, 700' ridge E of rwy. 60' ent vic Ops, 60' poles and wires 150' E along rwy. Rwy 20 dep hdg 225° due hosp 1 mile S. Rwy and ramp soft, minimize braking action. VIP spot PPR. Rwy lighting oval only O/R call Stanton Field Ops 3013.

TOMAHAWK TOWER @ - 233.8 44.8

° A-206, KOREA CS322762 37°43'N 127°06'E
A 27' H5(ASP) 18-36 75' wide (SWL-8, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Clsd to F/W acft. Unattended. No fuel, lighting, tower. 400' PSP ovn ea end.

° A-210, KOREA CS278738 37°45'N 127°03'E
A 174' H23(ASP) 10-28 60' wide (SWL-7, U-6, CH-37)
H17(ASP) 17-35 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4

BULLSEYE TOWER @ - 233.8 40.6 47.2 (U)

RBN(HW) RC 230 At Field
RADIO/NAV REMARKS - @ 2200-0800Z Mon-Fri, 2200-0300Z Sat, OT ctc ops on 47.2.

° A-220, KOREA CS299798 37°55'N 127°03'E
A 196' L6(D) H22(ASP) 18-36 75' wide (SWL-20, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - E tcf ptn. 750' mtn 1/4 mile W. 200' ant 1/3 mile E. Many TV ant 25 yrs S app. 6' fence rwy ends, 10' fence aprx 50' fr rwy along E side. Tfc to brigade pads, Div area must ctc Bayonet Twr prior to ldg. Bayonet Parade PPR. 1 hr ntc to 1200Z, OT 1 hr ntc. O/S dep normal duty hrs. Ops tel 3465/3466.

BAYONET TOWER @ - 257.8 233.8 50.0

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

° A-228, KOREA CS278738 37°30'N 126°42'E
A 228' L6(D) H20(ASP) 02-20 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Offl BUS ONLY. Use extreme caution due to proximity of fences and buildings to rwy. Unlighted poles and stacks surrounding A-228. Ditch both sides and along ends. Soft asphalt, avoid sharp turns. No ovns. Not ops emerg only. Compound security lights may cause deception all apps. 10-28 lights not std, 01-19 unlighted.

ASCOM TOWER @ - 233.8 122.5 47.3 44.8 40.6 (E)

° A-306, KOREA CS322762 37°43'N 127°06'E
A 306' L6(D) H20(ASP) 02-20 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Turf 300' ridge 1/4 mile W, 700' ridge E of rwy. 60' ent vic Ops, 60' poles and wires 150' E along rwy. Rwy 20 dep hdg 225° due hosp 1 mile S. Rwy and ramp soft, minimize braking action. VIP spot PPR. Rwy lighting oval only O/R call Stanton Field Ops 3013.

TOMAHAWK TOWER @ - 233.8 44.8

° A-511, KOREA CS327762 37°43'N 127°06'E
A 511' L6(D) H20(ASP) 02-20 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Clsd to F/W acft. Unattended. No fuel, lighting, tower. 400' PSP ovn ea end.

° A-805, KOREA CS327762 37°43'N 127°06'E
A 805' L6(D) H20(ASP) 02-20 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Turf 300' ridge 1/4 mile W, 700' ridge E of rwy. 60' ent vic Ops, 60' poles and wires 150' E along rwy. Rwy 20 dep hdg 225° due hosp 1 mile S. Rwy and ramp soft, minimize braking action. VIP spot PPR. Rwy lighting oval only O/R call Stanton Field Ops 3013.

BULLSEYE TOWER @ - 233.8 40.6 47.2 (U)

RBN(HW) RC 230 At Field
RADIO/NAV REMARKS - @ 2200-0800Z Mon-Fri, 2200-0300Z Sat, OT ctc ops on 47.2.

° A-805, KOREA CS327762 37°43'N 127°06'E
A 805' L6(D) H20(ASP) 02-20 60' wide (SWL-7, U-6, CH-37)

FUEL - A+, J4
AERODROME REMARKS - Turf 300' ridge 1/4 mile W, 700' ridge E of rwy. 60' ent vic Ops, 60' poles and wires 150' E along rwy. Rwy 20 dep hdg 225° due hosp 1 mile S. Rwy and ramp soft, minimize braking action. VIP spot PPR. Rwy lighting oval only O/R call Stanton Field Ops 3013.

BULLSEYE TOWER @ - 233.8 40.6 47.2 (U)

RBN(HW) RC 230 At Field
RADIO/NAV REMARKS - @ 2200-0800Z Mon-Fri, 2200-0300Z Sat, OT ctc ops 47.2.
**A-228**, Korea, CT371102 38°02'N 127°09'E

- **Fence**: Long fences on all sides compound
- **Ops.**: Partial cruiser ops.

**SKETCH**

**L-4E**

**AERODROME REMARKS** - W tcf ptn. Turbulence off both ends of rwy. 30° uphill 200° SSE

Rwy 18 thld. Firing rng 1 mile NE. 5' -12' drop both sides of rwy. Cp St Barbara Arty Firing Rng tcf, land at A-228 first to ck Range Map.

**PROJECTILE OPS** - 47.2

**PROJECTILE TOWER** @ - 257.8 233.8 122.5 47.2 (E)

**RADIO/NAV REMARKS** - @ Opr Summer 2230-0730Z Mon-Sat. Winter 2300-0800Z Mon-Set.

---

**A-306**, Korea (Chun Chan) CS874930 37°53'N 127°43'E

- **FUEL**: A+, J4

**AERODROME REMARKS** - W tcf ptn. Turbulence off both ends of rwy. 30° uphill 200° SSE

Rwy 18 thld. Firing rng 1 mile NE. 5' -12' drop both sides of rwy. Cp St Barbara Arty Firing Rng tcf, land at A-228 first to ck Range Map.

**PROJECTILE TOWER** @ - 257.8 233.8 122.5 47.2 (E)

**RADIO/NAV REMARKS** - @ Opr Summer 2230-0730Z Mon-Sat. Winter 2300-0800Z Mon-Set.

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**A-511**, Korea, (Pyong'tae) CR245915 36°55'N 127°02'E

- **FUEL**: @ - A+, 0-148

**AERODROME REMARKS** - Over-flights 2500'. Cld to jet acft. Ants to 210' just E of rwy.

Dip in rwy. @ No fuel to ROK acft ex emerg.

**OSAN APP CON** @ - 230.0 120.0 44.8 (E)

**COUNTRY CLUB TOWER** @ - 233.8 241.0 126.2 50.0 44.8 (E)

**PYONG'TAEK** Rbn(HW) (A2) RE 1700 At Field MP 0900-0700Z Thu.

**Radar** - Call Country Club GCA 226.8

**RADIO/NAV REMARKS** - @ Opr 2230-0800Z Mon-Fri, 2300-0300OZ Sat. @ O/R. Country Club Twr or Ops. Practice.

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**A-805**, Korea (Taegu South) DQ640655 35°50'N 129°35'E

- **FUEL**: A+, J4

**AERODROME REMARKS** - N tcf ptn at 1000', over-flights 2000'. 555' ant ¾ mi N, 480' unflgd

stacks ½ mi E, 300' S of centerline, 400' ant ½ mi S Rwy 10 thld. 3' concertina fence, 18' Rwy 10 thld. Rwy 10 cld to all F/W acft ex OIA, U6A and U21. @ 1 hr ntc rndd. @ 1 hr ntc after duty hrs. A+ ltd.

**IDLEWILDE TOWER** @ - 233.8 122.5 44.8 (E)

**RADIO/NAV REMARKS** @ - 2230-0830Z Mon-Fri, 2300-0300Z Sat. @ O/R. Tel Ops 4766/4452.

---

**AEBANO**, Japan, Honshu I. NK9218 35°24'N 136°01'E

- **FUEL**: A+, J4

**AERODROME REMARKS** - Lctd E end of Aebano Firing Range (R-101).
AGANA NAS, GUAM I. 13°29'N 144°48'E "DT" (AOE) (PGUM)

FUEL - A, J, 15G, O-1, 128, O-133, O-148, O-156, SP, AD, PRESAIR, LOX, OXRB, UHOX, JATO

COMMUNICATIONS

NAVY AGANA RADIO - 6723 US@ 3109 US B@

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

GUAM APP CON - 322.5 306.2 269.0 119.7 (E)

TOWER - 340.2 360.2 142.7 126.2 118.1 (E)

GUAM DEP CON - 269.5 118.9 (E)

VFR ADVISORY SVC - Call GUAM APP CON - 269.0 119.7

RADIO AIDS TO NAVIGATION

VOR/LOC@ (AO/A1) GUAM 385 13°22'N 144°40'E 024° 7.5 NM to Field

VHF/OF - Call APP CON

RADIO/NAV REMARKS - Aid times. 0400-0800Z, 1400-1800Z, 2000-0200Z. Be prepared for freq shift and hand off by Guam APP CON to GCA in 12 mi final. PAR/ASR MP 2100Z Thu - 0300Z Fri. ASR PAR IFF/SIF out 14 Jun 69 for opex six weeks. © Opr 0600-2000Z. @ Wx best H+15 and 45. © Severe ADF needle oscillation and false station passage may occur 7 NM S of Rbn. Use extreme caution in determining station for opps. © TACAN portion unusable 200° thru 240° clockwise below 280° beyond 10 NM. © Unusable UFN.

AGARTALA, INDIA 23°53'N 91°15'E

CIV 05-23 (VEAT)

FUEL - (INC-AI, TX)

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

RADIO - 8939® 55 1'1 @ 29 13x(jj)

GUAM APP CON -®119.7 TOWER © -118.1 3023.5

RADIO/NAV REMARKS - © Opr 2000-0800Z. 15 min mtc all times. Be prepared for freq shift and hand off by Guam APP CON to GCA in 12 mi final. PAR/ASR MP 2100Z Thu - 0300Z Fri. ASR PAR IFF/SIF out 14 Jun 69 for opex six weeks. © Opr 0600-2000Z. @ Wx best H+15 and 45. © Severe ADF needle oscillation and false station passage may occur 7 NM S of Rbn. Use extreme caution in determining station for opps. © TACAN portion unusable 200° thru 240° clockwise below 280° beyond 10 NM. © Unusable UFN.

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

JGSDF 10 08-26 66° wide (U-58)

12(EARTH) 18-36 59° wide

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

§AIRAI AIRPORT, BABELTHUAP I. 07°22'N 134°34'E

P 200 "L 60(CORAL) 09-27 200 wide

AERODROME REMARKS - PPR from HICOMTERPAC, Saipan.

KOROR RADIO - 118.1 9000Sr 6708 2182@

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

AERODROME REMARKS - © Emerg only. © Excessive needle oscillations may occur 1.2 NM prior to final app fix. Use caution in determining station for apps.
AKASHI, JAPAN, Honshu I. 34°39'N 134°58'E  AERODROME REMARKS - Kawasaki Acrf Co inside factory compound. PPR.

AKENO, JAPAN, Honshu I. 34°32'N 136°40'E SKETCH L-3A (EJOE)  
AERODROME REMARKS - CAUTION: Fft ting of variable type acft within 5 NM radius. TOWER @ - 138.06 126.2 140.5 (V)  
Rhn(HW) (A2) @ AK 380 34°31'N 136°42'E 310° 1.3 NM to Field  
VHF/DF, Call D/F@ 136.06 126.2 125.5 At Field  
RADIO/NAV REMARKS -  @ 2300-0800Z Mon-Fri, 2300-0300Z Sat, OT O/R 1 hr ntc rrd. @ Opr 2300-0600Z Mon-Fri, 2300-0300Z Sat OT O/R 1 hr ntc. Tng only. "Unrel 315°- 330°, 083°-095°" to sta. Ant top of twr.

AKITA, JAPAN, Honshu I. 39°42'N 140°04'E  L-3C (RJSK)  
AERODROME REMARKS - Opr Q(X) 119.8000Z. RADIO/NAV REMARKS -  @ Opr A/D times.

AKYAB, BURMA 20°08'N 92°52'E  L-7D (VBRA)  
BOCA 30 LD K601(ASP/CON) (ALW 62)  
FUEL - (NC-AI, C1)  
AERODROME REMARKS - 0001-1100Z. Customs. SEE FOREIGN CLEARANCE GUIDE.  
COMMUNICATIONS  
Rhin(HW) (AO/A2) AKB 216 At Field  
VHF/DF@ 119.7 118.7 At Field  
RADIO/NAV REMARKS -  @ Opr A/D times.

ALABAT, PHIL, Alabat I. 14°13'N 121°56'E H-2F, H, T-2F (RPXT)  
Rhin(HW) (A2) AL 340

ALLAH VALLEY, PHIL X99304 06°04'N 124°46'E (RPWA)  
PCAA 590 4615(SAND) 16-34 98' wide (S-30, T-37)  
AERODROME REMARKS - SR-55.

ALOR STAR, MALAYS 06°12'N 100°24'E L-7B (WMKA)  
WMDC 15 L H661(ASP)  
FUEL - (NC-A1)  
AERODROME REMARKS - Opr. SR-55 Mon-Sat. Cldd Sun. CAUTION: Construction, twys unusable. 0 May be used as unattended landing ground when closed. Tkof Rwy 04 5738 ft, landing 6440 ft. Tkof Rwy 22 6440 ft, landing 5900 ft.  
TOWER - 126.1 124.3 A/D Times  
Rhin(HW) (AO/A2) AT 385 At Field
**ALTO, PHILIPINES**

P 175 H33 (ASP-CON) 13-31 98' wide (5-10)


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**ANAMI, RYUKYU IS. AMOMI I.**

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

**TOWER** - 126.2 122.7 0030-0830Z

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

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**AN HOA, VIETNAM**

**TACAN** (AHA Chan) 12 1

**RADIO NAV MARKS** - (Unusable 081-014 Rad dwell. Unusable beyond 15 NM below 2500'. Unusable beyond 25 NM.)

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**AN KHE, VIETNAM**

FUEL - A+, J60 JASU @-11

**AERODROME REMARKS** - Extv Heli tnf NW of Golf Course AHP ltd 2 NM from afield. Crash eqpt avail: Foam. Tnf pnt E of Fld 2500' MLS F/W, 2000' MLS R/W. 200' ovn ea end. Ramp const, taxi on PSP. Steep drop-off beyond ovn S end. Twy and ramp deteriorating. S parallel twy closed to C-130 and C-123. 650' X 300' DBST prkg area (7 C-130's). Type 3 for C-130. Limited. J4 J4 avl for helis only. (CtC ALCE prior to engine shutdown.

**COMMUNICATIONS**

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

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

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

**GND CON** - 311.1 121.7

**ALCE** - 298.1 139.9 6184 USB

**ARTILLERY ADVISORY** - Ctc RED LION 39.0 45 NM out

**RADIO AIDS TO NAVIGATION**

**RBN(HMW) (A1) X5 266 At Field**

**RADAR - LUCKY GCA**

For ASR PAR Call APP CON

**ASR**

**RWF**

<table>
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<tr>
<th>CATEGORY</th>
<th>MDA</th>
<th>RVY</th>
<th>HAA</th>
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**COMMUNICATIONS**

**RADIO** - 150 APP GUAM (VAAK)

**CON** - 130 APP (VAAK)

**TOWER** - 130 APP

**AIRCRAFT COMMAND CON** - S, C, G

**SWAN COMMAND CON** - C, S, G

**VFR ADVISORY**

**RADIO AIDS TO NAVIGATION**

**RBN(HMW) (A1) X5 266 At Field**

**RADAR - LUCKY GCA**

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**RADIO NAV REMARKS** - (Unusable 081-014 Rad dwell. Unusable beyond 15 NM below 2500'. Unusable beyond 25 NM.)
ANDERSEN AFB, GUAM I. 13°35'S 144°35'E (AOE)  

L-1B, T-2H  

(AF 624 BLU, 7, 8GB, 9, 10 H112/CON@) (3100, T200, TT4CO1)  

JASS @-11A-I (MD-31 81MC-11)  

FUEL - A, J, 1, 123, 0-128, 0-148, 5, ADI, W, WAK, LOX, LFOX, OXRB  

A-GEAR  

RWY 06L BAK-12(B) RWY 24R  

(115°)  

RWY 06R BAK-12(B) RWY 24L  

(155°)  

AERODROME REMARKS - All act or must ctc Base ops thru Andersen Airways 2 hrs prior to arr for immigration checks which are required on all Foreign Nationals; and on US civilians of other than US departures. Pilots will also add in remarks section of flight plan "IMC" fol by no of personnel requiring immigration check. During periods of controlled traffic or SAC alerts inact may expect up to 1 hr delays in ldg. Expect RCR of 14 when showers are forecast. Tfc pattern altitude 3600 overhead 2300' MSL. ADVISORIES issued by TWR. Hazardous turbulence on final app to Rwy 24L, 24R. All ctc METRO prior to initiating instinct app to Rwy 24L, 24R. Tran maint oval 24 hrs div. Manual ops only. 30 min ntc rcd. @ MA-1A Air Starter units in limited quantity only. Starter Cartridges should be brought or prepositioned to avoid delay. @ 1500 ft 06R, 400 ft 24L. 6 hr ntc rcd. @ Rwy 24R thld dep 600', 10,600' oval for ldg.  

COMMUNICATIONS  

@GUAM APP CON - 322.5 306.2 269.0 120.5 119.7 (E)  

A/G @ (See USAF Global HF Listing)  

TOWER @ - 256.6 126.2 (E) GND CON - 275.8 @GUAM DEP CON - 269.5 119.7 (E)  

AIRLIFT COMMAND POST - 349.4 128.0 PFSY: METRO  

SWAN CONTROL@ - 264.7  

VFR ADVISORY SVC - C#: GUAM APP CON - 269.0 119.7  

RADIO AIDS TO NAVIGATION  

VOR© UAM 114.3 13°32'N 144°49'E 064° 6.8 NM to Field.  

IHTACAN UAM Chan 54 At Field MP 2200-2400Z Wed.  

Rbn(HW) (AO/A2) UA 212 13°33'N 144°51'E 064° 4.6 NM to Field.  

ILS © - MP 2200-2400Z. Mon  

RADAR ©, Call GUAM APP CON  

ASR Rwy CATEGORY MDA RVR HAA CEIL-VIS  

06L-24R A, B, C, D, E 880 256 (300-1)  

06R-24L A, B, C, D, E 880 256 (300-1)  

PAR® Rwy CATEGORY MDA RVR HAA CEIL-VIS  

05L A, B, C, D, E 785/40 250 (300-1) G.S. 2.99*  

24R A, B, C, D, E 874/40 250 (300-1) G.S. 2.99*  

CIRC Rwy CATEGORY MDA RVR HAA CEIL-VIS  

06L, 06R-24L, 24R A 980-1 356 (400-1)  

06R, 06R-24L, 24R B 1080-1 456 (500-1)  

24R C 1080-1 1/2 456 (500-1/2)  

1180-2 456 (600-2)  

RADIO/NAV REMARKS - See GUAM and PGUA NOTAMS for latest info on Andersen AFB and Guam CERAP. In case of airborne comm failure, tune OMNI to free 118.5 and standby for Con inst. © Mil act or unable to contact Andersen airways. See Guam Listing. © MP 2200-2400Z Thu. Unusable below 1500' beyond 20 NM, below 3500' beyond 35 NM, 180°-290° below 4000' beyond 40 NM, 299°-150° below 4500' beyond 40 NM, 150°-180° below 5500' beyond 40 NM, 260°-280° below 6000' beyond 20 NM. © Circling not authorized SE of Rwy 06L-24R. @ Glide Slope unreliable below 687 ft MSL. Back course unusable. © MP 1800-2000 Mon Fri. © MP 2200-2400Z Fri. @ Wx recon act only. Phone patch SWAN CONTROL via ANDERSEN AIRWAYS. © Tower visual blind areas aprx 35% of Rwy 06R/24L and 60% of Rwy 06L/24R is not visible from control tower.  

ANDUKI, MALAYS (Seria) P0855120© 04°39'N 114°23'E  

L-8F  

(PVT 7 52/5OD) 05-23 300' wide (AWJ76)  

FUEL © - (NC-A11)  

AERODROME REMARKS - 2230-0800Z Mon-Fri, 2230-0330Z Sat, Unburnt gases up to 1000 ft. CAUTION: Helicopter activity in vicinity. CAUTION: 2 radio masts 60 ft high 1461 ft from threshold of Rwy 05. Lighted during ngt ops. © Malay GRID. © 2342-0830Z, 02 hrs ntc rcd.  

TOWER - 118.3 A/D Times  

Rbn(HW) (AO/A2) AK 250 04°38'N 114°22'E 045° 1.5 NM To Field  

ANDUKI, MALAYS (Seria) P0855120© 04°39'N 114°23'E  

L-8F  

(PVT 7 52/5OD) 05-23 300' wide (AWJ76)  

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TOWER - 118.3 A/D Times  

Rbn(HW) (AO/A2) AK 250 04°38'N 114°22'E 045° 1.5 NM To Field
ANGAUR, ANGAUR L 06°4’N 134°09’E
T-2H
(Ang)
CG 20 4L H701(AAP)
AERODROME REMARKS - CAUTION: CLOSED, emerg landing only due to limited crash fac.
PRR From HICOM TERACIS, SAIPAN.
A/G CC VOICE, RADIO - 26951 CW, CALL NRV4® 8734 2698
Rbn(HW) (A11® NRV4 332 At Field O/R
RADIO/NAV REMARKS - Closer contact Koror Radio 2724 (crash boat). O/R 5 min days, O/R 15 min.

ANGAUR, ANGAUR L 06°4’N 134°09’E
CG 20 4L H701(AAP)
AERODROME REMARKS - CAUTION: CLOSED, emerg landing only due to limited crash fac.
PRR From HICOM TERACIS, SAIPAN.
A/G CC VOICE, RADIO - 26951 CW, CALL NRV4® 8734 2698
Rbn(HW) (A11® NRV4 332 At Field O/R
RADIO/NAV REMARKS - Closer contact Koror Radio 2724 (crash boat). O/R 5 min days, O/R 15 min.

ANISAKAN, BURMA F9460Q 21°57’N 96°24’E
BDCA 3000 45°(SO) 03-21 150° wide (AWJ-30)
AERODROME REMARKS - British Grid.

ANTIPOLA, PHIL, Luzon L 14°35’N 121°10’E
H-2F, H, L-6H, T-2F
Rbn(HW) (A2) AN 375 242° 9.6 NM to Manilla Appt.

AOMORI, JAPAN, Honshu L 40°44’N 140°42’E
H-1D, L-3C
CIV 650 BL4, 9 H39(ASP/CON) 10-28 100° wide (SWL 14)
FUEL - INC-A1, CI, TX
AERODROME REMARKS - At Field
RADIO - 126.2 122.7 OPR 0001-0600Z
VORW MRO 114.1 40°44’N 140°43’E At Field
Rbn(HW) (A2) MR 340 40°45’N 140°42’E At Field OPR 0001-0600Z

AOMORI, JAPAN, Honshu L 40°49’N 140°43’E
JOADF 40 (EARTH) 09-27 100° wide (U-6)
AERODROME REMARKS - Inside Cp Aomori. 65 ft high comm twr N of tld.

APRA HARBOR - SEAPLANE, GUAM L 13°27’N 144°40’E “DT”® T-2H
N 00° (-) 82 CB
FUEL - See Agana NAS
SEAPLANE REMARKS - 48 hrs nrc rqr due to exr shipping in harbor. Tran Alert/moint.
aval 24 hrs, dly fr Agana NAS. Daylight ops only, Seaplane unmarked and unlghted. No
buoys or beaconing gear aval. Ctc Agana NAS for ldg instructions. O/R Cont.
COMMUNICATIONS
CRASH BOATS - 340.2 (See Agana NAS)

ARANYAPRATHET, THAIL TAA315 13°42’N 102°50’E
(T-209)
150 (O) 100° wide
30150 (O) 10-28 100° wide
AERODROME REMARKS - CAUTION: Field is rough and rutted, Unsafe in rainy season.

ASAHIKAWA, JAPAN, Hokkaido L 43°40’N 142°27’E
L-3D
CIV 685 H99/ASP/CON) 16-34 100’ wide (SWL-18)
FUEL - JASOF 377
AERODROME REMARKS - Opp 0001-0600Z.
RADIO - 126.2 122.7 0001-0600Z
Rbn(HW) (A2) AW 334 At Field 0001-0600Z
RADIO/NAV REMARKS - Interference exist beyond 30 NM between SW and NW quad.

ATTOPEU, LAOS 344
LPDA 344
AERODROME REMARKS -
ASASHIKAWA, JAPAN, Hokkaido 1. 43°48’N 142°22’E (RJCA)
JSSDF 377 B 26(SDO) 08-26 164’ wide (SLW-11)
FUEL - (NC-C1, A1, J4)
TOWER - 138.06 125.2 140.5 (V) 2300-0800Z Mon-Fri, 2300-0300Z Sat OT O/R 1 hr ntc rgl.

SASHIYA, JAPAN, Kyushu 1. 33°53’N 130°39’E (RJFA)
JASDF 97 B16 HS41ASP/CONI (SWL 28)
JASU - (A-3), (A-3AI), (C-11), (C-11), (C-22A), (D-3)
FUEL - (NC-A1, B1, C1, J4D), Precast, LH0X
J-BAR - Rwy 12 Safe Bar 5414’
Rwy 30 Safe Bar 5414’

AERODROME REMARKS - Opr 2100-1300Z. J 1 hr ntc rgl. J4 may not have anti-icing inhibitor.

COMMUNICATIONS
@ITAZUKE APP CON - 261.4 261.2 139.4 (E)
TOWER @ - 316.6 247.8 236.8 143.6 126.2 (E) GND CON @ - 275.8

RADIO AIDS TO NAVIGATION
RBn(HW) (A2) AH 232 At Field
UHF/DIF/Coll HOMER At Field
Radar @ - IFR - Coll ITAZUKE APP CON, V8R Coll ASASHIYA TOWER

ASAHIKAWA, JAPAN, Hckkoldo I. 43°48’N 142°22’E (RJCA)

H-1A, L-4G

T-2H
(ANG)
crash foe.
toe I S
tor
equi pped,
IXZASI D, L-3C (RJM)
T-2H Alert/maint ur lgtd. N o

TOWER @ - 316.6 247.8 236.8 143.6 126.2 (E) GND CON @ - 275.8

RADIO AIDS TO NAVIGATION
RBn(HW) (A2) AH 232 At Field
UHF/DIF/Coll HOMER At Field
Radar @ - IFR - Coll ITAZUKE APP CON, V8R Coll ASASHIYA TOWER

ATTOPEU, LAOS XB9m ,...,'N 1 06'SO'E

L-3D
(RJEC)

L-3D
(RJEC)

L-3D
(RJEC)

ATTOPEU, LAOS X89737 14°48’N 106°50’E (VLAP)
LDCA 344 44(LATERITE) 13-31 37’ wide (AWU 29)
AERODROME REMARKS - CLOSED. Unfriendly.
<table>
<thead>
<tr>
<th>Airport</th>
<th>Location</th>
<th>Coordinates</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ban Phu Lun</td>
<td>Laos</td>
<td>20°38'N 101°08'E</td>
<td>Closed</td>
</tr>
<tr>
<td>Bacolod</td>
<td>Philippines</td>
<td>10°39'N 122°56'E</td>
<td>Closed</td>
</tr>
<tr>
<td>Bagalog</td>
<td>Philippines</td>
<td>16°37'N 121°15'E</td>
<td>Paved, gravel</td>
</tr>
<tr>
<td>Baguio</td>
<td>Philippines</td>
<td>16°30'N 120°37'</td>
<td>Paved, gravel</td>
</tr>
<tr>
<td>Baler</td>
<td>Philippines</td>
<td>15°45'N 121°31'E</td>
<td>Paved, gravel</td>
</tr>
<tr>
<td>Ban A</td>
<td>Thailand</td>
<td>19°40'N 99°28'E</td>
<td>Paved, gravel</td>
</tr>
<tr>
<td>Ban Ban</td>
<td>Laos</td>
<td>19°38'N 103°25'E</td>
<td>Closed</td>
</tr>
<tr>
<td>Ban Bong Tong</td>
<td>Laos</td>
<td>20°24'N 102°25'E</td>
<td>Closed</td>
</tr>
<tr>
<td>Ban Bo Mei</td>
<td>Laos</td>
<td>20°53'N 100°56'E</td>
<td>Closed</td>
</tr>
</tbody>
</table>
### AERODROME/FACILITY DIRECTORY

<table>
<thead>
<tr>
<th>Name</th>
<th>Country</th>
<th>Code</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Runway Length</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAN BOUAC</td>
<td>LAOS</td>
<td>UG5932</td>
<td>19°17'N</td>
<td>103°40'E</td>
<td>4400 ft</td>
<td>Earth, 10-24 50' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Unfriendly.</td>
</tr>
<tr>
<td>BAN BOUAC #2</td>
<td>LAOS</td>
<td>UG5831</td>
<td>19°16'N</td>
<td>103°39'E</td>
<td>4300 ft</td>
<td>Graded Earth, 07-25 55' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Unfriendly.</td>
</tr>
<tr>
<td>BAN BOYUK</td>
<td>THAIL</td>
<td>Q03242</td>
<td>19°21'N</td>
<td>101°13'E</td>
<td>5400 ft</td>
<td>Earth, 15-33 45' wide</td>
</tr>
<tr>
<td>BAN BUNG KLA #1</td>
<td>THAIL</td>
<td>UF9324</td>
<td>18°18'N</td>
<td>103°59'E</td>
<td>6000 ft</td>
<td>Earth, 03-21 75' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Closed during rainy season.</td>
</tr>
<tr>
<td>BAN BUNG KLA #2</td>
<td>THAIL</td>
<td>UF9320</td>
<td>18°16'N</td>
<td>104°00'E</td>
<td>600 ft</td>
<td>Earth, 03-21 75' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Trees on NE end of strip.</td>
</tr>
<tr>
<td>BAN CHA THAO</td>
<td>LAOS</td>
<td>UH6455</td>
<td>20°24'N</td>
<td>103°42'E</td>
<td>4000 ft</td>
<td>Earth, 03-21 75' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Closed.</td>
</tr>
<tr>
<td>BAN CHAI BURI</td>
<td>THAIL</td>
<td>VE4251</td>
<td>17°39'N</td>
<td>104°28'E</td>
<td>6000 ft</td>
<td>Earth, 03-21 60' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>650' can be used to land, 150' can be used for take-offs.</td>
</tr>
<tr>
<td>BAN CHANUMAN</td>
<td>THAIL</td>
<td>WC0193</td>
<td>16°14'N</td>
<td>105°00'E</td>
<td>7000 ft</td>
<td>Earth, 03-21 75' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Trees at both ends. Reduce toxic load.</td>
</tr>
<tr>
<td>BAN CHIANG KHAM</td>
<td>THAIL</td>
<td>PB345894</td>
<td>19°31'N</td>
<td>100°17'E</td>
<td>1275 ft</td>
<td>Earth, 03-21 75' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Opr 5R-5S. For Security ctc JUSMAG. Land past fences when ldg Rwy 21. Do not land when water on rwy. Holes on rg side of Rwy 03 near touchdown point. CAUTION: Uncontrolled vehicles, animals and pedestrians near rwy. App to Rwy 03 - 60' trees aprx 600' fr rwy, 6' dirt piles in clear zone rgt of centerline. App to Rwy 21 - 60' trees aprx 500' fr rwy, 6' fence 39' fr rwy, 2' ditch 15' fr rwy and a 6' dirt pile aprx 45' fr rwy to left of centerline. Lateral cnc - Several 10' dirt mounds within lateral safety zones both sides. 15' bushes within safety zone NW side. 18' ditch and 6' fence 19' fr edge of rwy extending fr end of Rwy 21 down 283'. 1-2' high lighting barrels 20' fr both sides. 100' ovrn S end. Type I for C7A with the following exceptions: Lateral safety zone hazards, clear zone hazards and rwy marking non-standard. RADIO - Ctc as per JUSMAG SOD.</td>
</tr>
<tr>
<td>BAN CHUANG</td>
<td>THAIL</td>
<td>TE1199</td>
<td>18°04'N</td>
<td>102°16'E</td>
<td>500 ft</td>
<td>Earth, 12-30 75' wide</td>
</tr>
<tr>
<td>BAN DA BOM</td>
<td>LAOS</td>
<td>V05300</td>
<td>18°05'N</td>
<td>104°35'E</td>
<td>650 ft</td>
<td>Earth, 03-21 95' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Closed.</td>
</tr>
<tr>
<td>BAN DAN</td>
<td>THAIL</td>
<td>WB5393</td>
<td>15°19'N</td>
<td>105°30'E</td>
<td>580 ft</td>
<td>Earth/Rock, 16-34 80' wide</td>
</tr>
<tr>
<td>AERODROME REMARKS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Low trees 3 end—Rising terrain to North.</td>
</tr>
<tr>
<td>BAN DON CHIK</td>
<td>THAIL</td>
<td>WB2983</td>
<td>15°14'N</td>
<td>105°16'E</td>
<td>500 ft</td>
<td>Earth, 18-36 80' wide</td>
</tr>
</tbody>
</table>
# Aerodrome/Facility Directory

### 26 Aerodrome/Facility Directory

<table>
<thead>
<tr>
<th>Aerodrome</th>
<th>Country</th>
<th>Subdivision</th>
<th>Latitude/Longitude</th>
<th>Elevation</th>
<th>Length/Width</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BAN DONE</strong></td>
<td>Laos</td>
<td></td>
<td>18°41'N 102°08'E</td>
<td>700</td>
<td>18-36 75' wide</td>
<td>(Caribou)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>Land Rwy 18, tkof Rwy 36. O Clsd to Caribou when wet. Max Idg wt 28,000; max tkof wt 25,000 lbs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN DONG</strong></td>
<td>Laos</td>
<td></td>
<td>18°43'N 104°16'E</td>
<td>1000</td>
<td>17-35 100' wide</td>
<td>(Caribou)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>O Clsd to Caribou when wet. Max Idg wt 28,000; max tkof wt 29,000 when dry, 26,000 when wet.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN DONG HENE</strong></td>
<td>Laos</td>
<td></td>
<td>16°42'N 105°17'E</td>
<td>500</td>
<td>100' wide</td>
<td>8(EARTH) 09-27</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>CLOSED.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HAT SOK</strong></td>
<td>Laos</td>
<td></td>
<td>19°32'N 101°40'E</td>
<td>3400</td>
<td>16-34 40' wide</td>
<td>(Porter)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>Land Rwy 16, tkof Rwy 34.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HIN</strong></td>
<td>Laos</td>
<td></td>
<td>19°17'N 102°32'E</td>
<td>4500</td>
<td>03-21 40' wide</td>
<td>(Beecher)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>CLOSED.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HIN KHON DONG</strong></td>
<td>Thailand</td>
<td></td>
<td>14°26'N 102°37'E</td>
<td>600</td>
<td>07-25 65' wide</td>
<td>(C7A)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>App to Rwy 07 over trees 2000' from threshold. App to Rwy 25 over trees and houses 3000' from threshold. CAUTION: Opp end of rwy cannot be seen from touchdown point.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HOUAY TAT NOY</strong></td>
<td>Laos (Houei Moun)</td>
<td></td>
<td>20°18'N 103°38'E</td>
<td>4000</td>
<td>18-36 60' wide</td>
<td>(Porter)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>Unfriendly.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HOUEI DIOUN</strong></td>
<td>Laos</td>
<td></td>
<td>19°24'N 102°48'E</td>
<td>3600</td>
<td>07-25 35' wide</td>
<td>7(EARTH)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>CLOSED and overgrown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HOUEI KENG</strong></td>
<td>Laos</td>
<td></td>
<td>20°02'N 103°56'E</td>
<td>4000</td>
<td>06-24 81' wide</td>
<td>5(UNK)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>CLOSED and overgrown.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BAN HOUEI KONG</strong></td>
<td>Laos</td>
<td></td>
<td>15°08'N 106°52'E</td>
<td>2930</td>
<td>07-25 80' wide</td>
<td>1(EARTH)</td>
</tr>
<tr>
<td><strong>BAN HOUEI LAO</strong></td>
<td>Laos</td>
<td></td>
<td>19°46'N 100°31'E</td>
<td>1700</td>
<td>08-26 65' wide</td>
<td>8(GRASS/CLAY)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong></td>
<td>Unfriendly.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
AERODROME/FACILITY DIRECTORY

BAN HOUEI SAI, LAOS

PC5141 20°15'N 100°26'E

LDCA 1198 49(LATERITE) 16-34 118' wide (AUW 30)

FUEL - A-1, 0-123, 0-128, (NC-141) (VLHS)

AERODROME REMARKS - Trees and steep upskipe on app to Rwy 16. Sharp drop-off on app to Rwy 34. Closed to C-123. Only 1500' usable.

Rhinhwi RK 340 At Field Opn SR-SS

BAN HOUEI SANE, LAOS

XO6536 16°36'N 106°32'E

480 30(UNK) 09-27 100' wide

AERODROME REMARKS - Unfriendly.

BAN HUA HIN, THAIL (Hua Hin) PPO46 12°38'N 90°51'E

SKETCH

TCAA 10 LG HZT(ASP) 16-34 98' wide (SWL-30)

AERODROME REMARKS - Opr SR-SS. 1180' ovrn Rwy 34, laterite prime coated.

2 hrs nth rdn.

BAN HUA NA, ORS, (Nam Thum) TH2567 20°29'N 102°22'E

1300 121SANDY LOAM) 09-27 75' wide

AERODROME REMARKS - Unfriendly.

BAN IN THI, LAOS, (Long Keo) XB7940 14°47'N 100°37'E

(T-325)

650 (1EARTH) 12-30 45' wide

AERODROME REMARKS - Soft spot at E end.

BAN KAPCHOENG, THAIL UB5000 14°26'N 103°32'E

(T-317)

400 5(UNK) 08-26 45' wide

AERODROME REMARKS - Max tkf weight 4500 pounds.

BAN KEN THAO, LAOS, (Ken Thao) QV5354 17°45'N 101°23'E

(L-6)

LDCA 075 27(LATERITE) 09-27 132' wide (C-123)

AERODROME REMARKS - Lnd Rwy 27, tkf Rwy 09. Closed to large act during rainy season. Only 1500' usable.

Max tkf weight 52,000, max tkf weight 48,000.

BAN KENG SAI, LAOS UH8332 20°05'N 103°53'E

(UNK)

AERODROME REMARKS - Unfriendly.

BAN KEUN, LAOS TF4430 18°21'N 102°35'E

(L-44)

600 50(LATERITE) 16-34 40' wide (C-123)

AERODROME REMARKS - 100' trees bordering SE end of rwy. C-46 and C-123 land and tkf Rwy 16.

BAN KHA, LAOS UG5728 19°15'N 103°38'E

(UNK)

AERODROME REMARKS - Unfriendly.

4800 (EARTH) 14-32 50' wide

BAN KHAE DON, THAIL WA1223 14°25'N 105°07'E
AERODROME REMARKS - Use caution due to rainy season.

BAN KHAM, LAOS UH7723 20°08'N 103°50'E
AERODROME REMARKS - Unfriendly elements.

BAN KLONG YAI, THAIL TU6902 11°46'N 102°52'E
AERODROME REMARKS - Power line on 5W side of rwy.

BAN KHOK HUA, THAIL TF0112 18°11'N 102°11'E
AERODROME REMARKS - Use caution due to rainy season.

BAN KHOK MAI, LAOS XC8839 14°49'N 106°28'E
AERODROME REMARKS - Village at West end.

BAN KHUT KHAE DON, THAIL VC41597 16°17'N 104°27'E
AERODROME REMARKS - CAUTION: Small holes. North end slopes on last 600' of rwy.

BAN KO KHA, THAIL NA4112 18°12'N 99°23'E
AERODROME REMARKS - ABANDONED. Use new field at Muang Lampsang.

BAN KO KIENG, LAOS UH2816 20°03'N 103°22'E
AERODROME REMARKS - Land Rwy 15, tkof Rwy 33. Turbulence may be encountered on final approach. Use Caribou when wet.

BAN KUT KHAEN, LAOS TA6995 14°25'N 102°52'E
AERODROME REMARKS - Soft spots in field.

BAN LA TEE, LAOS XB9168 15°05'N 106°47'E
FUEL - INC-A+I, J4
AERODROME REMARKS - Land Rwy 15, tkof Rwy 33. Trees and rising terrain off SE end of rwy. Turbulence may be encountered on final approach. Use Caribou when wet. ASH on only.

BAN LAHARN SAI, THAIL TA6995 14°25'N 102°52'E
AERODROME REMARKS - CLOSED.

BAN LEE, LAOS WDO310 16°22'N 105°02'E
AERODROME REMARKS - Land Rwy 29, tkof Rwy 11.

BAN LEE 2, LAOS TGS260 19°31'N 102°38'E
AERODROME REMARKS - CAUTION: First 450' unusable. Full length of rwy rough with soft spots, very soft when wet. Land Rwy 16, tkof Rwy 34.

BAN LOU, LAOS UH3042 20°17'N 103°22'E
AERODROME REMARKS - Unfriendly.

BAN MAC VAI, LAOS (Gang Sa Ni) VF1989 18°53'N 104°14'E
AERODROME REMARKS - Tkof Rwy 15.
IAN MAE KON KEN, THAIL MU5733 16°35'N 98°35'E
FUEL - (NC-A-3)
AERODROME REMARKS - Burma border on West end.

IAN MAE RAENG, THAIL NC3214 20°02'N 99°17'E
FUEL - 0700
HOURS 14-32 75' wide

IAN MAE SARIANG, THAIL L97710 18°12'N 97°55'E
FUEL - 0700
HOURS 11° wide

IAN MAE RAENG, THAIL N0142 20°00'N 99°17' E
FUEL - 0700
HOURS 14-32 75' wide

IAN MAE SARIANG, THAIL L98710 18°12'N 97°55'E
FUEL - 0700
HOURS 11° wide

IAN MAE KON KEN, THAIL MU5733 16°35'N 98°35'E
FUEL - (NC-A-1)
AERODROME REMARKS - Burma border on West end.

IAN MAE RAENG, THAIL NC3214 20°02'N 99°17' E
FUEL - 0700
HOURS 14-32 75' wide

IAN MAE SARIANG, THAIL L97710 18°12'N 97°55'E
FUEL - 0700
HOURS 11° wide

IAN MAE RAENG, THAIL N0142 20°00'N 99°17' E
FUEL - 0700
HOURS 14-32 75' wide

IAN MAE SARIANG, THAIL L98710 18°12'N 97°55'E
FUEL - 0700
HOURS 11° wide

IAN MAE KON KEN, THAIL MU5733 16°35'N 98°35'E
FUEL - (NC-A-3)
AERODROME REMARKS - Burma border on West end.
AERODROME/FACILITY DIRECTORY

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

BAN MOUNG, THAIL QA253003 18°05'N 101°08'E
1600 20(EARTH) 15-33 100' wide
AERODROME REMARKS - Closed to F/W acft. Clear app. No overruns.

BAN MOUNG NGAH, LAOS UG518 19°09'N 103°43'E
4700 1I(GRASS) 09-27 65' wide
AERODROME REMARKS - Unfriendly.

BAN MUANG LIM, THAIL PBB7145 19°07'N 100°50'E
800 10(EARTH) 03-21 75' wide
AERODROME REMARKS - Clear app. No overruns.

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

BAN NA KAI, LAOS PBB88I 17°54'N 102°09'E
700 9(EARTH) 06-24 90' wide
AERODROME REMARKS - Unfriendly.

BAN NA KHU, THAIL UD 9754 16°46'N 104°02'E
RTAF 700 33(LATERITE) 15-33 100' wide (SWL 361)
AERODROME REMARKS - CAUTION: Small rocks. Both opp ends slope down 5' lost 200' at rwy.

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

BAN NA MUONG, LAOS, (Na Puang) TG5466 19°24'N 102°39'E
AERODROME REMARKS - CLOSED and overgrown.

BAN NA NIO, LAOS, (Moung Oum) UF1796 18°57'N 103°16'E
3000 10(SOD) 05-23 62' wide (Caribou)
AERODROME REMARKS - Land rwy 23, tk of rwy 05. Cld to Caribou when wet. Max Idg wt 24,000, max tkof wt 26,000.

BAN NA TAI, LAOS TH4291 20°42'N 102°43'E
UNK 15(EARTH) 08-26 130' wide
AERODROME REMARKS - CLOSED. Unfriendly.

BAN NA TAN, LAOS VE818S 17°57'N 104°49'E
800 12(EARTH/CLAY) 07-25 90' wide
AERODROME REMARKS - Unfriendly.

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

BAN NA WAI, THAIL MB82690 19°43'N 98°59'E
1800 7(GRASS) 18-36 50' wide
AERODROME REMARKS - Trees 100' off S end.
BAN NA WOUA, LAOS PC3184 20°38'N 100°40'E
3000 7(EARTH) 12-30 20' wide  Dornier
AERODROME REMARKS - Land Rwy 36, tkof Rwy 12.

BAN NAM DENG, LAOS TG5118 19°06'N 102°41'E
3800 7(EARTH) 09-27 50' wide
AERODROME REMARKS - CLOSED.

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

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

BAN NAM HIN, LAOS Q5219 19°07'N 101°23'E
3700 8(EARTH) 04-22 65' wide
AERODROME REMARKS - CLOSED.

BAN NAM KENG, LAOS UG71919 19°10'N 103°51'E
4800 6(GRADED EARTH) 03-21 60' wide
AERODROME REMARKS - CLOSED.

BAN NAM KUEUNG, LAOS PC3255 20°24'N 100°15'E
1620 14(.CLAY) 03-21 115' wide  Caribou
AERODROME REMARKS - Clsd to Caribou when wet.  Max Idg wt 28,000; max tkof wt 26,000.

BAN NAM LAM NEUA, LAOS TJ015 20°54'N 102°31'E
2300 7(UNK) 05-23 50' wide
AERODROME REMARKS - Unfriendly.

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

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

BAN NAM MAUP, THAIL QA0745 18°29'N 100°58'E
1220 7(SOD) 17-35 45' wide
AERODROME REMARKS - 120' ovm S end.

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

BAN NAM PIT, LAOS (Houei Ki Nin) TG8247 19°25'N 102°55'E
3300 10(EARTH/CLAY) 11-29 60' wide  Porter
AERODROME REMARKS - Land Rwy 29, tkof Rwy 11.
32 AERODROME/FACILITY DIRECTORY

BAN NAM SO, LAOS TG6529 19°16'N 102°48'E (LS-161)
3625 (EARTH/SOD) 12-30 55' wide (Porter)
AERODROME REMARKS - Land Rwy 30, tkof Rwy 12.

BAN NAM TIA, LAOS, (Long Tieng) TG3213 19°06'N 102°56'E (LS-30)
3120 22(LATERITE) 14-32 100' wide (C-123) FUEL - (INC-A1, A-1, TX)
AERODROME REMARKS - Large acft rstd when crosswind above 10 knots. Large acft land Rwy 32, tkof Rwy 14. C-46 max tkof wt 44,000; C-123 max tkof wt 48,000.

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

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

BAN NANG NU, THAIL (B.P.P. 306) UA3398 14°27'N 103°21'E (T-334)
900 715AND 105-23 50' wide (Helio)
AERODROME REMARKS - Max tkof weight 4300. (b) Rwy 925', but only 675' usable.

BAN NO SO PHIT, THAIL PB7859 19°26'N 100°41'E (T-559)
1200 17(EARTH) 12-30 100' wide
AERODROME REMARKS - OFF LIMITS. INSECURE.

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

BAN NONG BOK, LAOS VD7988 17°05'N 104°48'E (LS-183)
640 141(UNK) 02-20 40' wide (Porter)

BAN NONG BOUA, LAOS XC6733 15°40'N 106°33'E (LS-134)
700 1215AND 10-28 60' wide (Caribou)
AERODROME REMARKS - Trees close to both sides rwy. (c) Cld to Caribou when wet. Max Idg wt 26,000, max tkof wt 24,000.

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

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

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

BAN NONG MEK, THAIL (B.P.P. 315) WB4113 14°34'N 105°23'E (T-320)
675 7(EARTH) 11-29 60' wide
AERODROME REMARKS - Use caution during rainy season. Rstd tkof load.

BAN NONG ONE, LAOS, (Phau Da Pho) TG5243 19°22'N 102°40'E (LS-103)
3700 5(EARTH) 12-30 35' wide
AERODROME REMARKS - CLOSED.
<table>
<thead>
<tr>
<th>AERODROME/FACILITY DIRECTORY 33</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IAN NONG TONG</strong>, LAOS</td>
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<td>300</td>
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<td><strong>AERODROME REMARKS</strong> - Land Rwy 11, tkof Rwy 29.</td>
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</tbody>
</table>

| **IAN NONG VIEN**, LAOS | (Wat Phu) | WB9142 | 14°51’N | 105°51’E | (L-107) |
| 40 | 20(EARTH) | 06-24 | 160’ wide | (C-1231) |
| **AERODROME REMARKS** - Normally clsd during rainy season. ☠ Max tkof wt 48,000. |

| **IAN NONGLA**, LAOS | UG6042 | 19°22’N | 103°40’E | (LS-214) |
| 3600 | (RUNK) | 18-36 | 40’ wide |
| **AERODROME REMARKS** - Unfriendly. |

| **IAN NOU KHA CHOK**, LAOS | PC7706 | 19°56’N | 103°41’E | (LS-148) |
| 2900 | (SOD/ROCK) | 15-33 | 75’ wide | (Porter) |
| **AERODROME REMARKS** - First 100’ of rwy has very steep upslope. Land Rwy 15, tkof Rwy 33. |

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

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

| **IAN PANG THAM**, THAIL | P89527 | 19°30’N | 100°28’E | (T-527) |
| 1700 | (EARTH) | 10-25 | 50’ wide |
| **AERODROME REMARKS** - OFF LIMITS. INSECURE. Located in canyon with 5000’ terrain all sides. |

| **IAN PEUNG**, LAOS | UG4241 | 19°11’N | 103°31’E | (LS-95) |
| 400 | (EARTH) | 09-27 | 64’ wide |
| **AERODROME REMARKS** - Unfriendly. |

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

| **IAN PHA THONG**, LAOS | TJ3409 | 20°52’N | 102°27’E | (LS-247) |
| 4050 | (RUNK) | 04-22 | 40’ wide |
| **AERODROME REMARKS** - Unfriendly. |

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

| **IAN PHANG**, LAOS | UG1622 | 19°11’N | 103°15’E | (LS-239) |
| 5700 | (SOD) | 14-32 | 60’ wide |
| **AERODROME REMARKS** - Unfriendly. |

| **IAN PHIA LOUANG**, LAOS | TG4231 | 19°16’N | 102°35’E | (LS-99) |
| 4400 | (EARTH) | 09-27 | 33’ wide |
| **AERODROME REMARKS** - CLOSED. |

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

(1) Clsd to Caribou when wet. Max ldg wt 28,000; max tkof wt 24,000.
BAN PHO KHAM, LAOS (Kio Kacham) TG0968 19°33'N 102°41'E

BAN PHON NGAM, LAOS (Phong Hong) TF2847 18°30'N 102°25'E

BAN PHON PHAENG, THAIL UF0814 18°12'N 103°11'E

BAN PHON PHENG, THAIL UD0814 18°12'N 103°11'E

BAN PHOTIN, LAOS, Houei Soi X6895 14°56'N 100°36'E

BAN PHONG, THAIL UF0814 18°12'N 103°11'E

BAN PHOENG KHLOENG, THAIL TD0198 17°10'N 104°09'E

BAN PONG DON, THAIL UD0198 17°10'N 104°09'E

BAN POENG KHLOENG, THAIL TD0198 17°10'N 104°09'E

BAN POUINGMAY, LAOS UG9419 19°09'N 103°59'E

BAN PRAK, THAIL UB2919 14°38'N 103°25'E

BAN PRAVAT, THAIL UB2919 14°38'N 103°25'E

BAN PRAVAT, THAIL UB2919 14°38'N 103°25'E

BAN PUAY, THAIL UD0198 17°10'N 104°09'E

BAN PUNG CHANANG, THAIL TV2542 13°02'N 102°28'E

BAN ROSIE, LAOS PC633 20°12'N 100°34'E

BAN SA, THAIL PA85353 18°34'N 100°45'E

BAN SA NOI, LAOS UG5339 19°20'N 103°36'E

BAN SANG, THAIL UD0198 17°10'N 104°09'E
BAN SA POUK, LAOS, (Ban So Phout) QC3969 20°30'N 101°14'E (LS-151)
3300 6(EARTH) 08-26 65' wide
AERODROME REMARKS - CLOSED.

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

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

BAN SANGAE, THAIL TA715540 14°03'N 102°53'E (T-201)
300 (500) 11-29 60' wide

BAN SAO SI, LAOS, (Houei Kha Moun) UH6868 20°32'N 103°43'E (LS-111)
3500 10(EARTH) 10-28 70' wide
AERODROME REMARKS - Friendly.

BAN SAPHAT, LAOS XC0433 15°44'N 105°58'E (LS-175)
400 14(UNK) 18-36 100' wide (Caribou)
AERODROME REMARKS - Closer to Caribou when wet. Max Idg wt 28,000; max tkof wt 24,000.

BAN SAPI, LAOS Q8419 19°25'N 101°17'E (LS-60)
4500 10(SOD) 17-35 60' wide
AERODROME REMARKS - CLOSED and overrun.

BAN SATTAHIP, THAIL OP12399 12°39'N 100°57'E (VTBS)
RTAF 23 H41(ASP) 05-23 125' wide (SWL 25)
AERODROME REMARKS - VFR acft avoid overflying populated areas below 3000'.

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

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

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

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

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

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

BAN SONG, LAOS UG6791 19°49'N 103°44'E (LS-29)
4900 5(EARTH) 09-27 22' wide
AERODROME REMARKS - Unfriendly.
36 AERODROME/FACILITY DIRECTORY

BAN SONG CHA, LAOS, (Mek Phaut) TH1876 20°33'N 102°17'E (LS-137)
3700 10'(GRimed EARTI) 02-20 60' wide
AERODROME REMARKS - Unfriendly.

BAN SONG HONG, THAIL WC5040 15°45'N 105°28'E (IT-304)
600 8(GRASS) 10-28 120' wide
AERODROME REMARKS - 35' trees off E end of rwy. Grass often high.

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

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

BAN TA VIANG, LAOS, (Ta Viang) UG3204 19°02'N 103°24'E (LS-15)
1300 6(EARTH) 10-28 60' wide
AERODROME REMARKS - Unfriendly.

BAN TAU BOUAPHA, LAOS, (Phou Soung) TG3857 19°29'N 102°50'E (LS-156)
4300 7(EARTH) 11-29 35' wide (Porter)

BAN THA, LAOS UG5283 19°45'N 103°35'E (LS-52)
3800 21(SOD) 17-35 65' wide
AERODROME REMARKS - Unfriendly.

BAN THA BO, THAIL TE408730 17°50'N 102°33'E (T-401)
500 111(SOD) 06-24 40' wide
AERODROME REMARKS - Only 900' usable.

BAN THA PHANG, THAIL LV5297 18°03'N 97°42'E (T-521)
390 8(SOD) 17-35 70' wide
AERODROME REMARKS - End Rwy 35. Brush along sides of rwy.

BAN THA SI, LAOS UF6784 18°51'N 103°49'E (LS-6)
2000 9(RED EARTH)
AERODROME REMARKS - Unfriendly.

BAN THAM LAY, LAOS, (Ban Khok Tong) WE0711 17°17'N 105°04'E (L-101)
500 18(UNK) 15-33 50' wide
AERODROME REMARKS - Unfriendly.

BAN THAM TAT, LAOS UG9315 19°08'N 102°59'E (LS-8)
4000 6(SOD) 12-30 42' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN TINE PHA, LAOS, (Pien Liou) UG7293 19°50'N 103°47'E (LS-3)
4000 5(EARTH) 01-19 30' wide
AERODROME REMARKS - CLOSED and overgrown.

BAN TOM I, THAIL 3500 7(SOD) (LS-4)
AERODROME REMARKS - vkf wt wth.

BAN TOM II, THAIL 4500 21(EARTH) (LS-3)
AERODROME REMARKS - tkof wt wth.

BAN VIENG, THAIL 3700 8(SOD) (LS-15)
AERODROME REMARKS - Closed.

BAN VIENG 2400 19(EARTH) (LS-15)
AERODROME REMARKS - CLOSED.

BAN XAM KHAM, THAIL 3600 15(EARTH) (LS-15)
AERODROME REMARKS - Closed.

BAN XAM PHANG, THAIL 1900 23(EARTH) (LS-15)
AERODROME REMARKS - C-123 mnt.

BAN YAO, 3859 9(SOD/EARTH) (LS-15)
AERODROME REMARKS - Closed.

BAN YAO, 3000 8(EARTH) (LS-15)
AERODROME REMARKS - Closed.

BANCASI, FRP 66 33
AERODROME REMARKS - Rbh@HWI
RADIO/NAV...
<table>
<thead>
<tr>
<th>AERODROME/FACILITY DIRECTORY 37</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BAN TOM EAST</strong>, LAOS, (Ban Pha Thong)</td>
</tr>
<tr>
<td><strong>AERODROME REMARKS</strong> - Unfriendly.</td>
</tr>
</tbody>
</table>

| **BAN TOM TIENG**, LAOS, (Pa Daun) | 7(SOD) | 06-24 | 75' wide |
| **AERODROME REMARKS** - LAND Rwy 15, tkof Rwy 01. CLOSED TO CARIBOU WHEN WET. MAX tkof wt when dry 28,000; when wet 26,000. |

| **BAN VIENG**, LAOS, (Vien Pha Kho) | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - Unfriendly. |

| **BAN VIENG**, LAOS, (Que Pho Kho) | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - CAUTION: Const. 750' of rwy unusable. CLOSED WHEN WET. |

| **BAN XAM KOANG NHAY**, LAOS, (Moung Cha) | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - LAND Rwy 08, tkof Rwy 26. CLOSED TO CARIBOU WHEN WET. MAX tkof wt when dry 27,000; when wet 24,000. |

| **BAN XIENG LOM**, LAOS, (Porter) | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - CLOSED. INSECURE. |

| **BAN YAO**, THAIL | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - CLOSED. INSECURE. |

| **BANCAISI**, PHIL., Mindanao I. (Butuan City) | 8(SOD) | 16-34 | 75' wide |
| **AERODROME REMARKS** - SR-SS. CLOSED TO ACFT 22,000 lbs. or more when rwy is wet. R8H@ (HW) (A2) BN 255 0858'N 12552'E 250° 3.3 NM To Field. RADIO/NAV REMARKS - SKED ops only, OT Q/R. |
BANGKOK ACC, Thail (AEROSIAM)  
CONTROL - @ Sector 1 - 263.8 120.5 (U) Sector 2 - 255.9 118.9 (U) (VTBI)  
RADIO 13284.5 8930.5 8837 6672 5673 5624 5491 2987  
2868 126.7  
REMARKS - Control positions are manned by Thai controllers 24 hrs dly. Qualified US controllers are on duty 2300-700Z daily. VATS controllers are not available for MAC.  
JUN S (EARTH) 17-35  
RADAR AIDS TO NAVIGATION  
RADAR - 383.6 120.5 33.9 289.4 270 265.2 14  
BANKOK KHET,  
UNK S (EARTH) 17-35  
CONTROL - @ Sector 1 - 263.8 120.5  
RADIO 13284.5 8930.5 8837 6672 5673 5624 5491 2987  
2868 126.7  
REMARKS - Control positions are manned by Thai controllers 24 hrs dly. Qualified US controllers are on duty 2300-700Z daily. VATS controllers are not available for MAC.  
JUN S (EARTH) 17-35  
RADAR AIDS TO NAVIGATION  
RADAR - 383.6 120.5 33.9 289.4 270 265.2 14  
BARBERS POINT (NCG) 34 BL  
JASU - INC-5  
FUEL - A+, J  
A-GEAR  
RWDY 04L  
RWDY 04R  
TOWER @ 853 126.7  
AERODROME REMARKS - Closed due to construction.  
RADIO - 255 120.5  
RADAR AIDS TO NAVIGATION  
RADAR - 112 100  
A-GEAR  
RWDY 01  
TOWER @ 255 120.5  
SKETCH  
AERODROME REMARKS  
REMARKS - Closed due to construction.  
BANKO KHET,  
UNK S (EARTH) 17-35  
AERODROME REMARKS - Closed.
BARBERS POINT NAS, HAWAI'I, Oahu I. (Ewa) 21°19'N 158°05'W (AEO) L-2E

JASU - (INC-3)

FUEL - A-, J, Presair, 0-123, 0-132, 0-133, 0-148, 0-156, LHOX, LOK

A-GEAR

RYW 01 (E) E-5-1 → E-5-1 RYW 22R

100°

AERODROME REMARKS - CAUTION: Descending ILS actvt to Honolulu Intl over Northern Hbdy. Customs and agricultural svc aval on 4 hr ntc, plan arr btw 1800-0000Z if possible, req dsp message fr origin if customs or agricultural svc rqr. Pilots of actvt carrying VIPS will comn block time with GND CON 15 min prior to ldg. 40 ft unlgt pole brg 262°M 3137 ft fr intm of Rwy 04L and 11. Rgt ptn in Rwy 04L, lift ptn all others. CAUTION: Lgtd Auto track oriented O55°-235° mag lctd 1 NM W of app to Rwy 11 can be mistaken for ldg area. Special VFR clearances prohibited.

COMMUNICATIONS (SFA)

A/G (IN) VOICE, RADIO @ 255.400, 272.700, 126.600, 6723, 3109

HONOLULU APP CON - @ 119.1, 269.0, 353.7, 380.0, 120.9, 119.1, 115.3, 113.9, 109.3

TOWER - 340.2, 142.70, 125.2, (E) GND CON - 365.4, 126.2

HONOLULU DEP CON - 317.6, 354.5, 124.0, 121.1

VFR ADVISORY SVC - Call HONOLULU APP CON - 119.1 353.7 fr E, 269.0, 118.3 fr W, within 25 NM.

RADAR AID TO NAVIGATION

HONOLULU H1 BLYTAC@ HNL 115.3 Chan 100 2120-00 155°-020° W 235° 1.8 NM To Field

RH811W1(A2I) NAX 276MHz At Field

HONOLULU RH811L1(A2I) HN 242 2120-00 153°-23 W 214° 0.9 NM To Field

UHF/DF, Call TOWER 225.0 400.0 1 At Field

RADAR @,Call HONOLULU APP CON

381 6D 305.2 299.6 270.8 268.70 265.0 143.64 142.02 134.1 (E)

ASR

RYW CATEGORY MDA RVR HAA CEIL-VIS

04L, 04R A, B, C, D, E 366 390 266 100 (100-150)

PAR

RYW CATEGORY MDA RVR HAA CEIL-VIS

04L, 04R A, B, C, D, E 390 266 100 100 (100-150)

CIRCUIT

RYW CATEGORY MDA-VIS HAA CEIL-VIS

04L, 04R A 406 100 (100-150)

04L, 04R B 500-1 465 500-150

04L, 04R C 500-1 150 500-150

04L, 04R D 600-2 566 600-26

RADAR/NAV REMARKS - SEE VFR PROCEDURES SECTION. SEE HONOLULU SPECIAL NOTICE. Local VFR fits, make all position reports to Honolulu Radio. @ Within 25 NM of Honolulu cnct Honolulu APP CON on 119.1 353.7 fr/to E and 269.0 118.3 fr/to W (for TFR). @ BARBERS POINT AIR 381.8 for CG actvt apt within 100 NM. @ MP 1800Z, Sun-0200Z. @ BARBERS POINT AIR 381.8 for CG actvt apt within 100 NM. @ MP 1800Z, Sun-0200Z. Maneuvering for cir app N and NW of Rwy 04-22 not auth. @ GCA/Honolulu APP CON compatible freq are 381.6 268.7 263.0. @ VOR rad not usable 92°-97° clockwise. Automatic Terminal Information svc avail. @ Unusable ctnctrwz beyond 4 NM 050°-290° and beyond 8 NM 070°-090° mag.

BARKING SANDS PMRF, HAWAI'I, Kauai I. (Kekeha) 22°01'N 159°47'W L-2F

PMRF 14 E4 H611ASP (SWL-55, S-116, T-151, T-226)

FUEL - A-, J, J5, 0-133, 0-148

A-GEAR

RYW 01 E-5-1 → RYW 19

100°

AERODROME REMARKS - 1730-0200Z Mon.-Fri. OFFL BUS ONLY. Cbsd on OTHL Clnc obtng thru CO PMRF HAW AREA. Phone (HON) 5364423. Three 110 ft poles lctd 1500 ft NE of Control twr.

TOWER - 225.4 123.6 122.1R 113.5 (E) (Lihue FSS)

RADAR @ 360.2 340.2 124.74 126.2 (E)

RADAR AID TO NAVIGATION

SOUTH KAUISAI(H) BLYTAC@ SOK 112.1 Chan 58 2154°N 159°32'W 288° 16 NM To Field

TACAN@ NPS Chan 73 At Field

UHF/DF, Call TOWER @ 360.2 340.2 (U)

RADAR/NAV REMARKS - @ 1730-0200Z Mon.-Fri. VOR unusable 185°-260° beyond 20 NM due to course roughness. Momentary course fluctuations may be noticed on V-14 btm Hula Girl and a point 10 NM NW of Orchid intm below 6000 ft MLS. VORTAC unusable 030°-070° beyond 30 NM below 4000 ft MLS and 290°-030° beyond 10 NM below 7000 ft MLS. @ TACAN unusable 010°-120° beyond 5 NM below 3500' MLS; 010°-120° beyond 20 NM below 15000 MLS; 230°-250° beyond 20 NM below 15000 MLS; 230°-250° beyond 20 NM below 15000 MLS.
40 AERODROME/FACILITY DIRECTORY

**BASA, PHIL, Luzon I. (Florida) (14°59'N 120°29'E)**

**PHAF** 151 L, 4, H831/ASP (CON) (S-15)

**J-BAR**

**RWY 09 MA-1A** (THLD)

**AERODROME REMARKS** - Frequent ngt ops fr Basa in the Clark Ropcon area. Clsd to clct except emerg, OT PPR PHAF. Exct jet tbc.

®CLARK APP CON = 261.4 129.4 TOWER - 286.4 126.18 118.1 (E) Rwy 2200-1000Z OT ntc rqr before 1000Z.

®CLARK PHAF 151 L, 4, H831/ASP (CON) - ITHLOI ITHLOI

**AERODROME REMARKS** - Frequent ngt ops fr Basa in the Clark Ropcon area. Clsd to clct except emerg, OT PPR PHAF. Exct jet tbc.

®CLARK APP CON = 261.4 129.4 TOWER - 286.4 126.18 118.1 (E) Rwy 2200-1000Z OT ntc rqr before 1000Z.

**BASCO, PHIL, UC 9363 20°28'N 121°59'E**

**PCAA** 183 33(SOD) 05-23 98° wide (S-30, T-37)

**AERODROME REMARKS** - SR-55. © Partially surfaced. Clsd to acft 22,000 lbs. or more on rwy is wet.

**BASSEIN, BURMA QU9245 16°48'N 94°47'E**

**BIDCA** 120 L, 0 36(LATERITE) 06-24 150° wide (AUW-30)

**AERODROME REMARKS** - Opr 0001-1200Z and by ang. © Emerg only.

**COMMUNICATIONS**

**RADIO ® - 6725 6649.5**

**APP CON ® - 118.7**

**TOWER ® - 118.7**

**RADIO AIDS TO NAVIGATION**

® Rbn(HW) (A2) BS 415 At Field A/D Times

® VHF/DF, Cell HOMER - 118.7 Opr D/R

**AERODROME REMARKS** - Closed UFN.

**BATDAMBANG, CAMBI UV0848 13°06'N 103°14'E**

**CDCA** 59 36(MACADAM) 07-25 115° wide (AUW-22)

**AERODROME REMARKS** - Closed UFN.

**BATU PAHAT, MALYS 01°51'N 102°56'E**

® Rbn(HW) (AO/A2) BP 276

**AERODROME REMARKS** - Closed UFN.

**BAW, THAIL 9Q3998 13°33'N 99°22'E**

® 400 90(SOD) 18-36 50° wide

**BIHORO, JAP 26°28'N 140°53'E**

**BCDF 265 28**

**AERODR...
BHAMO, BURMA HJ0615 © 24°16'N 97°15'E

FUEL - (NC-A1) L-7D
BDCA 360 L H501(AP) IS-33 150' wide (AUW 60)

AERODROME REMARKS - PPR. Customs. SEE FOREIGN CLEARANCE GUIDE. © British
GRID.

COMMUNICATIONS
RADIO - 6725 6649.5 Opr 0001-0700Z
APP CON - 118.7 Opr A/D times
TOWER - 118.7 Opr A/D times

RADIO AIDS TO NAVIGATION
RH/HW (AO/AA) BH 320 At Field Opr O/R
VHF/DF, Call HOMER 118.7 At Field Opr O/R

©BIEN HOA, VIETNA 10°58'N 106°47'E

FUEL - A-4, J40, LOX
J-BAR/A-GEAR
RWY 09L MA-1 BAK-12 ________________ BAK-12 MA-1 RWY 27R
(150° OVRN) (1000')
(1100') (150° OVRN)
RWY 09R MA-1 BAK-12 ________________ BAK-12 MA-1 RWY 27L
(1000') (1000') (150° OVRN)
(THLD) (THLD)

AERODROME REMARKS - Non-US controllers oval 24 hrs dly. US controllers are oval in the
event inst? not oval 24 hrs dly. CAUTION: Constr. 4 inch to rwy and parallel tow. CAUTION: Reduced rwy separation standards are in effect. CAUTION: BAK-12 A-Gear connectors, extend 4' into rwy. Unmkd earth mound 50' high 600' S of own app end Rwy 09L. 10' ditch b/w rwy runs entire length. Multi-engine jet transports use extreme caution when taxing, rwy shoulders unstabilized. All multi-engine act! will taxi with outboard engines at idle. Lpq prk fac ltd to jet maint. Possess lovd delay to Conv act! during jet recoveries and hvy tfc. Left ttc ptn for 09L 27L, rgt ttc ptn for 09R 27R. Ptn alt 700' ft for it act! (O-1, U-10), 1000' ft for other convl act! 1500' ft for jets. Act! on downwind for 09R-27L ond on break for 27L are not vis fr two at all times. Heli and it act! opr in PHU LOI area. 6 NM W. Bien Hoa tfc apr Fr W or dep to W mant 20000 ft or above beyond 4.5 NM from BNH TACAN. Pilots carrying VIP's will confirm block time with GND CON at least 15 min prior to touchdown. FULL STOP Idps only. Transition and practice apps not per-

COMMUNICATIONS
TOWER - 241.4 118.3 (E) GND CON - 274.1 131.0
APP CON - 273.1 118.9 DEP CON - 310.6 118.9
PFPSV: METRO - MAC AILKIFT COMMAND POST © 128.0
ARTILLERY ADVISORY - 46.7
ALCE © - 318.1 140.4 4677 USB

RADAR AIDS TO NAVIGATION (TVOR®) BNH 112.6 At Field
HJTACAN® BNH Chan 73 At Field
RH/HW (AN) BA 272 At Field

RADAR ©, Cell APP CON 254.8x 312.0x 235.8x 239.2x 118.1x 136.8x

ASR®

RWY

CATEGORY

MDA RVR

HAA

CEIL-VIS

09R

A, B, C, D, E

420

364

(400-1)

27L

A, B, C

540

504

(600-4)

27L

D, E

540

504

(600-4)

PAR®

RWY

CATEGORY

DH RVR

HAT

CEIL-VIS

27L

A, B, C, D, E

230

200

(200-200 G.S. 2.5*)

CIRC®

RWY

CATEGORY

MDA VIS

HAA

CEIL-VIS

09R-27L

A, B

580-1

544

(600-1)

09R-27L

C

580-1½

544

(600-1½)

09R-27L

D, E

580-2

544

(600-2)

RAD/NAV REMARKS - © MP 0800-0900Z Tue and Fri. Unusable 230°-245° below 4000' 20-40 NM. © Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed app. © Airlift act! ctc 15 min prior to landing. © Enroute aid only. © CIRC to N only. © All inbd MAC and MAC chartered act! ctc 2200Z NM ou. © ASR apps to Rwy 09R oval SR-SS only when ceil is less than 2500' or vis is less than 5 mi. MP 1800-2000Z Mon-Fri, 0500-0700Z and 1800-2000Z Sat-Sun. © MP 2000-2200Z Mon-Fri, 0500-0700Z and 2000-2200Z Sat-Sun.

BIHORO, JAPAN, Hokkaido I. 43°49'N 144°10'E

JGSDF 266 211(earth) 02-20 200' wide (SWL-1)

AERODROME REMARKS - Soft when wet. 11 NM E of Kitami. Inside Cp:Bihoro.
Binh Thuy, Vietm 10°55'N 105°43'E
VNAF (AF) A L6 H60 (AS3) (T-286, TT-326)
Fuel 0 A+ J4
Gear C
RWY 06 BAK-12(B) Rwy 24
(705')
Aerodrome Remarks - Non-US controllers oval 24 hrs dly. US controllers are oval in the event instructions are not understood 24 hrs dly. Do not land on runway. 15 min I/DG delay 0100-0500Z. Use FM prior to entering any IV Corps staging area. Radio/Nav ops as required. No communication for notified movements. Other movements PPR fr Fie Koto Runway 12. Most 510' I NM SSE of A/D. O/R. Ctc on FM prior to entering any IV Corps staging area. Radio/Nav ops as required. No communication for notified movements. Other movements PPR fr Fie Koto Runway 12. Most 510' I NM SSE of A/D. O/R. Ctc on FM prior to entering any IV Corps staging area. Radio/Nav ops as required.

Communications (PTD 372.2)
@Paddy Con 344.00 131.0 351.95 131.0
Delta Center 293.0 122.5 46.3
Gnd Con 275.8 118.7
Tower 312.0 118.1 E Alce 281.8 4677 USB
Psyc - Metro

Radio Aids to Navigation
(H) TACAN BHT Chan 115 At Field
Rbn@ (HW) A1 254 At Field
RADAR @ IFR Coll Saigon ACC, VFR Coll Tower - 287.9x 286.3x 279.0 256.6 242
141.0 135.9 (E)

ASR Rwy 24 CATEGORY A, B, C, D, E 300 292 (300-4)
PAR Rwy 24 CATEGORY A, B, C, D, E 108 96 (300-4)
Circ Rwy 24 CATEGORY A, B, C, D, E 108 96 (300-4)
DHA 300 292 (300-4)
HAT 108 96 (300-4)


Bintulu, Malay 03°12'N 113°02'E
EMDCA 10.6 H45(AP) 12-30 100' wide
Fuel - NC-A1, 0-117


Bislig, Philip, Mindanao 1. Bee0906 08°12'N 126°22'E P 10 33 (Gravel) 05-23 98' wide (5-30, T-37)

Aerodrome Remarks - SR-SS.

Blackhorse, Vietm 10°49'N 107°14'E
Rbn(HW) OL 457

Blang Bintang, Indon (Banda A/iheh) 05°31'N 95°25'E
ICAD 62.0 H46 (AP) 17-35 124' wide (AUW 25)
Fuel - NC-A1, D
Aerodrome Remarks - Ops 0000-0800Z. Status.

Bintang Radio - 118.0 3023.5 A/D Times
Rbn(HW) (AO/2A) BU 330 At Field SR-SS
Radio/Nav Remarks - Ops may be unrel.

Bo Klua Tai, Thai 08°28'19"N 101°10'E
2400 7(Earth) 04-22 65' wide
Aerodrome Remarks - Off Limits, Insecure.
BOLO, RYUKYU 15, Okinowo 1. CET722 25°25'N 127°43'E
A-77 76(CORAL/GRANVEL) 18-36 (U-B)
AERODROME REMARKS - ABANDONED. The terrain is 30 ft above the rwy level, 150 ft E on the N end.

BOLOVENS, LAOS X86380 15°12'N 106°32'E (LS-55)
3000 91(GOD) 15-33 50' wide
AERODROME REMARKS - CLOSED and overgrown.

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

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

BOUAM LONG, LAOS UG2686 19°45'N 103°20'E (LS-32)
600 13(CLAY) 14-32 75' wide (Porter)
AERODROME REMARKS - Land Rwy 14, tko of Rwy 32.

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

BOUN LOUM, LAOS UG2666 19°46'N 103°20'E (LS-88)
5000 8(EARTH/CLAY) 03-21 40' wide (Porter)
AERODROME REMARKS - Land Rwy 21, tko Rwy 03.

BOUN NEUA (Old), LAOS RD0097 21°38'N 101°54'E (L-30)
600 20(LATERITE) 07-25 105' wide (C-123)
AERODROME REMARKS - 100' trees off E end. 200' overrun each end of rwy.

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

BRADSHAW AAF, HAWAII, Hawaii 1. KB3287 19°46'N 155°53'W (L-2G)
A 6125 M37(ASP) 09-27 90' wide (S-12)
FUEL - A-I
AERODROME REMARKS - Military Use Only. Opr SR-SS. 500' overrun each end of rwy.
RADIO - 255.4 123.6 122.1R 114.3T (M) (Maui FSS)
CON - 241.0

SKETCH
AERODROME/FACILITY DIRECTORY

BRUNEI, Borneo I. 04°55’N 114°56’E (AOE)
CCAB 13 H630(ASP/CON)
FUEL @ (NC-A1, TAI, N-117) SP
AERODROME REMARKS - Opn 2315-0915Z Mon, Wed and Sat, OT 2330-0915Z. PPR for non-scheduled flights. Flights to Kota Kinabalu FIC before 0700Z daily and subject to approval of (CAB Customs. Rwy 03 Dist 6100'.
TOWER @ 118.7 A/D times
RBN(AB)(LW) (AO/A2) BN 298 04°57’N 114°57’E 213° 1.3 NM to Field.
RADIO/NAV REMARKS - @ Opn A/D times.

BUAM VANG, LAOS U2337 20°13’N 103°24’E (LS-24)
3300 15-33 60’ wide (Porter)
AERODROME REMARKS - CLOSED.

BUAYAN, PHIL I Mindanao I. YG4775 06°07’N 120°54’E (RPSW)
PCAA 10 33(SOD) 01-19 164’ wide (S-30, T-371)
AERODROME REMARKS - SR-SS. Clsd to acft 22,000 lbs. or more when rwy is wet.

BUCHOLZ AAF, KWAJALEIN I. 08°43’N 167°44’E (AOE)
JASU - (C-261) SP
FUEL - A-, J, 0-128, ADI, LPOX, SP
AERODROME REMARKS - CAUTION: Construction, check NOTAM. CAUTION: Our reduced visibility, avoid high intensity street lights with rwy lights. Avoid rain catchments on side of rwy btm rwy and parallel twy. Try unlighted. SEE KWAJALEIN SPECIAL NOTICE.
COMMUNICATIONS
APP CON - @ 340.2 126.2
TOWER - 360.2 359T 340.2 126.2 118.1 (E)
RADIO AIDS TO NAVIGATION
(H) TACAN NDJ Chan 90 At Field
RBn(HA) (A2/A3) NDJ 359 08°45’N 167°44’E 182° 1.1 NM to Field
UHF/VHF/DF, Call TOWER, 08°45’N 167°45’E
RADIO/NAV REMARKS - @ All acft within 100 NM at or below 7000 ft maintain ctc.

BUCKET TIMAH, SINGA (Timah) 01°21’N 103°47’E (L-7A)
RBN(HW) (AO/A2) BU 288

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

BUKAN TAI, LAOS, (Bun Tao) RD0686 21°23’N 101°59’E (L-21)
1772 13(HARD EARTH) 18-36 60’ wide
AERODROME REMARKS - Unfriendly elements.
L-8F (WBGI) PR for non-
CAB. rrd.

(LS-242) ctc.

(RPWB) ctc.

CA LU, VIETM 16°42’N 106°52’E

(CABANATUAN, PHIL, Luzon L. 15°29’N 120°57’E)

(CAGAYAN DE ORO, PHIL, Mindanao L. 08°25’N 124°36’E)

(CALBABAYOG, PHIL, Samar L. 12°05’N 124°33’E)
CAM RANH BAY, VIETNAM 12°00'N 107°14'E

FUEL - A-4, J-4, 0-128, 0-133, 0-148@, LOX, SP, Prospar

AERODROME REMARKS - U. S. controllers on duty 24 hrs. all. F/W acft inbnd to Dong Ba Thin AAF ctc Cam Ranh Bay twr prior to entering Cam Ranh Bay Control Zone.

AERODROME REMARKS - U. S. controllers on duty 24 hrs. all. F/W acft inbnd to Dong Ba Thin AAF ctc Cam Ranh Bay twr prior to entering Cam Ranh Bay Control Zone.
AERODROME/FACILITY DIRECTORY 47

T-1A

THO, VIETM W584010B 10°03'N 105°46'E

FUEL - A-4, J4

AERODROME REMARKS - Secure - Exvr heli tlc. App to Rwy 26 over vehicles and sup-
plies on oval. App to Rwy 08 over 40' tel pole 105' fr end of rwy. Slick when wet. Edges
of rwy and txy curving and exposed. Shoulder ruf and rutted. 300' PXP oval ea end. 150' X
150' MSAI turnarounds ea end. 3 txy to 670' X 270' partially revetted, matted prkg area
which is untreated, very slick when wet. Center txy has depression near rwy. Ltd prkg.
Min gnd time for large acft. Ttc ptn S. HAZARDS - 432' twr 1.6 NM SE, W584111,
united 1100-2200Z Sat-Sun. 395' twr 173', 2.02 NM fr rlyd, W584002. 150' lgt twr 340'*
2 NM fr rlyd. 15' lumber piles 35' N of oval. heli opr SE edge E turnaround, road
crosses E turnaround. Both shoulders used as road. Type 2 for C-123 and C7. (1) First
1100' Rwy 26 closed.

PADDY CONTROL - 344.0 336.0 270.1 APP CON - Call SAIGON ACC 331.8 120.9
TOWER - 283.1 227.1 118.3 39.0 3391.5 USB (E)

DELTA FOC - 293.0 122.5 46.3 GND CON - 252.9 120.2 ALCE - 311.9 4677

ARTILLERY ADVISORY - Call DELTA FOC

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

CAPE D'AGUILAR, HONGK 22°13'S 114°15'E

H-2E, L-6G, T-2E

Rbl@BSHA) (AO/A2/A3) HKG 338 338°6.76 NM to field

H +15 to H +20 to H +3 to H +30. Cont wx best consist of Hong Kong, Cape
Collison and Cheung Chau actuals, Hong Kong terminal forecast and SIGMET if any.
Bcst preceded by time signals consisting of 6 pips. Last pip on H +15 to H +30.

CAR NICOBAR, INDIA 09°09'N 92°49'E

L-7B

(VCEK)

FUEL - (NC-A1, A1)

AERODROME REMARKS - For scheduled movements and O/R unless prior cnc fr AHQ, Delhi
Nights emerg only. (1) Indian Air Force.

TOWER - 118.1 (V)

Rbl@BHHA) (AO/A3) CN 355 At Field

VHF/DF®, Call HOME R 118.1 At Field

RADIO/NAV REMARKS - @ Sked ops only, OT O/R ex Sun.

CASTILLEJOS, PHIL, Luzon I. 14°58'N 120°09'E

PCAA 200 30(GRAVEL) 03-21 100' wide (S-30, T-37)

AERODROME REMARKS - SR-SS. (RPUIJ)

Partially surfaced.

CATARMAN, PHIL, Samar I. 12°31'N 124°38'E

PCAA 6 33(SOD) 03-21 98' wide (S-30, T-37)

AERODROME REMARKS - SR-SS. Cld to acft 22,000 lbs. or more when rwy is wet.

CAUAYAN, PHIL, Luzon I. (Isabella) UU 6772 16°55'N 121°45'E

PCAA 200 33(GRAVEL) 12-30 98' wide (S-30, T-37)

AERODROME REMARKS - SR-SS. (RPUIJ)

H-6H

Rbl@BHHA) (A2) CU 215 At Field

RADIO/NAV REMARKS - @ Sked ops only, OT O/R ex Sun.

CEBU SUB/ACC, Phil (PCAA)

H-2, L-6, 8

RADIO - 5619

CONTROL - 255.4 118.5

(VECC)

(VECC)

CEBU, PHIL, Cebu I. (Lahug Aprt) 10°20'N 123°54'E

PCAA 97 BL4, 5 1511(APSP) (S-75, T-110)

FUEL - A1(NC-C1)

AERODROME REMARKS - Apr 2200-1000Z. Rwy 21 left turn immediately after tkof.
Alt int Aprt. Immigration and Customs facs O/R. Acft use caution on lgs and tksas
as people are crossing app end of Rwy 03 and not vis fr con twr.

TOWER - 119.7 118.5 5619

HITVOR CE 112.7 10°19'N 123°59'E 290° 4.4 NM to Field

Rbl@BHHA) (A3) CE 240 10°19'N 123°58'E 295° 3.8 NM to Field.

T-16

T-1
AERODROME/FACILITY DIRECTORY

CHAINAT, THAIL 15°14′N 100°14′E.
VOR CNT 113.1.

CHAIYAPHUM, THAIL SC8194 15°48′N 102°01′E.
SKETCH (T-SK)
RTAF 610 34(LATERITE) 05-23 60′ wide.
AERODROME REMARKS - Opp SR-SS. For Security ctc JUSMAF Aviation. Rwy good condition. Watch for uncontrolled livestock, pedestrians and vehicles. 295′ laterite/soil over NE end, 100′ laterite/soil SW end, both good condition, 135′ wide laterite area at NE end, SE side of rwy extending 1500′ SE for prkg. No rwy mkr or windsock. Hazards and exceptions to types - App to Rwy 05 over 4′ Tip and 4′ dive 110′ fr thld. App to Rwy 23 over numerous 30′-40′ bldgs and smoke stacks 1500′ fr thld, 2′ nts 400′ and dry creek 600′ fr thld. Type I for C-130, type 2 for C-123 and C7.

CHAMAK ARDONG, CAMBI, (Chamcher) WU7467 12°22′N 105°13′E.
PVT 174 34(SOD) 07-25 98′ wide (AUW-391Q)
AERODROME REMARKS - SR-SS. PPR fr A/D owner, ctc DCA for further info. Reduced to AUW 22 after rain.

CHAM KAR LOEU, CAMBI WU3251 12°13′N 105°18′E.
PVT 157 24(EARTH) 09-27 98′ wide (AUW 261Q)
AERODROME REMARKS - O/R to owner. Circle before lbg. Reduced to AUW 17 due to heavy rain.

CHANGI, SINGA 01°22′N 103°59′E (AOE).
RAF 10 BLI, 6.7.9 HAO/ASPI (S100, T200, TT300) J-BAR/A-GEAR RWY 02, BAK-6 Safe Bar, BAK-6 RWy 2, Ldg 7500 fr. J4 has no anti-icing inhibitor.
COMMUNICATIONS APPROACH - 123.4 298.0 257.8 118.1Q (E) TOWER - 293.0 257.8 123.4 118.1 (E)
FUEL - A-, J, J4Q, TB, 0-128, INC-AI, LHOX (WHR)
AERODROME REMARKS - PPR. Variable htc ptr. Customs. Rwy 02 lbg 7100 ft, RWy 2, 7100 ft due to heavy rain.

CHANTHABURI, THAIL, (Num Play Waen) SU7798 12°38′N 102°02′E.
TCAA 120 30(SOD) 17-35 200′ wide (C-47).

CHEJU, KOREA BN6710 33°30′N 126°33′E.
KMOT 13 BLG H400(API) 08-26 100′ wide (SWL, U-8, CH-37) TOWER - 126.2 118.1 (V) RBN(HHW) (AO2) CD 375 33′22′N 126°33′E 260′ 2.2 NM To Field

CHEJU-KO, KOREA 33°12′N 126°17′E.
(H) TACAN CHE Chan 84 At Mosul Po A/D MP 0600-0700Z Tue.
TOWER - 35.0 346.9 280.3 257.8 123.4 123.2 (E)
RADAR/NAV REMARKS - OP 0530-0630Z Tue. @ By arrangement. OP A/D time TWR 2230-0300Z dly, 0300-0400Z ev Sat, 0400-0600Z ev Sec Sat. @ "CHS" MP 0030, 0530Z 2nd and 4th Thu of Month. "CHN" MP 0030-0530Z 1st and 3rd Thu of Month.

CHEJO-DO, KOREA 18°12′N 126°17′E.
(H) TACAN CHE Chan 84 At Mosul Po A/D MP 0600-0700Z Tue.
TOWER - 35.0 346.9 280.3 257.8 123.4 123.2 (E)
RADAR/NAV REMARKS - Unusable beyond 40 NM below 3000 ft 320°-335° below 7000 335°-350°, below 13,000 ft 030°-055°, below 16,000 ft 050°-055°, below 10,000 ft 060°-120°.

CHEO REO, VIETN BQ233818 13°24′N 108°27′E.
VNA (A) 525 H360(API) 06-24 100′ wide (AUW-601)
FUEL - A-, J, J4 Q (VYD)
AERODROME REMARKS - SECURE. Opp SR-SS. App to Rwy 06 over 3′ fence 600′ fr rwy end. Rwy 24 over road and bldg area 2000′ fr rwy. Rwy 07-25 clsd, E end used as helipad and refueling area. Four 60′ wide between rrys, turnarounds best on loaded, lctd brwn rws at ea end. Prkg 190′ X 278′ crushed rock with RC-3 coating very rough, not recommended for other than LT acft. Rwy 06-24 has 300′ laterite/soil owrs ea end. Moderate risk night elt.
RADIO - 30.9 43.20 Advisory

CHEUNG CHAU, HONGK. 22°12′N 114°02′E.
"DT"@
RBN(HWW) (AO2) CC 360 055° 11.8 NM to Hong Kong Int'l.
NAV/NAV REMARKS - @ MP 0200-0300Z second and fourth month of Sat. @ 1930Z radio till 1830Z 19 Oct.

CHIAMI-I, CHINA 82 BL4 H400 (WHR)
FUEL - A-, J, J4 Q J-R
RWR Y18 MA-28 (TH)
AERODROME REMARKS - LATEST
COMMUNICATIONS CHIAN CHIAO KANG TOWER - 238.48
RADIO AIDS TO NAV TACAN® CHI
RBN(HWW) (AO/A) RFHDF, Call Of L PAR @ 366.6 361.0
RADIO/NAV REMARKS - L Q Tower - 236.48 RBN(HWW) (AO/A)

CHIANG KLAN, 1908 20BMA(ACI) 07-15
FUEL - J, A1
AERODROME REMARKS - A/cct check for condition, no anti-icing. Turnaround 20 NM. Hazards and exl trees and shrubs both sides at N run.

CHIANG MAI, THAIL, TCAA 100 10′ BLA.
FUEL - (INC-A1, A2)
AERODROME REMARKS - LAND SPECIAL
A/G TCAAN VOICI
TOWER - 305.4 TACAN CHAN
RBN(HWW) (AO/A) RFHDF, Call Of L PAR/NAV REMARKS - Beyond 50 NM

CHIANG SAEN, THAIL, 1500 21B(GRASS) 07-14
AERODROME REMARKS -

CHIANG KHONG, 1250 120E/PS/FS
AERODROME REMARKS -

CHILUNG, CHINA RBN(LWW) (AO/A)
NAV/NAV REMARKS -

CHIN-MEN, CHINA 70BL4 L25Q
FUEL - C, J
AERODROME REMARKS -

CHIENG KHRUI, THAIL 35°18′N 100°15′E.

CHIANG KHAN, THAIL 12°30′N 103°30′E.
RADAR/NAV REMARKS - Reduced to AUW 17 due to heavy rain.

CHIANG KIAH, THAIL 1400 14SODI 09-27
AERODROME REMARKS -

CHIANG RA, THAIL 120° 1200 S
AERODROME REMARKS -

CHIENG KHRUI, THAIL 35°18′N 100°15′E.