

DOD  
SPECIALIZED FLIGHT INFORMATION PUBLICATION  
**TACTICAL  
AERODROME DIRECTORY  
SOUTH VIETNAM**

EFFECTIVE 1 FEB 1973

**NOTICE - RETAIN  
ISSUE - REFERENCE**

USERS MUST DESTROY  
THIS PUBLICATION WHEN  
SUPERSEDED OR NO  
LONGER REQUIRED

**LAST FOR  
FUTURE**

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF DEFENSE



**WITHDRAWN**

Prepared and Published by  
THE DEFENSE MAPPING AGENCY AEROSPACE CENTER  
ST. LOUIS AIR FORCE STATION, MISSOURI 63118

ACR  
ERE  
ROF  
OSE  
DSR  
RE  
ON  
CE  
ME  
E

HCR  
ERE  
LOF  
ISE  
PSR  
OR  
N  
CE  
T  
E

HD  
EI  
LR  
IE  
PC  
OT  
RO  
TRY

HP  
ER  
LOC  
IT  
PE  
ORT  
URES

SN  
PO  
ET  
C  
I  
C  
A  
L  
S

P  
R  
O  
C  
E  
D  
U  
R  
E  
S

## MILITARY AVIATION NOTICES

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

## NOTICE TO AIRMEN

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

## ATTENTION

This publication contains advance information on changes that have been disseminated under the Regulated System (AIRAC), reference paragraph 5.2, Aeronautical Information Services, ICAO Annex 15. It also has been corrected by miscellaneous, unpredicted, temporary NOTAMS and errors, omissions, changes, etc, brought to the attention of the DEFENSE MAPPING AGENCY AEROSPACE CENTER, ST. LOUIS AIR FORCE STATION, MISSOURI 63118 at least 17 days in advance of the date on the front cover. The date on the front cover is the publication date and the estimated date the publication will be in the hands of most users. This publication is effective on receipt.

## ICAO INTERNATIONAL PHONETIC ALPHABET/MORSE CODE

|         |          |               |          |         |                                    |
|---------|----------|---------------|----------|---------|------------------------------------|
| A ●—    | Alfa     | (AL-FAH)      | S ●●●    | Sierra  | (SEE-AIR-RAH)                      |
| B ●—●●● | Bravo    | (BRAH-VOH)    | T —      | Tango   | (TANG-GO)                          |
| C ●—●●● | Charlie  | (CHAR-LEE)    | U ●—     | Uniform | (YOU-NEE-FORM)<br>(or-OO-NEE-FORM) |
| D ●—●●  | Delta    | (DELL-TAH)    | V ●●—    | Victor  | (VIK-TAH)                          |
| E ●     | Echo     | (ECK-OH)      | W ●—     | Whiskey | (WISS-KEY)                         |
| F ●—●●● | Foxtrot  | (FOKS-TROT)   | X ●—●—   | Xray    | (ECKS-RAY)                         |
| G ●—●—  | Golf     | (GOLF)        | Y ●—●—   | Yankee  | (YANG-KEY)                         |
| H ●●●●  | Hotel    | (HOH-TELL)    | Z ●—●●   | Zulu    | (ZOO-LOO)                          |
| I ●●    | India    | (IN-DEE-AH)   | 1 ●—●—   | Wun     |                                    |
| J ●—●—  | Juliett  | (JEW-LEE-ETT) | 2 ●●—    | Too     |                                    |
| K ●—●—  | Kilo     | (KEY-LOH)     | 3 ●●—    | Tree    |                                    |
| L ●—●●  | Lima     | (LEE-MAH)     | 4 ●●—    | Fow-er  |                                    |
| M —     | Mike     | (MIKE)        | 5 ●●●●   | Fife    |                                    |
| N ●—    | November | (NO-VEM-BER)  | 6 ●●●●   | Six     |                                    |
| O —     | Oscar    | (OSS-CAH)     | 7 ●—●●●  | Sev-en  |                                    |
| P ●—●●● | Papa     | (PAH-PAH)     | 8 ●—●●●  | Ait     |                                    |
| Q ●—●—  | Quebec   | (KEH-BECK)    | 9 ●—●—●● | Nin-er  |                                    |
| R ●—●●  | Romeo    | (ROW-ME-OH)   | 0 —      | Ze-ro   |                                    |



## TABLE OF CONTENTS

|  |                    |
|--|--------------------|
| Abbreviations .....                                      | 21-23              |
| Aerodrome Directory .....                                | 24-207             |
| Aerodrome/Facility Directory Legend .....                | 4-20               |
| Aerodrome Name/Number Cross Reference .....              | 24-27              |
| Flight Following Frequencies .....                       | Outside Back Cover |
| General Information .....                                | 2-3                |
| Heliport Directory .....                                 | 208-231            |
| Heliport Name/Number Cross Reference .....               | 208-210            |
| New Features .....                                       | 243                |
| Phonetic Alphabet .....                                  | Inside Front Cover |
| Procedures:  |                    |
| ADIZ .....   | 246-247            |
| Air/Ground Emergency .....                               | 274-275            |
| Artillery and Airstrike Warning (AASW) System .....      | 284-288            |
| Bien Hoa Approach Air Corridors .....                    | 257                |
| Brevity Code .....                                       | 269-270            |
| Buffer Zone .....  | 248                |
| Distress .....   | 273-279            |
| Flight Following .....                                   | 280                |
| Helicopter/Heliport .....                                | 232-240            |
| Interception Signals .....                               | 266-267            |
| Medical Evacuation .....                                 | 245                |
| Non-NOTAM Preventive Maintenance .....                   | 255                |
| Pilot to Forecaster Service (PFSV) .....                 | 262-263            |
| Position Reporting .....                                 | 281-282            |
| Radar Advisory Service Tactical Air Control System ..... | 252                |
| Runway Condition Reading (RCR) .....                     | 267                |
| Search and Rescue (SAR) .....                            | 279                |
| Special VFR Flights .....                                | 255-256            |
| Tactical Operations .....                                | 249-252            |
| "TAILPIPE" Combat ATC Frequencies .....                  | 245                |
| Tan Son Nhut Approach Air Corridors .....                | 259-260            |
| Two-way Radio Failure .....                              | 268                |
| VFR Flight Within the Bien Hoa ATZ .....                 | 258                |
| VIP Arrival .....  | 248                |
| Visual Signals When Aircraft Radio Inoperative .....     | 270-272            |
| Weather/NOTAM .....                                      | 261-265            |
| Radio Nav aids by Identification .....                   | 241                |
| Special Notices .....                                    | 243                |
| TACAN and GCA Cross Reference .....                      | 242                |
| VFR Routes .....   | Inside Back Cover  |

## I. GENERAL

**A.** This Tactical Aerodrome Directory is a Specialized DOD Flight information Publication (FLIP) issued every 56 days by the DEFENSE MAPPING AGENCY AEROSPACE CENTER, ST. LOUIS AIR FORCE STATION, MISSOURI 63118. It is designed for VFR tactical operations in South Vietnam.

**B.** This FLIP contains an alphabetized Aerodrome/Heliport Directory, navigational facilities, RADAR data, special notices and procedures applicable to the area of coverage. The aerodrome directory format depicts a photograph to assist in ready identification of the many nearly identical aerodromes in South Vietnam and pertinent textual information for each airfield. **TRUE NORTH IS INDICATED ON ALL PHOTOGRAPHY AND SKETCHES.** Sophisticated type aerodromes that are readily recognizable and/or have a terminal instrument approach procedure are depicted by a VFR aerodrome sketch rather than by a photograph.

**C.** Blank pages in this publication have been annotated "INTENTIONALLY LEFT BLANK."

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

**E. NEW OR CHANGED INFORMATION:** To alert users of new information or changes to information from previous issues, a vertical line will be portrayed to the left and extending the full length of the new and/or revised data. This will not apply to Front Cover nor the Aerodrome/Facility Directory listings.

**NOTE:** Information concerning inadequate format or portrayal shall be forwarded to DMAAC (PRR) St. Louis AFS, Mo. 63118.

## II. CORRECTIONS

**A. INSPECTING FLIP ENTRIES:** Commanders are responsible for inspecting entries covering facilities under their jurisdiction, reference current AFM 55-48, OPNAVINST 3721.1 or AR 95-14.

**B. REPORTING CORRECTIONS/ CHANGES:** Station Commanders are to submit corrections or changes to the Tactical Aerodrome Directory as indicated in paragraphs 1 and 2 below except as follows: **OPERATIONAL RESTRICTIONS AT AIR BASES WILL BE PROCESSED IN ACCORDANCE WITH AFM 55-48, current OPNAVINST 3721.1 or AR 95-14; RADAR WEATHER MINIMUMS WILL BE PROCESSED IN ACCORDANCE WITH AFR 60-27, current OPNAVINST 3770.2 or AR 95-9.** Other personnel noting errors in FLIPs should send the correction or change to the appropriate FLIP Correction Addressee listed in paragraph C below.

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

a. **TEMPORARY CHANGE** (less than 30 days): Originate a NOTAM through the weather network or, if unavailable, send an AUTODIN NOTAM message to the Pacific Central NOTAM Facility, Hickam AFB, Hawaii. In each instance, report actual or estimated duration in the NOTAM.

b. **PERMANENT CHANGE** (more than 30 days): Originate a NOTAM as above and send correction to appropriate FLIP Correction Addressee. IN EACH INSTANCE REPORT ACTUAL OR ESTIMATED DURATION IN NOTAM.

**2. NOTAM "NOT" REQUIRED:** (reference AFM 55-13, current OPNAVINST 2112.2 or AR 95-14).

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

b. **PERMANENT CHANGE** (more than 30 days): Inform local air traffic control facility and send correction to the appropriate FLIP Correction Addressee. IN EACH INSTANCE REPORT ACTUAL OR ESTIMATED DURATION IN FLIP CORRECTIONS.

**C. FLIP CORRECTION ADDRESSEES:**

**1. USAF:** Base Operations Officers are responsible for inspecting and verifying the completeness and accuracy of entries covering facilities under their jurisdiction as shown in FLIPs. (Reference para 3-2-ff, AFM 55-48). New or completely revised information must be coordinated through official channels and forwarded to Director, DEFENSE MAPPING AGENCY AEROSPACE CENTER, ATTN: ADDT, SOUTH ANNEX, ST. LOUIS AIR FORCE STATION, MISSOURI 63125. Telephone 8191, AUTOVON 6981110. MESSAGE: DMAAC ADDT, ST. LOUIS, MISSOURI. The Correction/Suggestion Card, ACIC Form 48c will not be used for this purpose.

The Correction/Suggestion Card, ACIC Form 48c, will be used only to call attention to errors or suggest improvement to the FLIPs. All noted errors/suggestions should be reported by any individual or unit for correction. **Self-addressed official Correction/Suggestion Cards are available in Base Operations.**

**2. 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: Defense Mapping Agency Hydrographic Center (DMAHC), Attn: Naval Charts Division, Washington, D. C., 20390.

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

**4. U. S. ARMY:** Report all errors, omissions or recommended changes to Commanding Officer U. S. Army Aeronautical Services Detachment (PACIFIC), APO San Francisco 96557, TWX address USAASD (PACIFIC) Schofield Barracks, Hawaii. Telephone 65-9621, 65-9531. **Self addressed official correction cards are available in Army Airfield Operations to forward FLIP corrections and/or recommendations for improvements.**

**III. PROCUREMENT:**

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

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

**B. NON-DOD ACTIVITIES:** (SEE SECTION II).  
FAA/Other US Government Agencies (Non-Military).  
U.S. and Foreign Civilians, Civil Organizations and Non-Military Foreign Government Agencies.  
Foreign Government International Commands and Department of National Defense-Canada.

**IV. BASIS OF DISTRIBUTION**

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

## 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.

|  |   |   |                                       |   |       |         |       |        |           |
|--|---|---|---------------------------------------|---|-------|---------|-------|--------|-----------|
| Notam file symbol<br>see bottom of<br>page for details   | Interphone Drop<br>to Military<br>Flight Service    | <b>SAMPLE</b><br>Aerodrome<br>Elevation | Longest usable<br>landing runway      | ICAO code   |       |         |       |        |           |
| ⊙ \$ MAHALO AB   | VOLCANO L   | 26°21' N 127°46' E (OS7788)             | (AOE)                                 | (R1ZZ)  |       |         |       |        |           |
| AF (N) 105 BLR, 9  | H121 (ASP/CON) 150'                                 | 09-27 (S-155, TDT-750)                  | Type 1 C-130                          | (R1ZZ)  |       |         |       |        |           |
| Lighting   | 70 (PSP), 100'                                      | 03-21 Runway Bearing                    | Weight bearing capacity               | MAC V Afd types   |       |         |       |        |           |
| Runway Width   | JASU-2 (MA-2), (MD-3), (MA-1A), 2(MC-1M)            | Runway Composition                      | keyed to longest runway               |   |       |         |       |        |           |
| FUEL - A + J4  | SP, O-128, (NC-TB) LHGX                             | AMMO - 7.62 RCR - 20 dry/15 wet         |                                       |   |       |         |       |        |           |
| J-BAR A-GEAR   | Operating Agency                                    | Runway Condition Reading                |                                       |   |       |         |       |        |           |
| RWY 09 MA-1A   | BAK-6(B)  | BAK-12(B)                               | MA-1A                                 | RWY 27  |       |         |       |        |           |
| Radar Capability   | (100' OVRN) (500')                                  | (1200')                                 | (1000') (150' OVRN)                   |   |       |         |       |        |           |
| <b>AERODROME REMARKS</b> - Oval ptn alt 1600 ft jets, 1100 ft rectangular ptn convl acft. (N)-Tran svc avl 1300-1800Z dly. (U) No icing inhibitor. Single Frequency Approach VOR Test Facility |   |   |                                       |   |       |         |       |        |           |
| <b>COMMUNICATIONS</b> - (SFA) (PTD 385.4) (UNICOM 122.8) (VOT 111.0) Emerg. Freq. urf (243.0)  |   |   |                                       |   |       |         |       |        |           |
| (R) SPEEDY APP CON- 255.4  | 135.9   | AIRLIFT COMMAND POST- 349.4             | (U)                                   | urf (243.0)   |       |         |       |        |           |
| TOWER- 3138  | 236.6   | 126.2 (V) GND CON- 275.8                | Pvt Aeronautical Station for Advy Svc | Emerg. Freqs UHF (243.0) and VHF (121.5)  |       |         |       |        |           |
| VOLCANO DEP CON- 363.8   | 135.9   | (E)                                     | Pilot to Dispatcher                   |   |       |         |       |        |           |
| PFSV: METRO  | Freq. 344.6 unless otherwise indicated              | Emerg. Freq. VHF (121.5)                |                                       |   |       |         |       |        |           |
| <b>RADIO AIDS TO NAVIGATION</b>  |   |   |                                       |   |       |         |       |        |           |
| (H) VOR JOE 112.0  | 26°22' N 127°47' E                                  | 230° 1.4 NM to Field                    |                                       |   |       |         |       |        |           |
| (H) TACAN FDZ Chan 78  | At Field  |   |                                       |   |       |         |       |        |           |
| RAYS NDB (HHW) (AO/A2) JLS 216   | 190° 1.3 NM to Field                                |   |                                       |   |       |         |       |        |           |
| UHF/VHF/DF, Coll HOMER 118.1   | 305.6 At Field                                      |   |                                       |   |       |         |       |        |           |
| ILS  | Indicates a published instrument approach procedure |   |                                       |   |       |         |       |        |           |
| ⊙ ILS BRG 320 LCZR 1-AJP 109.5/322.5   | Glide Slope 3°                                      | LOM DUD 320                             |                                       | Indicates ILS not used in an approved DOD instrument approach procedure. Authorized only for practice in VFR. |       |         |       |        |           |
| ⊙ RADAR (IFR)-Call GEORGE APP CON, VFR-Call MILLER RADAR   |   |   |                                       |   |       |         |       |        |           |
|  | 317.8   | 287.8                                   | 270.6                                 | 261.5   | 255.4 | 142.92x | 135.9 | 134.1x | 108.3 (V) |
| No Minima Emergency use at Pilot's Discretion  |   |   |                                       |   |       |         |       |        |           |

| ASR      | RWY    | CATEGORY      | MDA       | RVR | HAT | CEIL-VIS          |
|----------|--------|---------------|-----------|-----|-----|-------------------|
|          | 03, 21 | A, B, C, D, E | 500       |     | 395 | (400-1)           |
| PAR      | RWY    | CATEGORY      | DH        | RVR | HAT | CEIL-VIS          |
|          | 03, 21 | A, B, C, D, E | 400       |     | 295 | (300-3/4) GS 2.5° |
| CIRCLING | RWY    | CATEGORY      | MDA       | VIS | HAA | CEIL-VIS          |
|          | 03, 21 | A, B          | 600-1     |     | 495 | (500-1)           |
|          | 03, 21 | C             | 600-1 1/2 |     | 495 | (500-1 1/2)       |
|          | 03, 21 | D, E          | 700-2     |     | 595 | (600-2)           |

**RADIO NAV REMARKS**- Request pilots report inflight wx at compulsory reporting points. (G) On call. (H) MP 1500-1800Z dur VFR.

All mileages are nautical, except Radar Minimums. All bearings are magnetic. All times are GMT. All facilities operate continuously unless otherwise indicated.

**NOTE:** Footnotes are identified in the **AERODROME REMARKS** by numbers and in the **RADIO/NAV REMARKS** by letters.

## 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.

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

Date of latest 834 Air Div Survey will be shown at the bottom of odd numbered pages and at the bottom of even numbered pages.

18 AUGUST 1968

# AERODROME SKETCHES






## LEGEND

Bearings/radials are magnetic unless otherwise indicated.

Distances are nautical miles.

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






### RUNWAYS/LANDING AREAS

- Hard Surfaced..... 
- PSP/AM-2..... 
- Sod, Gravel, etc..... 
- Under Construction..... 
- Closed..... 
- Helicopter Landing Area..... 
- Sterilized/Displaced Threshold..... 
- Taxiway, Apron and Overrun..... 





### MISCELLANEOUS BASE AND CULTURAL FEATURES

- Buildings.....  Obstruction Solid Landmark Screen
- Power Lines.....  Obstruction Solid Landmark Screen
- Towers.....  Obstruction Solid Landmark Screen
- Tanks.....  Obstruction Solid Landmark Screen
- Oil Well.....  Obstruction Solid Landmark Screen
- Smoke Stack.....  Obstruction Solid Landmark Screen
- Obstruction.....  Lighted
- Spot Elevation.....  5812
- Trees..... 
- Populated Places..... 
- Cuts and Fills..... 
- Cliffs and Depressions..... 
- Hachuring..... 

### RADIO AIDS TO NAVIGATION













- VORTAC.....  VOR..... 
- LF RNG.....  NDB..... 
- TACAN..... 

### MISCELLANEOUS AERONAUTICAL FEATURES

- Aerodrome Beacon.....  Coded
- Wind Cone..... 
- Landing Tee..... 
- Tetrahedron..... 

- Control Tower..... 

### APPROACH LIGHTING

- CENTERLINE..... 
- U.S. CONFIGURATION..... 
- CHANGI DOUBLE CROSS..... 
- SINGLE ROW CENTERLINE..... 
- PORTABLE APPROACH STROBES..... 
- CALVERT (BRITISH)..... 
- TWO PARALLEL ROW..... 
- U.S. STANDARD (A) WITH ROLL GUIDANCE BARS..... 
- U.S. STANDARD (A) WITHOUT ROLL GUIDANCE BAR..... 
- VASI..... 
- FRESNEL LANDING SYSTEM..... 
- U.S. NAVY OPTICAL LANDING SYSTEM..... 

## VFR TRAFFIC PATTERNS

1. Congested fixed wing and helicopter air traffic conditions at RVN airfields require that procedures be established to provide a safe and orderly flow. For this reason approximately 140 traffic pattern diagrams are being developed for inclusion in the TAD. In addition, general traffic rules are presented in this section.
2. Fixed wing and helicopter traffic pattern diagrams will be overprinted on airfield photographs when photograph quality permits. In other cases, diagrams will be depicted in the "Procedures" section of the TAD. Traffic rules established by the TAD are subject to alteration by pilots and controlling agencies when the situation requires.
3. General traffic rules are as follows:
  - a. Rectangular traffic patterns will be flown as depicted in the TAD or as advised by the tower. At uncontrolled airfields for which no pattern is published, rotary wing traffic will be right hand, fixed wing will be left hand.
  - b. Rotary wing traffic will be 500' AGL maximum.
  - c. Fixed wing traffic will be 1000' AGL minimum on downwind, 700' minimum on base and until established, wings level, on final approach.
  - d. Departing fixed wing aircraft will maintain runway heading until reaching 1000' AGL except to comply with control instructions or to avoid terrain, hostile fire or friendly artillery areas. Light fixed wing aircraft are exempt when above rotary wing pattern altitude.
  - e. Helicopters operating at uncontrolled airfields will not cross the runway or its extension unless flying below 200' AGL at least two miles from the end of the runway. This restriction applies only to the airspace below 1500' AGL and within five statute miles of the field.
  - f. All aircraft approaching for landing will contact tower for instructions at least five miles out. At airfields with no tower or advisory service, aircraft will coordinate activities on frequencies 257.8 118.1 and 47.3.

## TRAFFIC PATTERN SYMBOLIZATION



R/W Entry Sector

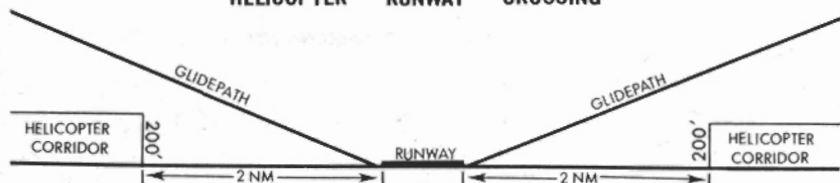


R/W Traffic Pattern



F/W Traffic Pattern

## HELICOPTER RUNWAY CROSSING



LEGEND



## COUNTRY ABBREVIATION

VIETM - Vietnam

## OPERATING AGENCY ABBREVIATIONS

|      |                                   |        |  |
|------|-----------------------------------|--------|--|
| A    | US Army                           | MACV   | Military Assistance Command Vietnam                      |
| (A)  | US Army on Aerodrome              | MIL    | Military   |
| AF   | US Air Force                      | PVT    | Private Air Field  |
| (AF) | US Air Force on Aerodrome         | ROKA   | Republic of Korea Army                                   |
| N    | US Navy                           | VDCA   | Vietnam Directorate of Civil Aviation                    |
| (N)  | US Navy on Aerodrome              | VNA    | Vietnam Army   |
| CG   | US Coast Guard                    | VNAF   | Vietnam Air Force  |
| (CG) | US Coast Guard on Aerodrome       | VNN    | Vietnam Navy   |
| MC   | US Marine Corps                   | P      | Civil aerodrome available to transient military aircraft |
| (MC) | US Marine Corps on Aerodrome      | I RATF | 1st Royal Australian Task Force                          |
| CIV  | Civil Agencies                    | RF/PF  | Regular Force/Popular Force                              |
| DAB  | Director of Air Base              |        |  |
| DMAC | Delta Military Assistance Command |        |  |

NOTE: Codes in parentheses indicate organization is tenant activity.

## AERODROME ELEVATION

Aerodrome elevation is the highest point on the landing surface, expressed in 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. When the elevation is unknown the abbreviation (UNK) shall be used.

## LIGHTING

Specific lighting facilities available are indicated by the following code.

B - Rotating Light (Rotating beacon).

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

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

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

- |   |                                    |    |  |
|---|------------------------------------|----|--|
| 1 | Portable lights (Electrical)       | 8  | Sequence flashing lights (3000 ft out unless otherwise stated) |
| 2 | Boundary lights                    | 9  | Visual Approach Slope Indicator system (VASI)                  |
| 3 | Runway floods                      | 10 | Rwy End Identification Lights (REIL) (Threshold strobe lights) |
| 4 | Runway or strip                    | 11 | Runway centerline lights                                       |
| 5 | Approach lights                    |    |  |
| 6 | High intensity runway lights       |    |  |
| 7 | High intensity approach lights (I) |    |  |

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

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

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

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

### RUNWAY DATA

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

LENGTH: Runway length of the longest runway (pavement, end to end) including displaced thresholds, but excluding areas designated as overruns. The length is shown to the nearest 100 feet, using 70 as breaking point, e. g., 59 is used to indicate a runway of 5870 feet. Unknown rwy lengths are shown as (UNK). Variations in runway length for landing and takeoff shall be clarified in the Aerodrome Remarks Section.

#### SURFACE:

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

(BRICK) Laid and mortared.

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

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

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

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

(AM-2) Aluminum Matting

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

(MX19) Aluminum Matting

(MBA1) Light-duty Steel Matting (Anti-skid treated unless otherwise noted in Aerodrome Remarks)

(PAP) Pierced Aluminum Plank

(PSP) Pierced Steel Plank

(RC-3) Peneprime

(T-17) Coated nylon membrane

(UNK) Surface Material Unknown

### AIRFIELD CLASSIFICATION

GENERAL: Airfields in South Vietnam have been typed IAW MACV DIR 415-9. 7AF Airlift aircraft will operate only into those South Vietnam airfields classified type 1, 2, 3 for appropriate aircraft.

TYPE 1 - (MINIMUM OPERATIONAL) The lowest standard of construction using the absolute minimum criteria. Operations will be marginal, inefficient, and limited to daylight and good weather conditions. Allowable cabin loads (ACL) will be reduced depending on runway surface and density altitude. Type 1 airfields are designed to be used as assault airfields and routine resupply airfields for small units (such as Special Forces comps) when time is not a critical factor. Type 1 airfields may be used as a drop zone (DZ) when the delivery of large loads is required or the combat environment requires aerial delivery modes. Type 1 airfields using one of the prescribed surfaces will sustain approximately 700 traffic cycles (take off and landing) without major repair.

TYPE 2 - (LIMITED OPERATIONAL) The minimum construction requirement for sustained operations with capability to expand to adverse weather and night operations with the addition of lighting and/or instrument approaches, surrounding terrain permitting. Type 2 airfields will have a ramp capability to handle at least three of the largest type aircraft for which the airfield is designed. ACL's may be reduced depending on runway surface and density altitude. Type 2 airfields will be capable of sustaining 4000 traffic cycles (take off and landing) without major repair.

TYPE 3 - (FULLY OPERATIONAL) The minimum construction requirement for 24 hour constant operations during adverse weather and night conditions. Type 3 airfields will be constructed in accordance with MACV Dir 415.9. Type 3 airfields must maintain the capability of providing full services including refueling, base operations, weather advice, transient alert, 24 hour messing, control tower, and transient ramp space for at least 3 aircraft of the largest size for which the airfield is designed. Type 3 airfields will be capable of sustaining 15,000 traffic cycles (take off and landing) without major repair.

LEGEND

| RUNWAY                      | TYPE 1 |       |       | TYPE 2 |       |       | TYPE 3                               |
|-----------------------------|--------|-------|-------|--------|-------|-------|--------------------------------------|
|                             | C-130  | C-123 | C-7   | C-130  | C-123 | C-7   | (Applicable to all 3 aircraft types) |
| Length                      | 2500'  | 2000' | 1000' | 2900'  | 2300' | 1500' | 3500'                                |
| Width                       | 60'    | 50'   | 50'   | 60'    | 60'   | 60'   | 60'                                  |
| Shoulder                    | 10'    | 10'   | 10'   | 10'    | 10'   | 10'   | 10'                                  |
| Clear Area                  | 35'    | 35'   | 35'   | 35'    | 35'   | 35'   | 35'                                  |
| Lateral Safety Zone         | 60'    | 50'   | 40'   | 75'    | 75'   | 75'   | 75'                                  |
| Lateral Safety Zone Slope   | 7:1    | 7:1   | 7:1   | 7:1    | 7:1   | 7:1   | 7:1                                  |
| <b>RUNWAY CLEAR ZONE</b>    |        |       |       |        |       |       |                                      |
| Length                      | 300'   | 300'  | 300'  | 500'   | 400'  | 400'  | 500'                                 |
| Beginning width             | 150'   | 150'  | 150'  | 150'   | 150'  | 150'  | 150'                                 |
| Flares to                   | 225'   | 225'  | 225'  | 300'   | 300'  | 300'  | 500'                                 |
| <b>RUNWAY APPROACH ZONE</b> |        |       |       |        |       |       |                                      |
| Length                      | 5280'  | 2000' | 2000' | 7920'  | 3000' | 3000' | ①                                    |
| Beginning width             | 225'   | 225'  | 225'  | 300'   | 300'  | 300'  | 500'                                 |
| Flares to                   | 2000'  | 750'  | 750'  | 2000'  | 850'  | 850'  | 2500'                                |
| Slope                       | 35:1   | 25:1  | 20:1  | 35:1   | 25:1  | 20:1  | ①                                    |
| <b>TURNAROUNDS</b>          |        |       |       |        |       |       |                                      |
| Length                      | 150'   | 150'  | 150'  | 150'   | 150'  | 150'  | 150'                                 |
| Width                       | 150'   | 150'  | 100'  | 150'   | 150'  | 150'  | 150'                                 |
| Shoulder                    | 10'    | 10'   | 10'   | 10'    | 10'   | 10'   | 10'                                  |
| Clear Area                  | 35'    | 35'   | 35'   | 35'    | 35'   | 35'   | 35'                                  |
| Lateral Safety Zone         | 60'    | 50'   | 40'   | 35'    | 35'   | 35'   | 35'                                  |
| Lateral Safety Zone Slope   | 7:1    | 7:1   | 7:1   | 7:1    | 7:1   | 7:1   | 7:1                                  |
| <b>OVERRUNS</b>             |        |       |       |        |       |       |                                      |
| Length                      | 100'   | 100'  | 100'  | 100'   | 100'  | 100'  | 300'                                 |
| Width                       | 60'    | 50'   | 50'   | 60'    | 60'   | 60'   | 60'                                  |
| <b>TAXIWAYS</b>             |        |       |       |        |       |       |                                      |
| Length ②                    | 195'   | 195'  | 195'  | 245'   | 195'  | 195'  | 245'                                 |
| Width                       | 40'    | 40'   | 40'   | 40'    | 40'   | 40'   | 40'                                  |
| Turn radius                 | 70'    | 70'   | 70'   | 70'    | 70'   | 70'   | 70'                                  |
| Clear area                  | 65'    | 65'   | 65'   | 65'    | 65'   | 65'   | 65'                                  |
| <b>PARKING APRON AREA</b>   |        |       |       |        |       |       |                                      |
| Length                      | 210'   | 210'  | 150'  | 750'   | 450'  | 450'  | 900'                                 |
| Width                       | 210'   | 210'  | 150'  | 210'   | 210'  | 150'  | 210'                                 |
| Shoulder                    | 10'    | 10'   | 10'   | 10'    | 10'   | 10'   | 10'                                  |
| Clear area                  | 65'    | 50'   | 50'   | 65'    | 60'   | 50'   | 65'                                  |
| Cargo area                  | 45'    | 45'   | 45'   | 45'    | 45'   | 45'   | 45'                                  |

① The length and slope of Type 3 runway approach zones must meet criteria for the particular instrument approach planned for that aircraft. See U. S. Standards for Terminal Instrument Procedures (TM 11-2557-26, OPNAVINST 3722.16A, AFM 55-9).

② Runway to apron minimum distance.

## 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), (C-130), etc.
- TT - Runway weight bearing capacity for aircraft with twin tandem wheel type (includes quadricycle) landing gear. (B-52), (C-135), etc.
- TDT - Runway weight bearing capacity for aircraft with twin delta tandem landing gear. (C-5)
- AUW - All up weight. Maximum runway gross weight bearing capacity for any aircraft, irrespective of landing gear configuration.
- SWL - Single wheel loading. (This includes information submitted in terms of Equivalent Single Wheel Loading and Single Isolated Wheel Loading). Tire inflation pressure given when available e.g. (SWL 00/T. P. 250 PSI.)
- PSI - Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g. (PSI 535).
- C-54 - Aircraft by type based on past usage when more specific information is not known.

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

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

## SERVICING

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

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

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

## JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. NOTE—Absence of JASU designation indicates non-availability.

## I. USAF JASU (For variation in technical data, refer to T. O. 35-1-7)

## A. ELECTRICAL STARTING UNITS:

|                |  |
|----------------|--|
| A-1            | -7.8 KW, 28 V, 280 amp   |
| A-3, 3A        | -22 KW, 28 V, 800-1200 amp.  |
| A-7            | -28 V DC, 1050 amp.  |
| B-10, 10A, 10B | -28 V, 7.5 KW, 3 KW, 110 V; 115-200 V, 40 KVA at .75 P. F., 400 Hz, 3 phase, 4 Wire.                                 |
| C-21           | -28 V, 11 KW, 2 Wire; 115-200 V, 8 KW, 2 Wire, 380-900 Hz.   |
| C-22, 22A, 22C | -28 V, 22 KW, 800-1200 amp; 115-200 V, 8 KW, 70 amp; 2 Wire, 380-900 Hz.   |
| C-26           | -28 V, 45 KW; 115-200 V, 15 KW, 380-800 Hz, 1 phase, 2 Wire.   |
| C-26B          | -28 V, 45 KW; Split Bus; 115-200 V, 15 KW, 380-800 Hz, 1 phase, 2 Wire.  |
| ECU-9M         | -28 V, 1000 amp; 220 V, 130 amp, 440 V, 64 amp.  |
| MD-3           | -28 V, 1500 amp, Split Bus; 115-200 V, 3 phase, 400 Hz, 60 KVA at .75 P. F., 4 Wire.                                 |
| MD-3A          | -28 V, 1500 amp, 45 KW, Split Bus; 115-200 V, 3 phase 60 KVA at .75 P. F. 400 Hz, 4 Wire, 45 KW.                     |
| MD-3M          | -A. C. 400 Hz, 60 KVA, 200 V line to line, 115 V line to neutral, 3 phase, .75 P. F.; DC 15 KW rating, 500 amp 28 V. |
| M32A-10        | -28 V, 15 KW, 500 amp; 115-200 V, 15 KW, 400 Hz, 3 phase, 20 KVA at .75 P. F., 4 Wire.                               |
| M32A-13        | -28 V, 150 V, 300-140 V, 22 KVA, 115-200 V, 400 Hz, 3 phase.   |

## B. AIR STARTING UNITS:

|               |                                   |                   |                                      |
|---------------|-----------------------------------|-------------------|--------------------------------------|
| AÇE-37A       | -3600 psi, 18000 cu in. capacity. | MC-1A             | -15 CFM, 3500 psi, 4-stages          |
| MA-1          | -150 Air HP, 115 Lb/Min 50 psia.  | MC-2A             | -15 CFM, 200 psia.                   |
| MA-1A         | -150 Air HP, 82 Lb/Min 45 psia.   | MC-11             | -4000 psi, 8000 cu in., 15 CFM       |
| MA-2          | -250 Air HP, 150 Lb/Min 65 psia.  | MJ-1              | -3000-5000 psi, 30 GPM Flow, 110 HP. |
| MC-1          | -15 CFM, 3500 psi.                |                   |                                      |
| MC-1 Modified | -15 CFM, 3500 psia, 500 cu in.    | 502-7D or F-52372 | -182 Lb/Min, 52.8 psia.              |

## C. COMBINATION AIR AND ELECTRICAL STARTING UNITS:

|           |   |
|-----------|---|
| MA-1 MPSU | -28 V, 500-1000 amp, Split Bus; 115-200 V, 25 KW, 3 phase, 400 Hz, 4 Wire, 30 KVA; 3500 psi; 45 psia, 150 Air HP, 117 Lb/Min, 13 CFM.   |
| MA-2 MPSU | -28 V, 1000 amp and 28 V, 500 amp Split Bus; 115-200 V, 3 phase, 30 KVA, 400 Hz, 4 wire; 3500 psi; 13.5 CFM, 45 psia, 150 Air HP, 110 Lb/Min.   |
| MA-3 MPSU | -28 V, 30 KW, 1000 amp, common or Split Bus; 115-200 V, 60 KVA at .75 P. F., 400 Hz, 3 phase and 115 V, 20 KVA at .75 P. F., 400 cycle, single phase; 3500 psi, 15 CFM; 150 Lb/Min, 60 psi. |
| M32A-60   | -28 V, 15KW DC, 120V, 25KVA, 1 phase; 120/208V, 75 KVA, 3 phase 400 Hz AC pneumatic capability: 120 ± 4 Lbs @ 49 ± 2 psia.  |
| M32A-60A  | -60 KW, 3 phase, 400 Hz, 120/208 AC at 0.75 PF, 28 V DC 200 Amps - Pneumatic 150 Lb/Min ± 5, 51 psia ± 2.   |

NOTE: During combined electrical and pneumatic loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

## D. STARTER CARTRIDGES:

MXU-4A-, P-1, STU-3A

## II. USN JASU

## A. ELECTRICAL STARTING UNITS:

|        |   |
|--------|---|
| MMG-2  | -500 amp constant, 30 KVA, 60-40 Hz AC convert and 28 DC. |
| NB-2/3 | -500 amp constant, 45KW, 400 Hz AC only.                  |

|               |  |
|---------------|--|
| NC-2A         | -500 amp constant, 1000 amp intermittent, 28V DC, AC 30 KVA, 400 Hz 3 phase 115/200V.                      |
| NC-5          | -200/500 amp constant, 1000 amp intermittent, 28-35V DC, 15/35 KW. 115/200V, 3 phase, 400 Hz AC, 30/45 KVA |
| NC-6          | -200 amp constant, 28.5V DC, 32/45 KW. 120/208V, 3 phase, 400 Hz AC, 30 KVA.                               |
| NC-6A         | -400 amp, 28.5V DC, 30 KW. 115/200V, 400 Hz AC, 30 KVA.  |
| NC-7/7A/7B/7C | -750 amp constant, 1000 amp intermittent, 28.5V DC, 45 KW. 115/200V, 3 phase, 400 Hz AC, 30 KVA.           |
| NC-8A         | -750 amp, 28V DC. 120/208V, 400 Hz AC, 60 KVA.   |
| NC-10/10B     | -750 amp constant, 1000 amp intermittent, 28V DC. 115/200V, 400 Hz AC, 90 KVA.                             |
| NC-12/12A     | -750 amp constant, 1000 amp intermittent, 28V DC. 115/200V, 400 Hz AC, 125 KVA.                            |

#### B. AIR STARTING UNITS:

GTC-85 -120 lbs per min at 45 psi.

#### WELLS AIR

START SYSTEM -180 lbs per min at 75 psi or 120 lbs per min at 45 psi. Simultaneous multiple start capability.

#### C. COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCPP/RCPT-105-180 lbs per min at 75 psi or 120 lbs per min at 45 psi. 700 amp, 28V DC. 120/208V, 400 Hz AC, 30 KVA.

#### D. STARTER PROBES

Starter probes for A4 and F8 aircraft are available at most, but not all USN/USMC jet air stations. Probe availability is indicated on JASU line, e. g., (A4, F8 probes), (A4 probe). Absence of information indicates non-availability.

### III. USA JASU

59B2-1B -28V, 7.5 KW, 280 amp.

## FUEL

Bold type in the directory listing denotes US military base supply at joint use aerodromes. Into-Plane Contract fuel is shown in normal type. Listings preceded by NC indicates military base supply, Into-Plane Contract nor reciprocal agreement supply is available for fuel listed.

#### I. U. S. AVIATION FUELS (MIL SPECS)

| <u>FLIP Code</u> | <u>Grade</u>           | <u>NATO CODE</u> |
|------------------|------------------------|------------------|
| A*               | 115/145                | F-22             |
| A                | 100/130                | F-18             |
| C                | 80/87                  | F-12             |
| J4               | JP-4                   | F-40             |
| J5               | JP-5                   | F-44             |
| J                | Jet Fuel, Type Unknown | ...              |

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

#### II. COMMERCIAL AVIATION FUELS

| <u>FLIP Code</u> | <u>Grade</u>       | <u>NATO CODE</u> |
|------------------|--------------------|------------------|
| D                | 73 NL (Non Leaded) | None             |
| E                | 80 NL (Non Leaded) | None             |
| C1               | 80/87              | F-12             |
| B1               | 91/96              | None             |
| A1               | 100/130            | F-18             |



|       |  |        |
|-------|--|--------|
| G     | 108/135  | None   |
| A + 1 | 115/145  | F - 22 |
| TA    | Jet Fuel ASTM Type A                           | None   |
| TA1   | Jet Fuel ASTM Type A-1 with FS II (See Note 3) | F-34   |
| TA2   | Jet Fuel ASTM Type A-1 wo FS II (See Note 3)   | F-35   |
| TB    | Jet Fuel ASTM Type B (See Note 2)              | F - 45 |
| TX    | Jet Fuel, Type Unknown                         | ---    |

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

**NOTE:**

- To determine usability and interchangeability of fuels (including fuels not listed), check the brand name designation of the product available and refer to USAF TO 42B1-1-14 or USN current NAVAIR Inst 10341.1 and current NAVAIR Inst 10300.1.
- Commercial Jet Fuel similar in many respects to MIL-JP-4, however, does not contain icing inhibitor. Freeze Point-60°F.
- FS II is icing inhibitor.

**III. U. S. AVIATION OILS (MIL SPECS)**

FLIP/NATO Code

Grade Type

|         |  |
|---------|--|
| O-113   | 1065, Reciprocating Engine Oil (MIL-L-6082)                          |
| O-117   | 1100, Reciprocating Engine Oil (MIL-L-6082)                          |
| O-117 + | 1100, O-117 plus Cyclohexanone (MIL-L-6082)                          |
| O-123   | D-1080 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III) |
| O-128   | D-1120 (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)  |
| O-132   | 1005, Jet Engine Oil (MIL-O-6081)                                    |
| O-133   | 1010, Jet Engine Oil (MIL-O-6081)                                    |
| O-148   | None, MIL-L-7808 (Synthetic Base), Turbine Engine Oil                |
| O-156   | None, MIL-L-23699 (Synthetic Base), Turboprop and Turbohaft Engines  |

**IV. SUPPORTING FLUIDS AND SYSTEMS**

FLIP Code

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

**V. OXYGEN**

LPOX-Low pressure oxygen servicing  
 HPOX-High pressure oxygen servicing.  
 LHOX-Low and High pressure oxygen servicing.  
 LOX-Liquid oxygen servicing.

OXRB-Oxygen replacement bottles. (Maintained primarily at Naval stations for use in aircraft where oxygen can be replenished only by replacement of cylinders.)

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

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

## JET BARRIER/ARRESTING GEAR

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.

## I. A-GEAR

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

## Bi-Directional (B)

## AIR FORCE NAVY

|        |       |   |
|--------|-------|---|
| BAK-6  | E-14  | Water Squeezer  |
| _____  | M-2   | Morest-Mobile Arrestment Gear (2 hydraulic units) may be installed on permanent basis |
| BAK-9  | E-27  | Rotary Friction Brake   |
| _____  | E-15  | Two E-27 A-Gear   |
| BAK-12 | _____ | Rotary Friction Brake   |
| _____  | M-21  | Rotary hydraulic operational arrester, short runout                                   |
| _____  | E-28  | Rotary hydraulic  |
| BAK-13 | _____ | Rotary hydraulic  |

## Uni-Directional

|       |           |            |
|-------|-----------|------------|
| _____ | E-5/E 5-1 | Chain Type |
|-------|-----------|------------|

## II. J-BAR

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

## Uni-Directional

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

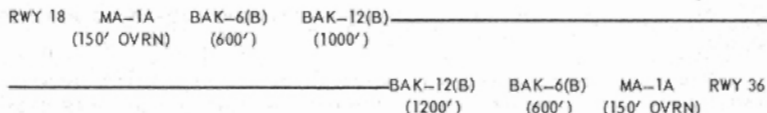
## III. COMBINED J-BAR/A-GEAR

## Uni-Directional

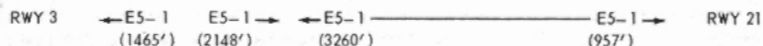
|                                 |   |
|---------------------------------|---|
| MA-1A MODIFIED                  | Nylon webb barrier between stanchions combined with pendant type cable and attached to chain type arresting gear.                       |
| MA-1A/E-5                       |   |
| MA-1A/BAK-9,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

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

#### J-BAR/A-GEAR (Example A)



#### (Example B)



## AERODROME REMARKS

**I. 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), etc. Restrictions affecting the operational status of the aerodromes are the first entry within each group.

**II. 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 AFM 55-48 and current OPNAVINST 3710.7 is further defined as the necessity for personnel aboard an aircraft to contact personnel, units, or organizations (including civilian) at or near the aerodrome most conveniently located for landing for the purpose of conducting transactions in the service of and in the interest of the United States Government. This definition does not provide for the use of an aerodrome by transient aircraft for the purpose of obtaining clearance, service, or other items attendant to itinerant operations. "Prior Permission Required" (PPR): Indicates the aerodrome is closed to all transient acft unless prior permission is obtained from approving authority. Prior permission must be requested and confirmation received before the flight departure for the base concerned. Base restrictions do not preclude the use of the base in an emergency for military acft.

**A. AF Offl Bus Only or Navy Offl Bus Only** indicates applicability of restriction to service indicated only.

## RADIO NAVIGATIONAL DATA

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

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

**II. COMMUNICATION 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 a 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.

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

**IV. 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.

## V. POSITION OF VOICE/CW SWITCH ON RADIO COMPASS

| TYPE STATION | TO HEAR TONE FOR TUNING USE ① | TO HEAR IDENTIFIER USE |
|--------------|-------------------------------|------------------------|
| A1           | CW Position                   | CW Position            |
| A0/A2        | CW Position                   | VOICE Position         |
| A2&A3        | VOICE Position                | VOICE Position         |

①NOTE: Always use CW position to check interference first.

## VI. RADIO CLASS CODE

|         |   |         |  |
|---------|---|---------|--|
| AB      | - Continuous automatic transcribed weather broadcast service.   | MM      | - Middle Marker of ILS.  |
| B       | - Scheduled Weather Broadcast.  | MRA     | - Range (Adcock, vertical radiators), power 50 to 150 watts.   |
| GCA     | - Ground Control Approach system.   | MRL     | - Range (Loop radiators), power 50 to 150 watts.   |
| H       | - Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts.   | OM      | - Outer Marker of ILS.   |
| (H) (1) | - Normal anticipated interference-free service below 18,000' 40 NM; (14,500' - 17,999' 100 NM contiguous 48 states only) 18,000' to FL450 130 NM; above FL450 100 NM. | RA      | - Range (Adcock, vertical radiators), power 150 watts or greater.  |
| HH      | - Non-directional radio beacon (homing), power 2,000 watts or more.   | RL      | - Range (Loop radiators), power 150 watts or greater.  |
| ILS     | - Instrument Landing System.  | S       | - Simultaneously range, homing and voice signals available.  |
| L       | - Compass Locator. (May be component of ILS system.)  | (T) (1) | - Normal anticipated interference-free service 25 NM up to 12,000 ft MSL. (Not to be confused with TVOR equipment category). |
| (L) (1) | - Normal anticipated interference-free service 40 NM up to 18,000 ft MSL.   | TACAN   | - (Tactical Air Navigation) UHF pulse type Omni Range and Distance Measuring Equipment (DME).                                |
| LMM     | - Compass locator station when installed at middle marker site.   | TVOR    | - Low power terminal VOR.  |
| LOM     | - Compass locator station when installed at outer marker site.  | UHF     | - Ultra High Frequency.  |
| MA      | - Range (Adcock, vertical radiators), power less than 50 watts.   | VAR     | - Visual-aural VHF range.  |
| MH      | - Non-directional radio beacon (homing), less than 50 watts.  | VHF     | - Very High Frequency.   |
| ML      | - Range (Loop radiators), power less than 50 watts.   | VOR     | - VHF omni-directional range.  |
|         |   | VORTAC  | - Combination VOR and PAR.   |
|         |   | W       | - Without voice facilities.  |
|         |   | Z       | - VHF station location marker.   |

(1) Applicable only to TACAN's, VOR's and VORTAC's and precede the listing. (See legend sample).

## GROUND CONTROLLED APPROACH FACILITIES AND PROCEDURES

## RADAR

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

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

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

**NOTE:** ASR, as used to control an aircraft on final approach, provides azimuth and range until reaching one mile from the end of the runway. Recommended altitudes are furnished each mile on final approach at FAA, US Navy and US Army facilities only if requested by the pilot. USAF controllers do not provide recommended altitudes on final approach.

**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:** After decision height (DH), the precision final controller will provide advisories only. The controller will provide advisory course and glide path information until aircraft is over runway threshold.

B. Final Approach Monitor: The use of PAR to monitor approaches other than radar is normally provided when the PAR is operational, the PAR final approach course coincides with the NAVAID final approach course from the final approach fix to the runway, and one of the following conditions exist:

1. The reported weather is below basic VFR minima.
2. At night.
3. Upon the request of the pilot.

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.

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

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

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

**III. WEATHER MINIMA:** Radar weather minima will be specified in the Aerodrome/Facility Directory of this Directory for precision and surveillance approaches only where the procedures and minima comply with established criteria. These minima are applicable to jets, turbo-prop and conventional type aircraft unless otherwise specified. Where different, jet minima will be published in bold type (Navy pilots should consult current OPNAVINST 3710.7 series for minima restrictions by aircraft type). Radar controllers will advise the pilot when the aircraft reaches the published decision height. The weather minima listed are ceiling and visibility minima which have been established to provide an adequate margin of safety for an aircraft making a radar approach. These minima should not be construed as an indication of the capability of the radar unit to assist an aircraft in executing an approach.

**IV. ■ 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.

**V. 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 avail", are included in RADIO/NAV REMARKS.

**VI. 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.

## TERPs—RADAR MINIMA

### GENERAL

The United States Standard for Terminal Instrument Procedures (TERPs) is the approved criteria for formulating instrument approach procedures.

All instrument approach procedures are being revised to comply with the TERPs criteria. When revised, several changes in the depiction of landing minima are necessary.



The following changes are the most significant and must be thoroughly understood for proper use.

## LANDING MINIMA

Landing minima are established for five aircraft approach categories (A, B, C, D and E). Categories of U.S. military aircraft are published in Section I FLIP Planning. Where instrument approach procedures are published in accordance with TERPs criteria, the standard format for portrayal of landing minima is as follows:

| ASR      | RWY    | CATEGORY      | MDA   | RVR             | HAT | CEIL-VIS                      |
|----------|--------|---------------|-------|-----------------|-----|-------------------------------|
|          | 28     | A, B, C, D, E | 440/  | 40              | 278 | (300- $\frac{3}{4}$ )         |
|          | 10     | A, B, C, D, E | 540/  | 40              | 378 | (400- $\frac{3}{4}$ )         |
| PAR      | RWY    | CATEGORY      | DH    | RVR             | HAT | CEIL-VIS                      |
|          | 28     | A, B, C, D, E | 262/  | 16              | 100 | (100- $\frac{1}{4}$ ) GS 2.5° |
|          | 10     | A, B, C, D, E | 262/  | 24              | 100 | (100- $\frac{1}{2}$ ) GS 3.0° |
| CIRCLING | RWY    | CATEGORY      | MDA   | VIS             | HAA | CEIL-VIS                      |
|          | 28, 10 | A             | 540-  | 1               | 370 | (400-1)                       |
|          | 28, 10 | B             | 620-  | 1               | 450 | (500-1)                       |
|          | 28     | C             | 620-  | 1 $\frac{1}{2}$ | 450 | (500-1 $\frac{1}{2}$ )        |
|          | 10     | C             | ①680- | 1 $\frac{1}{2}$ | 510 | (600-1 $\frac{1}{2}$ )        |
|          | 28, 10 | D, E          | 720-  | 2               | 550 | (600-2)                       |

### NOTE:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives of their respective services for aircraft model/command restrictions.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown - not the landing runway. In the above example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 680 feet ① with weather minima of 600-1 $\frac{1}{2}$ .
3. The following symbols may be applied for selected users:
  - a. **V** - Indicates other than standard take-off minimums or departure procedures apply for civil users. Civil users refer to tabulation. DOD users refer to service directives and tabulation in the P&SEA DOD FLIP Terminals.
  - b. **Δ** - Indicates other than standard alternate minimums apply for U.S. Army and Civil users. Refer to tabulation in appropriate FLIP Terminal Low Altitude.
  - c. **ΔNA** - Indicates alternate minimums not authorized.

## EXPLANATION OF TERMS

### Decision Height (DH) and Minimum Descent Altitude (MDA)

The term minimum altitude, associated with landing minima, has been replaced by the terms Decision Height (DH) and Minimum Descent Altitude (MDA):

DH - An altitude, specified in feet above MSL, at which a missed approach shall be initiated when either visual reference has not been established with the runway environment or the aircraft is not in a position to execute a normal landing. Decision heights apply only to precision approaches (e.g. ILS and PAR).

MDA - An altitude, specified in feet above MSL, below which descent will not be made until visual reference has been established with the runway environment and the aircraft is in a position to execute a normal landing. Minimum descent altitudes apply to non-precision straight-in and circling approaches.

**Height Above Touchdown (HAT)**

Height Above Touchdown indicates the height of the DH or MDA above the highest runway elevation in the touchdown zone. HAT will be published in conjunction with all straight-in minima.

**Height Above Airport (HAA)**

Height Above Airport indicates the height of the MDA above the published airport elevation. HAA will be published in conjunction with all circling minima.

**Ceilings**

Ceiling values shown in parenthesis are for U.S. military use in accordance with applicable service directives. A ceiling is expressed in feet above the published airport elevation, and is equal to or greater than the height of the associated DH or MDA.

**Visibility**

Visibility values are expressed as Runway Visual Range (RVR), Runway Visibility (RV), or Prevailing Visibility (PV). The visibility value published following the DH or MDA is the prescribed visibility for the approach. For example, the DH or MDA and prescribed visibility will be depicted as 440/40 (40=4000 RVR) or 400- $\frac{3}{4}$  ( $\frac{3}{4}$ = $\frac{3}{4}$  statute mile RV or PV, as applicable). For straight-in approaches the visibility value may be either RVR, RV or PV. For circling approaches, the visibility value will always be PV. The visibility value published in parenthesis with the ceiling value (i.e. 300- $\frac{3}{4}$ ) is to apply for flight planning. It also applies as the prescribed visibility in the event RVR or RV is not available. This value will always be PV.

**APPLICATION**

Instrument approach procedures, including landing minima published in accordance with previous criteria, will continue to apply as published until revised to conform to TERPs criteria.

## ABBREVIATIONS

THE FOLLOWING LIST OF ABBREVIATIONS ARE THOSE COMMONLY USED WITHIN THIS DIRECTORY. A COMPLETE LIST OF ABBREVIATIONS INCLUDING THOSE AUTHORIZED FOR USAF/USN NOTAM USAGE IS LOCATED IN FLIP PLANNING— SEC. 1.

|               |   |               |   |
|---------------|---|---------------|---|
| AAF .....     | Army Air Field                              | btn .....     | between                                     |
| AASW .....    | Artillery and Air Strike Warn-<br>ing       | bus .....     | business                                    |
| AB .....      | Airbase                                     | cat .....     | category                                    |
| abm .....     | abeam                                       | CCW .....     | counterclockwise                            |
| ACC .....     | Area Control Center                         | CH .....      | channel                                     |
| acft .....    | aircraft                                    | Chan .....    | Channel                                     |
| ACP .....     | Airlift Command Post                        | chg .....     | change                                      |
| A/D .....     | Aerodrome                                   | circ .....    | circling                                    |
| ADA .....     | Advisory Area                               | civ .....     | civil, civilian                             |
| ADIZ .....    | Air Defense Identification<br>Zone          | ck .....      | check, checked                              |
| adj .....     | adjacent                                    | clnc .....    | clearance                                   |
| ADR .....     | Advisory Route                              | clsd .....    | closed                                      |
| advr .....    | advise, advised                             | cntr .....    | center                                      |
| advy .....    | advisory                                    | CO .....      | Commanding Officer                          |
| afld .....    | airfield                                    | Co .....      | Company, County                             |
| AFR .....     | Air Force Regulation                        | com .....     | communication(s)                            |
| A/G .....     | air/ground                                  | coml .....    | commercial                                  |
| A-Gear .....  | Arresting Gear                              | comsn .....   | commission, commissioned                    |
| AGL .....     | above ground level                          | cond .....    | condition(s)                                |
| ALCC .....    | Air Lift Control Center                     | const .....   | construction                                |
| ALCE .....    | Air Lift Control Element                    | cont .....    | continue, continued,<br>continuous          |
| ALOREP .....  | Air Lift Operational Reporting<br>System    | convl .....   | conventional                                |
| ALS .....     | Approach Light System                       | copter .....  | helicopter                                  |
| alt .....     | altitude                                    | crs .....     | course                                      |
| altn .....    | alternate                                   | CSTMS .....   | customs                                     |
| ant .....     | antenna                                     | CTA .....     | Control Area                                |
| apch .....    | approach                                    | ctc .....     | contact                                     |
| APP CON ..... | Approach Control                            | ctl .....     | control                                     |
| aprx .....    | approximate (ly)                            | CTLZ .....    | Control Zone                                |
| apv .....     | approve, approval                           | CW .....      | Clockwise, Continuous Wave,<br>Carrier Wave |
| arng .....    | arrange, arrangement,<br>arranging          | DAB .....     | Director of Air Base                        |
| arpt .....    | airport                                     | DASC .....    | Direct Air Support Center                   |
| arr .....     | arrive, arrival                             | daylt .....   | daylight                                    |
| ARTCC .....   | Air Route Traffic Control<br>Center         | decom .....   | decommission (ed)                           |
| AS .....      | Air Station                                 | dep .....     | departure, depart                           |
| ASAP .....    | as soon as possible                         | DEP CON ..... | Departure Control                           |
| ATC .....     | Air Traffic Control                         | destn .....   | destination                                 |
| ATIS .....    | Automatic Terminal Informa-<br>tion Service | DH .....      | Decision Height                             |
| ATRC .....    | Air Traffic Regulation Center               | direc .....   | directional                                 |
| attn .....    | attention                                   | dist .....    | distance, district                          |
| auth .....    | authorized, authority                       | div .....     | division                                    |
| avbl .....    | available                                   | dly .....     | daily                                       |
| bcn .....     | beacon                                      | DRAC .....    | Delta Regional Assistance<br>Command        |
| bcst .....    | broadcast                                   | dur .....     | during                                      |
| bdry .....    | boundary                                    | E .....       | East, Eastern                               |
| bdg .....     | building(s)                                 | ea .....      | each  |
| brg .....     | bearing                                     | eff .....     | effect, effected, effective                 |

## ABBREVIATIONS

|               |                                      |                   |                                       |
|---------------|--------------------------------------|-------------------|---------------------------------------|
| elev .....    | elevate, elevation                   | lcl .....         | local                                 |
| emerg .....   | emergency                            | lctd .....        | located                               |
| eng .....     | engine                               | lczr .....        | localizer beacon                      |
| eqpt .....    | equipment                            | ldg .....         | landing                               |
| ev .....      | every                                | lgt .....         | light, lights, lighted                |
| exc .....     | except                               | lgtd .....        | lighted                               |
| excl'd .....  | exclude, excludes                    | ltd .....         | limited                               |
| extv .....    | extensive                            |                   |                                       |
| fac .....     | facility, facilities                 | maint .....       | maintain, maintenance                 |
| FCST .....    | Forecast                             | M .....           | meters, magnetic (after a bearing)    |
| FIR .....     | Flight Information Region            | max .....         | maximum                               |
| FL .....      | Flight Level                         | MDA .....         | Minimum Descent Altitude              |
| fld .....     | field                                | METAR .....       | Aviation Routine Weather Report       |
| FLIP .....    | Flight Information Publication       | MHz .....         | MegaHertz                             |
| flt .....     | flight (s)                           | mil .....         | military                              |
| FLT CON ..... | Flight Control                       | min .....         | minimum, minutes                      |
| FOC .....     | Flight Operations Center             | mkr .....         | marker                                |
| FOD .....     | Foreign Object Damage                | MP .....          | Maintenance Period                    |
| fone .....    | telephone                            | M.R. ....         | Military Regions                      |
| fr .....      | from                                 | mrk .....         | mark(s), marked, marking              |
| FRAC .....    | First Regional Assistance Command    | mt .....          | mountain(s), mount                    |
| freq .....    | frequency, frequent, frequently      | mtr, M or m ..... | meters                                |
| FSS .....     | Flight Service Station               | N .....           | North, Northern                       |
| F/W .....     | Fixed Wing                           | navaid .....      | navigation aid                        |
|               |                                      | NDB .....         | Non Directional Beacon                |
| gnd .....     | ground                               | ngt .....         | night                                 |
| GND CON ..... | Ground Control                       | NM .....          | nautical miles                        |
| GS .....      | glide slope                          | Nr or No .....    | number                                |
|               |                                      | ntc .....         | notice                                |
| HAA .....     | Height Above Airport                 | obsn .....        | observation                           |
| HAT .....     | Height Above Touchdown               | obst .....        | obstruction(s)                        |
| hdg .....     | heading                              | opr .....         | operate, operator, operated, operates |
| hi .....      | high                                 | OPS .....         | Operations                            |
| hol .....     | holiday                              | O/R .....         | On Request                            |
| HQ .....      | Headquarters                         | O/S .....         | Out of Service                        |
| hr .....      | hour(s)                              | OT .....          | Other Times                           |
| hvy .....     | heavy                                | ovrn .....        | overnun                               |
| Hz .....      | Hertz (cycles per second)            |                   |                                       |
|               |                                      | pat .....         | pattern                               |
| IFF .....     | Identification Friend or Foe         | perm .....        | permanent                             |
| IFSS .....    | International Flight Service Station | perms .....       | permission                            |
| inbd .....    | inbound                              | pers .....        | personnel                             |
| info .....    | information                          | PFSV .....        | Pilot to Forecaster Service           |
| inop .....    | inoperative                          | PN .....          | Prior Notice Required                 |
| inst .....    | instrument                           | PPR .....         | Prior Permission Required             |
| int .....     | intersection, intersections          | prk .....         | park, parking                         |
| intl .....    | international                        | proh .....        | prohibited                            |
| ints .....    | intense, intensity, intensive        | pt .....          | point(s)                              |
| J-BAR .....   | Jet Barrier                          |                   |                                       |
|               |                                      | qtrs .....        | quarters                              |
| kHz .....     | kiloHertz                            | quad .....        | quadrant(s)                           |

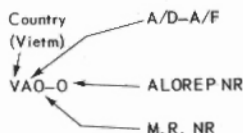
## ABBREVIATIONS

|              |                                  |              |  |
|--------------|----------------------------------|--------------|--|
| rad .....    | radius, radial                   | tfc .....    | traffic  |
| RAPCON ..... | Radar Approach Control (USAF)    | thld .....   | threshold  |
| RBn .....    | Radio Beacon                     | thru .....   | through  |
| rcvr .....   | receiver                         | til .....    | until  |
| rdo .....    | radio                            | tkof .....   | take-off   |
| req .....    | request                          | TOC .....    | Tactical Operations Center   |
| rgt .....    | right                            | trng .....   | training   |
| RON .....    | Remain Overnight                 | TRAC .....   | Third Regional Assistance Command                                      |
| rpt .....    | report, reporting                | tran .....   | transient  |
| rqr .....    | require, required                | trans .....  | transport, transmit, transmitted, transmitter, transmitting, transmits |
| RSDU .....   | Radar Storm Detection Unit       | twr .....    | tower  |
| rstd .....   | restricted                       | twy .....    | taxiway  |
| ruf .....    | rough                            |              |  |
| RVR .....    | Runway Visual Range              | UFN .....    | Until Further Notice   |
| R/W .....    | Rotary Wing                      | unk .....    | unknown  |
| rwy .....    | runway                           | unlgtd ..... | unlighted  |
|              |                                  | unmrk .....  | unmarked   |
| S .....      | South, Southern                  | unrel .....  | unreliable   |
| secd .....   | secondary                        | unsvc .....  | unserviceable  |
| SELCAL ..... | Selective Calling System         | USB .....    | Upper Side Band  |
| sfc .....    | surface                          |              |  |
| SIF .....    | Selective Identification Feature | vcnty .....  | vicinity   |
| sked .....   | schedule                         | vert .....   | vertical   |
| SM .....     | statute mile                     | VFR .....    | Visual Flight Rules  |
| SOI .....    | Signal Operations Instructions   | vis .....    | visibility   |
| SR .....     | Sunrise                          |              |  |
| SRAG .....   | Second Regional Assistance Group | W .....      | West, Western  |
| SS .....     | Sunset                           | wk .....     | week, weeks  |
| SSB .....    | Single Side Band                 | wkd .....    | weekday, weekdays  |
| std .....    | standard                         | wng .....    | warning  |
| STOL .....   | Short Take-Off and Landing       | wf .....     | weight   |
| sur .....    | surround (ing)                   | wx .....     | weather  |
| svcg .....   | servicing                        |              |  |
|              |                                  | Z .....      | Greenwich Mean Time When Preceded by a Figure Group                    |
| TALO .....   | Tactical Airlift Liaison Officer |              |  |

## AERODROME CROSS REFERENCE

(NUMERICAL CROSS REFERENCE)

\*BOLD TYPE INDICATES  
PRIMARY NAME, E. G. A SHAU  
\*LIGHT TYPE INDICATES  
ALTERNATE NAME, E. G. A Sap



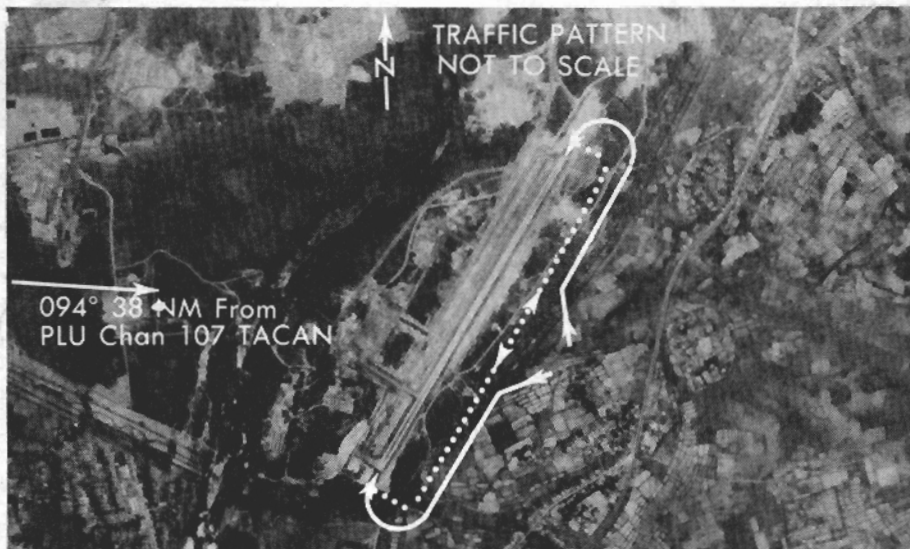
| A/D NR | A/D NAME          | PAGE NR | A/D NR | A/D NAME           | PAGE NR |
|--------|-------------------|---------|--------|--------------------|---------|
| VA3-1  | Tan Son Nhut      | 184     | VA2-19 | Tuy Hoa North      | 198     |
| VA3-1  | Soigon            | 184     | VA2-19 | Tuy Hoa Bac        | 198     |
| VA3-2  | Bien Hoa          | 36      | VA2-19 | Tuy Hoa/Chop Chai  | 198     |
| VA1-3  | Danang            | 76      | VA4-20 | Vinh Long          | 201     |
| VA1-3  | Tourane           | 76      | VA2-21 | Nhon Co            | 142     |
| VA2-4  | Pleiku            | 156     | VA1-22 | Dong Ha            | 83      |
| VA2-4  | Cu Hanh           | 156     | VA1-23 | Quang Ngai         | 166     |
| VA2-4  | Pleiku/Cu Hanh    | 156     | VA1-24 | Red Beach          | 169     |
| VA3-5  | Vung Tau          | 206     | VA2-25 | Holloway           | 110     |
| VA3-5  | Cap St. Jacques   | 206     | VA2-25 | Pleiku Area        | 110     |
| VA1-6  | Hue/Phu Bai       | 114     | VA4-26 | Ben Tranh          | 39      |
| VA1-6  | Hue               | 114     | VA4-26 | My Tho             | 39      |
| VA1-6  | Phu Bai           | 114     | VA4-26 | Tam Hiep           | 39      |
| VA2-7  | Nha Trang         | 140     | VA4-26 | Tan Hei            | 39      |
| VA2-7  | Camp McDermott    | 140     | VA4-26 | Tan Hiep           | 39      |
| VA2-7  | Long Van          | 140     | VA2-27 | Cheo Reo           | 63      |
| VA2-8  | Dalat/Cam-Ly      | 74      | VA2-27 | Hau Bon            | 63      |
| VA2-8  | Cam-Ly            | 74      | VA2-28 | Phan Rang          | 145     |
| VA2-8  | Con Tach Trieu    | 74      | VA2-28 | Bun Son            | 145     |
| VA2-9  | Dalat/Lien Khuong | 75      | VA2-28 | Buu Son            | 145     |
| VA2-9  | Fimnon            | 75      | VA2-28 | Luon Thanh         | 145     |
| VA2-9  | Lien Khuong       | 75      | VA2-28 | Thop Cham          | 145     |
| VA4-10 | Quan Long         | 165     | VA2-29 | An Khe             | 28      |
| VA4-10 | Co Mau            | 165     | VA2-29 | An Khe AAF         | 28      |
| VA4-10 | Co Mau Moi        | 165     | VA2-29 | An Tuc             | 28      |
| VA4-10 | Co Mau (New)      | 165     | VA3-30 | Song Be            | 174     |
| VA4-10 | Quang Long 2      | 165     | VA3-30 | Nui Bgra           | 174     |
| VA4-11 | Phan Thiet        | 146     | VA3-30 | Phước Long BINH    | 174     |
| VA2-12 | Ban Me Thout East | 33      | VA3-31 | Loc Ninh           | 125     |
| VA2-12 | Phung Duc         | 33      | VA4-32 | Con Son            | 66      |
| VA2-13 | Qui Nhon          | 167     | VA4-32 | Poulo Condore      | 66      |
| VA4-14 | Truc Giang        | 196     | VA2-34 | Dak To II          | 73      |
| VA4-14 | Ben Tre           | 196     | VA2-34 | Dak To             | 73      |
| VA4-14 | Kien Hoa          | 196     | VA2-34 | Kan Hojaa West     | 73      |
| VA4-14 | Son Dong          | 196     | VA3-35 | Thien Ngan         | 189     |
| VA4-14 | Song Dong         | 196     | VA4-36 | Ha Tien            | 105     |
| VA2-15 | Kontum            | 122     | VA2-37 | Bao Loc Plantation | 35      |
| VA4-16 | Soc Trang         | 173     | VA2-37 | Bao Loc            | 35      |
| VA4-16 | Ba Xuyen          | 173     | VA2-37 | Blaa Hinh Da       | 35      |
| VA4-17 | Can Tho           | 58      | VA4-38 | Thuy Dong          | 190     |
| VA4-17 | Can Tho (Old)     | 58      | VA4-38 | Tuyen Nhon         | 190     |
| VA4-17 | Phong Dinh        | 58      | VA2-39 | Ban Don            | 31      |
| VA2-18 | Song Mao          | 177     | VA2-39 | Trang Phuc         | 31      |



| A/D NR | A/D NAME                 | PAGE NR | A/D NR  | A/D NAME                | PAGE NR |
|--------|--------------------------|---------|---------|-------------------------|---------|
| VA1-40 | <b>Tam Ky</b>            | 178     | VA1-93  | <b>Cu Lao Re Island</b> | 68      |
| VA2-41 | <b>Mang Buk</b>          | 134     | VA1-93  | Ly Son                  | 68      |
| VA2-41 | Nang Buk                 | 134     | VA3-94  | <b>Duc Hue</b>          | 90      |
| VA2-42 | <b>Dak Pek</b>           | 70      | VA2-96  | <b>Duc My</b>           | 92      |
| VA2-42 | Dai Pek                  | 70      | VA2-96  | Tan Xuan                | 92      |
| VA1-43 | <b>Gia Vuc</b>           | 100     | VA2-97  | <b>Duc Xuyen</b>        | 95      |
| VA1-45 | <b>Kham Duc</b>          | 117     | VA2-97  | An Lac                  | 95      |
| VA1-45 | Dak Nhe                  | 117     | VA2-97  | Krong No                | 95      |
| VA1-45 | Khan Duc                 | 117     | VA1-102 | <b>Minh Long</b>        | 136     |
| VA2-46 | <b>Cung Son</b>          | 69      | VA2-103 | <b>Ninh Hoa</b>         | 143     |
| VA2-46 | Song Hoa                 | 69      | VA2-104 | <b>Buon Blech</b>       | 51      |
| VA3-50 | <b>Phuoc Vinh</b>        | 151     | VA2-104 | Ban Blech               | 51      |
| VA3-50 | Bo Muc                   | 151     | VA2-106 | <b>Plei Mrong</b>       | 160     |
| VA3-50 | Bung Bung                | 151     | VA2-107 | <b>Bu Prang New</b>     | 53      |
| VA3-50 | Phuoc Hop New            | 151     | VA2-108 | <b>Song Cau</b>         | 176     |
| VA3-50 | Phuoc Thanh              | 151     | VA2-110 | <b>Dak To I</b>         | 72      |
| VA4-51 | <b>Moc Hoa</b>           | 138     | VA2-110 | Dak To/Tan Canh         | 72      |
| VA4-51 | Go Bac Chien             | 138     | VA2-110 | Kan Hojao               | 72      |
| VA4-52 | <b>Tra Vinh</b>          | 195     | VA2-110 | Tan Canh                | 72      |
| VA4-52 | Phu Vinh                 | 195     | VA2-112 | <b>Tra Bong</b>         | 194     |
| VA4-53 | <b>Cao Lanh</b>          | 60      | VA2-113 | <b>Tuy Hoa</b>          | 197     |
| VA4-53 | Tan Tich                 | 60      | VA2-113 | Dong Tac                | 197     |
| VA2-54 | <b>Cam Ranh</b>          | 56      | VA2-113 | Tuy Hoa Nam             | 197     |
| VA2-54 | Ba Ngoi/Hane Cohe        | 56      | VA2-113 | Tuy Hoa South           | 197     |
| VA2-54 | South Beach              | 56      | VA3-121 | <b>Bu Dop</b>           | 49      |
| VA2-56 | <b>Rach Gia City</b>     | 168     | VA3-126 | <b>Chon Thanh</b>       | 64      |
| VA2-56 | Rach Gia Old             | 168     | VA3-126 | Chon Than Highway Strip | 64      |
| VA4-58 | <b>Bac Lieu</b>          | 30      | VA3-129 | <b>Dau Tieng</b>        | 78      |
| VA4-58 | Vinh Loi                 | 30      | VA3-129 | Dinh Thanh North        | 78      |
| VA3-61 | <b>Sanford AAF</b>       | 172     | VA3-129 | Dinh Thoub              | 78      |
| VA3-61 | Long Binh AAF            | 172     | VA3-130 | <b>Djampap</b>          | 81      |
| VA1-62 | <b>Tan My</b>            | 181     | VA3 130 | Bu Ja Map               | 81      |
| VA1-68 | <b>Ha Ton</b>            | 103     | VA3-131 | <b>Gia Ray</b>          | 99      |
| VA1-68 | Dai An                   | 103     | VA3 131 | Chua Chan               | 99      |
| VA1-68 | Thuong Duc               | 103     | VA3-132 | <b>Ham Tan</b>          | 102     |
| VA1-69 | <b>Van Xa</b>            | 200     | VA3-132 | Song Phan               | 102     |
| VA1-69 | An Lo                    | 200     | VA3-133 | <b>Hon Quan</b>         | 111     |
| VA1-69 | Hiep Khanh               | 200     | VA3-133 | Binh Long               | 111     |
| VA1-69 | Landing Zone Sally       | 200     | VA3-135 | <b>Lai Khe</b>          | 123     |
| VA1-69 | RK-17                    | 200     | VA3-135 | Ben Cat                 | 123     |
| VA1-70 | <b>Hue Citadel</b>       | 112     | VA3-135 | Dozier                  | 123     |
| VA1-70 | Hue Thanh Noi            | 112     | VA3-136 | <b>Long Thanh</b>       | 129     |
| VA1-72 | <b>Mai Loc</b>           | 133     | VA3-136 | Ap Thanh Nguyen         | 129     |
| VA1-78 | <b>Quang Tri</b>         | 162     | VA3-136 | Long Thanh I            | 129     |
| VA1-78 | Ai Tu                    | 162     | VA3-136 | Tam An                  | 129     |
| VA2-86 | <b>Ban Me Thuot City</b> | 32      | VA3-137 | <b>Long Thanh North</b> | 130     |
| VA2-89 | <b>Buon Tsuke</b>        | 52      | VA3-137 | Long Thanh II           | 130     |
| VA2-91 | <b>Duc Co</b>            | 88      | VA3-139 | <b>Minh Thanh</b>       | 137     |
| VA2-91 | Chudron                  | 88      | VA3-139 | Nui Cot                 | 137     |
| VA2-92 | <b>Plateau Gi</b>        | 153     | VA3-143 | <b>Camp Evans</b>       | 55      |
| VA2-92 | Chuong Nghia             | 153     | VA3-147 | <b>Quon Loi</b>         | 164     |
| VA2-92 | Kon Plong                | 153     | VA3-149 | <b>Dong Xoai</b>        | 86      |
| VA2-92 | Ngok Ngo                 | 153     | VA3-149 | Don Luan                | 86      |
|        |                          |         | VA3-149 | Tak Xa                  | 86      |

| A/D NR  | A/D NAME                 | PAGE NR | A/D NR  | A/D NAME          | PAGE NR |
|---------|--------------------------|---------|---------|-------------------|---------|
| VA3-151 | Tay Ninh City            | 186     | VA2-202 | Gia Nghia         | 98      |
| VA3-151 | Tay Ninh                 | 186     | VA4-203 | Go Cong           | 101     |
| VA3-151 | Tay Ninh I               | 186     | VA1-204 | Ha Thanh          | 104     |
| VA3-153 | Phu Loi                  | 150     | VA1-204 | Sen Ha            | 104     |
| VA3-153 | Phu Cuong                | 150     | VA1-206 | Hoi An            | 109     |
| VA3-153 | Phu Hoa                  | 150     | VA3-207 | Cu Chi AAF        | 67      |
| VA3-153 | Thu Dau Mot              | 150     | VA2-213 | Phu Cat           | 148     |
| VA3-159 | Vo Dat                   | 205     | VA3-214 | Lam Son           | 124     |
| VA3-159 | Vo Dat I                 | 205     | VA3-214 | Binh Duong        | 124     |
| VA4-165 | Duong Dong               | 96      | VA3-214 | Binh Duong        | 124     |
| VA4-165 | Phu Quoc                 | 96      | VA2-215 | Phu Tuc           | 152     |
| VA4-166 | Cement Plant             | 61      | VA2-215 | Ba Ma             | 152     |
| VA4-166 | Ba Hon                   | 61      | VA2-215 | Ben Bich          | 152     |
| VA4-166 | Hong Chong               | 61      | VA2-215 | Bom Am Bia        | 152     |
| VA4-166 | Xom Ba Hon               | 61      | VA2-215 | Bon B. P. P.      | 152     |
| VA4-166 | Xom Nui Trau             | 61      | VA2-215 | Buon Brieng New   | 152     |
| VA4-167 | Kien Giang               | 119     | VA2-215 | Phuoc An          | 152     |
| VA4-167 | Rach Gia                 | 119     | VA2-215 | Son Bia Mlo       | 152     |
| VA4-167 | Rach Gia New             | 119     | VA2-215 | Son La            | 152     |
| VA4-167 | Rach Soi                 | 119     | VA3-216 | Ba Ria            | 36      |
| VA4-169 | Long Xuyen               | 131     | VA3-216 | Phuoc Le          | 36      |
| VA4-169 | An Giang                 | 131     | VA2-218 | Plei Me           | 159     |
| VA4-169 | Ap Long Thanh            | 131     | VA2-218 | Plei Me I         | 159     |
| VA4-169 | My Thai                  | 131     | VA2-219 | Hensel            | 108     |
| VA4-173 | That Son                 | 188     | VA2-219 | Camp Enari        | 108     |
| VA4-173 | Chi Lang Training Center | 188     | VA2-219 | Dragon Mt.        | 108     |
| VA4-173 | Ngo Tung                 | 188     | VA2-221 | Plei Do Lim       | 155     |
| VA2-179 | Ben Het                  | 38      | VA2-224 | Van Ninh          | 199     |
| VA3-182 | Hau Nghia                | 107     | VA4-225 | Vi Thanh          | 203     |
| VA3-182 | Tan Phu Thuong           | 107     | VA4-225 | Vi Thanh New      | 203     |
| VA4-183 | Binh Duc                 | 42      | VA3-226 | Xuan Loc          | 207     |
| VA4-183 | Be Duc                   | 42      | VA2-229 | Pleiku/Nansteph   | 158     |
| VA4-183 | My Tho New               | 42      | VA2-232 | English           | 97      |
| VA4-186 | Binh Thanh Than          | 44      | VA2-232 | De Duc            | 97      |
| VA4-186 | Long Khot                | 44      | VA2-232 | Dog               | 97      |
| VA4-187 | Binh Thuy                | 46      | VA4-236 | Kien Long         | 120     |
| VA4-187 | Can Tho                  | 46      | VA1-239 | Tien Phuoc        | 191     |
| VA4-191 | Cai Cai                  | 54      | VA1-239 | Thu My Thuong     | 191     |
| VA2-192 | Cam Ranh Bay             | 57      | VA1-239 | Ph. My Thuong     | 191     |
| VA4-193 | Chau Duc                 | 62      | VA3-240 | Blackhorse        | 48      |
| VA4-193 | Chau Doc                 | 62      | VA3-240 | Long Giao         | 48      |
| VA4-193 | Chau-Phu                 | 62      | VA2-241 | Palei Kleng       | 161     |
| VA1-194 | Chu Lai                  | 65      | VA4-242 | Sadec             | 171     |
| VA1-195 | Marble Mountain          | 135     | VA3-243 | Song Be City      | 175     |
| VA1-195 | Danang East              | 135     | VA3-243 | Phuoc Long City   | 175     |
| VA1-195 | Danang/Marble Mt.        | 135     | VA1-246 | Tam Ky Alt        | 179     |
| VA4-197 | Don Phuoc                | 87      | VA1-246 | Tam Ky Provincial | 179     |
| VA4-197 | Don Phuoc                | 87      | VA3-247 | Long An           | 126     |
| VA4-197 | Dong Phuoc               | 87      | VA3-247 | Can Dor           | 126     |
| VA2-198 | Dong Ba Thin             | 82      | VA3-247 | Tan An            | 126     |
| VA2-199 | Dong Tre                 | 85      | VA3-248 | Tanh Linh         | 180     |
| VA2-199 | Phu Xuan                 | 85      | VA2-252 | Oasis             | 144     |
| VA3-200 | Duc Hoo                  | 89      | VA2-252 | Le Thant          | 144     |
| VA1-201 | Duc Pho                  | 93      | VA2-252 | Tuttle            | 144     |

| A/D NR  | A/D NAME                        | PAGE NR | A/D NR  | A/D NAME         | PAGE NR |
|---------|---------------------------------|---------|---------|------------------|---------|
| VA3-256 | Tay Ninh West                   | 187     | VA2-283 | Dak Seang        | 71      |
| VA3-256 | Tay Ninh III                    | 187     | VA2-283 | Lang Dak Song    | 71      |
| VA3-256 | Trang Lon                       | 187     | VA3-284 | Luscombe         | 132     |
| VA3-258 | Binh Gia                        | 43      | VA3-284 | Nui Dot          | 132     |
| VA2-259 | Vinh Thanh                      | 202     | VA2-285 | Plei Djereng New | 154     |
| VA2-260 | Bao Lac                         | 34      | VA2-285 | Plei Djereng     | 154     |
| VA2-260 | Bao Lac City                    | 34      | VA2-285 | Plei Toun Breng  | 154     |
| VA4-262 | Long Khot #2                    | 128     | VA3-287 | Katum            | 116     |
| VA1-263 | Quang Tri/La Vang               | 163     | VA3-289 | Dinh Quan        | 80      |
| VA4-264 | An Thoi                         | 29      | VA4-291 | Khanh Duong New  | 118     |
| VA2-265 | Tieu Atar                       | 192     | VA3-292 | Tonle Cham       | 193     |
| VA3-269 | Duc Phong                       | 94      | VA2-293 | Duc Lap #2       | 91      |
| VA3-269 | Bu Dang                         | 94      | VA2-293 | Dak Sak          | 91      |
| VA3-269 | Bu Dong Srei                    | 94      | VA2-293 | Duc Lap          | 91      |
| VA3-269 | Duc Phuong                      | 94      | VA4-295 | Dong Tam         | 84      |
| VA1-272 | Ba To New                       | 37      | VA4-295 | Reliable AAF     | 84      |
| VA4-273 | Ha Tien South <sup>TOCHAU</sup> | 106     | VA3-297 | Bunard           | 50      |
| VA3-274 | Long Hai                        | 127     | VA2-301 | Tan Phat         | 182     |
| VA3-278 | Di An                           | 79      | VA2-301 | Bao Lac New      | 182     |
| VA2-279 | Rok AAF                         | 170     | VA4-302 | Nam Can          | 139     |
| VA2-279 | Canh Von                        | 170     | VA4-302 | Solid Anchor     | 139     |



**AN KHE.** VIETM 13°57'42"N 108°39'57"E (BR478447)

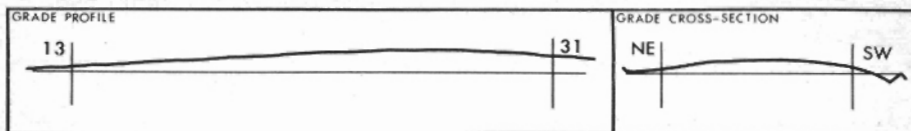
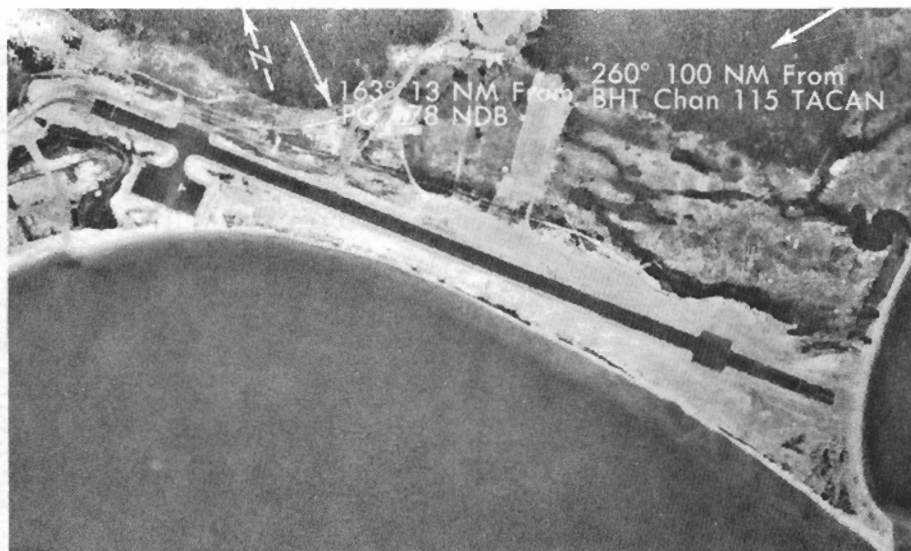
1380 H43 (CON) 72' 03-21 Type 2 C-130, C-123, C-7

(VVAK)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc SRAG TALO 941-3122/2755. Unattended. 200' ovrn ea end. Steep drop-off beyond ovrn S end. All twy clsd exc SW twy. Prk only on SW parallel twy. Windsock btn twy. Std rwy mkr. 7AF Airlift acft—ltd to one on grd at a time. **HAZARDS**—Mt all quad. Apch Rwy 21 has 60' hill ¼ mile fr thld; just left of centerline terrain slopes down twy. 3' fence 5' fr W edge of Rwy 21 ovrn. Apch Rwy 03 over village, drainage ditch and road 250' fr thld. Sharp 10' rise 210' fr Rwy 03 thld. 30' hill with grd twy 200' E at midfield. Drainage ditch 90' E of rwy.

**ARTILLERY ADVISORY**—AN TUC ADVSY 63.45 56.75

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**AN THOI,** VIETM 10°00'51''N 104°01'51''E (US940070)

N 15 L 36 (M8A1) 60' 13-31 Type 2 C-123, C-7

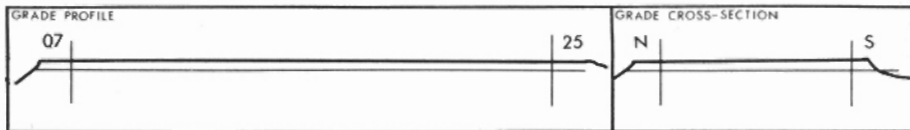
**FUEL-A+①J4②**

**AERODROME REMARKS-** SECURE SR-SS. Opr SR-SS. PPR for 7AF Airlift acct. Call An Thoi Control 20 min prior to ldg and advs nature and quantity of cargo and PAX. If unable to establish rdo ctc, pilot should make a low pass down cntr of rwy prior to ldg. Left hand tfc circuits to Rwy 31 are recommended in view of 200' hill ½ mile W. 105' ant 1000' NE of afld. Red lgt at 70' height, unlgtd above. 150' X 150' M8A1 turnaround/ovrn ea end, additional 185' hardened ovrn NW end, 275' SE end. Ltd acct prk avbl. 30' trees 500' fr apch end Rwy 13. PSP prk area 170' X 350' (3 C-130's) NW end S side. Windssock lctd S of rwy midfield and E end. Std rwy mkr with-out distance mkr. HAZARDS-Ctl vehicular tfc crossing rwy at midfield when LST at mooring S of rwy. Uncontrolled earth moving eqpt working adj to N side of rwy E end. Watch for livestock.

① A+ Ltd. ② Emerg only.

**TRAFFIC PATTERN-** Recommend land Rwy 31, tkof Rwy 13.

**RADIO-** Call An Thoi 37.5



**BAC LIEU, VIETM** 09°18'04" N 105°43'13" E (WR791281)

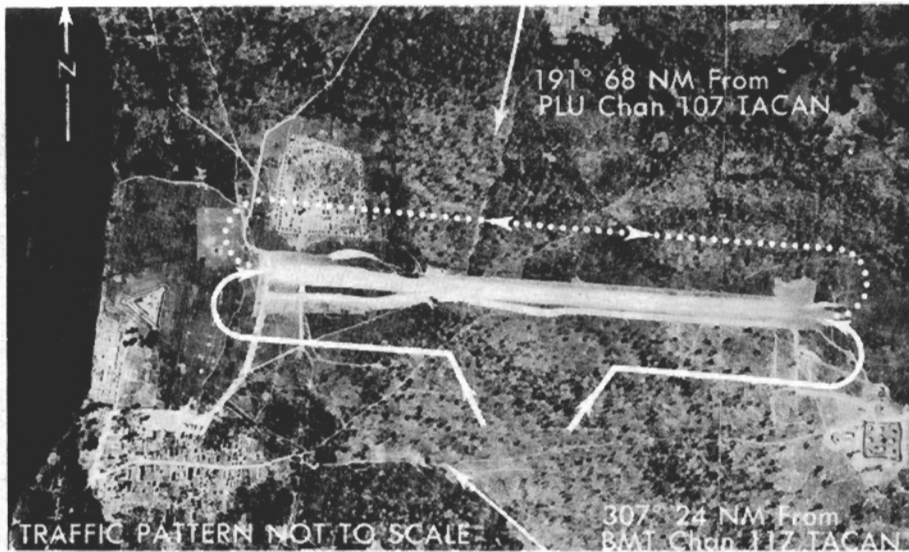
VNA 10 20 (M8A1) 60' 07-25 Type 2 C-7

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Rwy fair cond, rusting in spots. 100' M8A1 ovrn E, no ovrn W end. 120' X 130' turnaround W end S side. 100' X 120' M8A1 ramp on E end. Windsock S of midfield. Std rwy mkr and 300' mkr Rwy 07. HAZARDS—Apch Rwy 07 over ditch 100', 2' fence 65'; 12' bunker 50' fr N edge, 50' prior to thld. Apch Rwy 25 over water filled pit 140' prior to thld. 15' bldg 60' S of rwy edge at apch end. 20' bunker 45' fr N edge, 140' prior to thld. Unsafe for F/W when copters along side of rwy. Inadequate lateral clnc with fixed wing acft on E prk ramp. Copter pads 40' fr N edge and 40' fr S edge, E end. 10' bunker 60' N of rwy midfield. 6' POL drum wall S side of E ramp. Shoulders unusable when wet.

**RADIO-** 47.3 Advsvy.

**ARTILLERY ADVISORY-** Ctc as per IV M. R. SOI-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**BAN DON,** 12°53'36'' N 107°47'44'' E (ZV032268)

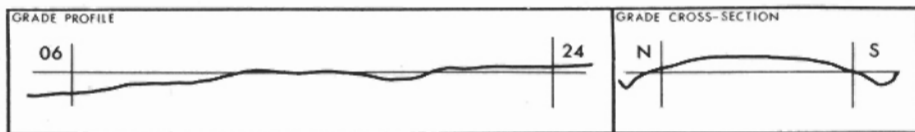
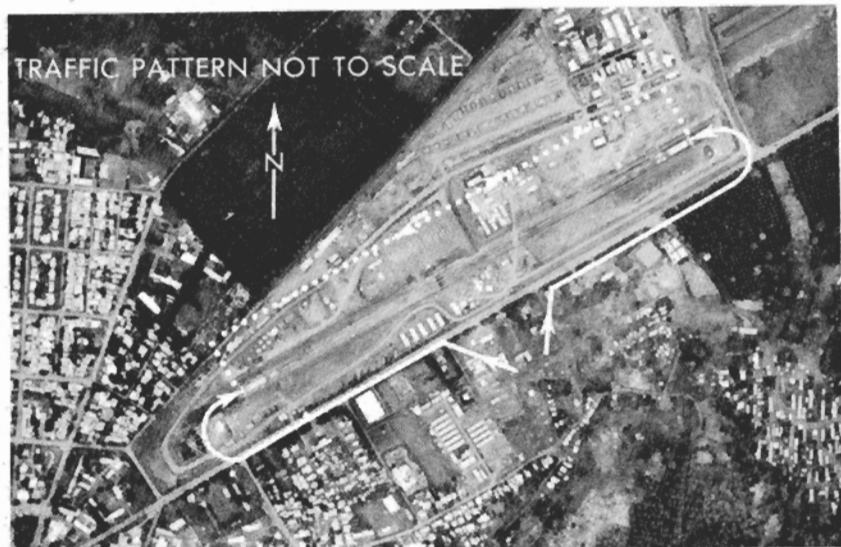
VNA 607 28 (LATERITE/CLAY) 45' 09-27 Type 2 C-7

(YVBD)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acft. 537' ovrn W end, 330' E end ruf. Turnaround on E end only. Twy and prk area clsd. Windssock ea end, S side. Std rwy mkr. Ltd to one acft on gnd at a time. HAZARDS—Opposite end of rwy cannot be seen fr touchdown. Apch Rwy 09 over 3' fence 650' prior to thld. 2' -4' ditches along both sides of rwy W end. Rwy shoulders eroded and unusable. Live-stock on rwy.

**RADIO-**Ctc as per SRAG SOI - 47.30

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.


**BAN ME THUOT CITY, VIETM 12°41'06''N 108°03'24''E (AQ800038)**

VDCA 1624 L H35 (ASP) ① 70' 06-24

(VYBM)

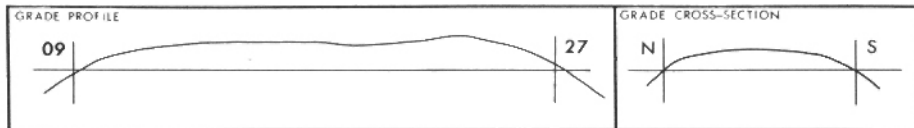
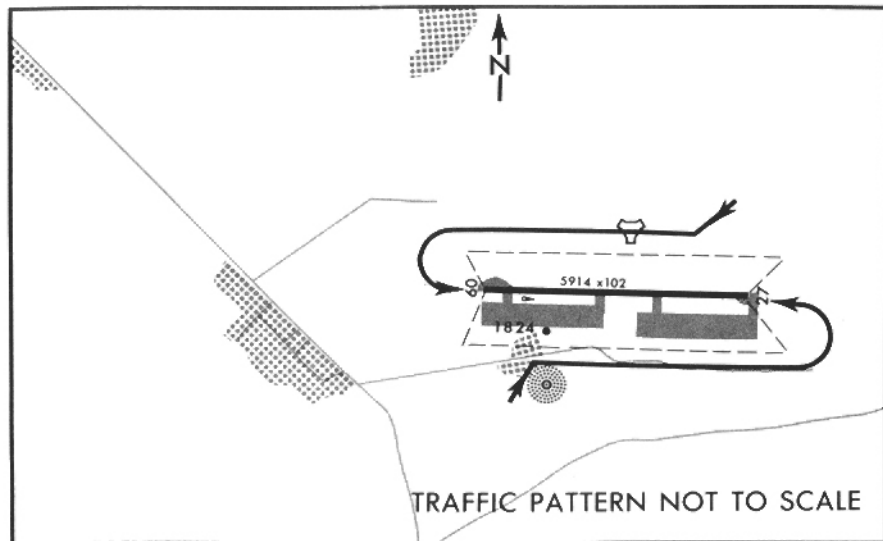
**FUEL - A + J4** ②

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Aflid unctf. Rwy ruf. 400' ASP ovrn W end, 230' E end. Two twy to revetted prk area midfield, N side. PSP prk area at SW end will not support acft heavier than 0-1. Windssock 100' N opch end Rwy 06. HAZARDS-Apch Rwy 06 over city, 30' trees, ants just rgt of centerline, and 12' fence 400' fr thld. Apch Rwy 24 over 75' trees 1000' fr rwy and 12' fence 400' fr thld. 4' fence and dirt embankment along N side of dirt portion of rwy. Copter prk both sides of rwy at E end. 5' bunker 20' fr NE edge of rwy near touchdown pt. 11' touchdown pt. 11' revetments in vcnty of prk area. 6' embankment and fence 40' fr N edge. Copter revetments in vcnty of prk area. 6' embankment and fence 40' fr N edge. Copter prkd 75' fr N edge and 40' fr S edge. 60' ant 50' fr rwy S side. Ditches on both sides of rwy 2'-4' deep. No shoulders. Storage area S side, midfield, 30' fr rwy edge. ① Thin ASP. ② J4 lrd.

**ARTILLERY ADVISORY**-BAN ME THUOT ADVSY 63.05 55.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.




**BAN ME THUOT EAST, VIETM 12°39' 55" N 108°07' 27" E (AQ799023)**

VDCA (VNAF) 1759 H59 (ASP) 102' 09-27 (AUW 132) Type 2 C-130, C-123, C-7

**(VVSF)**
**FUEL** (U) - A+

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Laterite ovrn ea end good cond, 744' W and 470' E end. 180' turnaround ea end. E twy clsd. 90' wide midfield twy clsd. 68' wide twy to 225' X 350' ASP prk area W end, good cond. 360' X 1520' laterite/clay prk area midfield S side, fair cond. Windssock NE side of ASP prk area. End mkr. HAZARDS—Apch Rwy 09-27 over road. (U) Ltd reful, exp delay.

**COMMUNICATIONS**
**TOWER** (U) - 283.1 118.3 46.85 **GND CON-** 297.0

**AERIAL PORT-** 47.3 VNAF Opr

**ARTILLERY ADVISORY-** BAN ME THUOT ADVSY 63.05 55.65

**RADIO AIDS TO NAVIGATION**

TACAN BMT Chan 117 At Field Enroute aid only

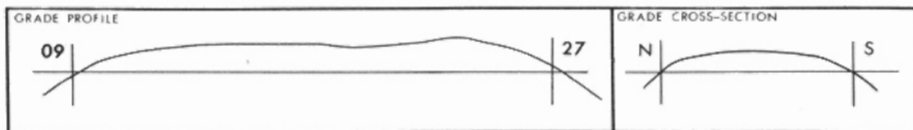
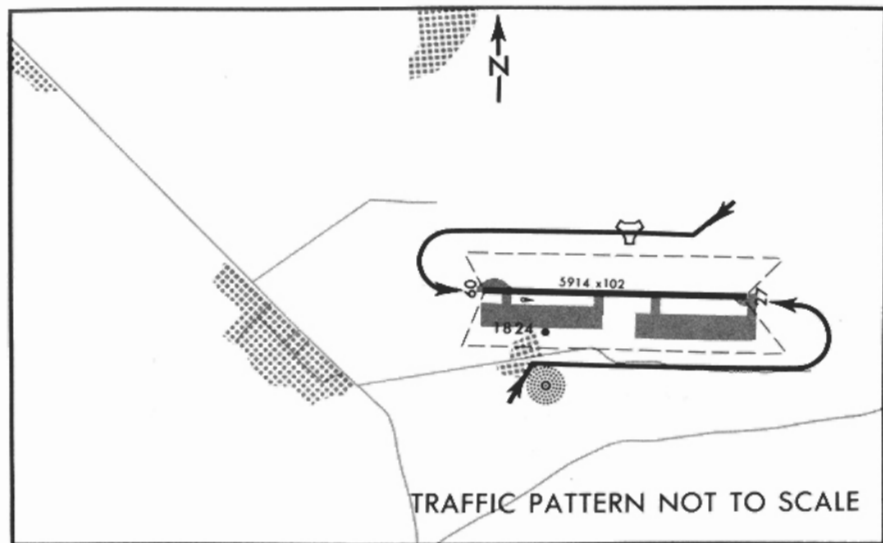
TACAN unreliable 000°-360° beyond 25 NM below MEA

TACAN restricted 130°-140° beyond 20 NM

NDB (U) (HW) (AO/A2) PD 212 At Field

**RADIO/NAV REMARKS-** (U) Opr A/D Times. (U) Opr 2300-1100Z, OT O/R to twr before 1000Z.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**BAN ME THUOT EAST, VIETM 12°39'55''N 108°07'27''E (AQ799023)**

VDCA (VNAF) 1759 H59 (ASP) 102' 09-27 (AUW 132) Type 2 C-130, C-123, C-7

(VYSB)

**FUEL** (U) - A+

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Laterite ovrn ea end good cond, 744' W and 470' E end. 180° turnaround ea end. E twy clsd. 90' wide midfield twy clsd. 68' wide twy to 225' X 350' ASP prk area W end, good cond. 360' X 1520' laterite/clay prk area midfield S side, fair cond. Windsock NE side of ASP prk area. End mkr. HAZARDS-Apch Rwy 09-27 over road. (U) Ltd refuel, exp delay.

**COMMUNICATIONS**

**TOWER** (M) - 283.1 118.3 46.85 **GND CON-** 297.0

**AERIAL PORT-** 47.3 VNAF Opr

**ARTILLERY ADVISORY-BAN ME THUOT ADVSY** 63.05 55.65

**RADIO AIDS TO NAVIGATION**

TACAN BMT Chan 117 At Field Enroute aid only

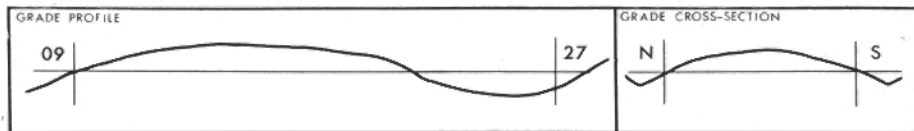
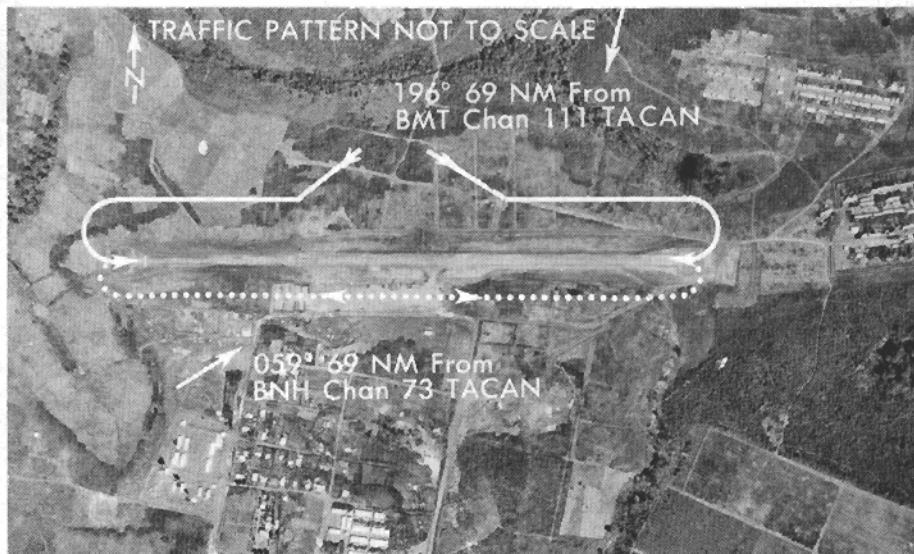
TACAN unreliable 000°-360° beyond 25 NM below MEA

TACAN restricted 130°-140° beyond 20 NM

NDB (S) (HW) (AO/A2) PD 212 At Field

**RADIO/NAV REMARKS-** (M) Opr A/D Times. (S) Opr 2300-1100Z, OT O/R to twr before 1000Z.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**BAO LOC, VIETM** 11°34'01''N 107°48'33''E (ZT065792)

VNA 2822 35 (M8A1)① 59' 09-27 Type 2 C-123, C-7

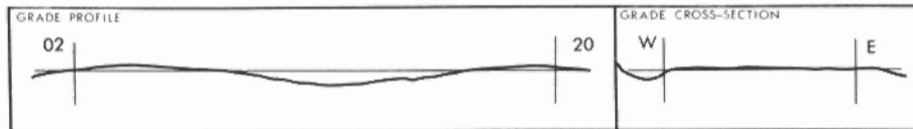
**FUEL** - A + ② J4③

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Opr 2300-1030Z. Copter opr fr prk area. 150' X 150' M8A1 turnarounds both ends of rwy. Peneprimed laterites ovns, 220' E, 126' W end. 47' X 113' twy to 152' X 801' M8A1 prk area. E twy clsd to 7AF Airlift acft. Windsock W side of prk ramp. Std rwy mkr. HAZARDS-Full rwy cannot be seen fr touchdown pt. Apch Rwy 09 over deep ravine, abrupt upslope, 4' fence 126' fr thld. 8' beveled lip btn ovrn and twy. Apch Rwy 27 over downslope, 4' fence 300' fr thld. 2' ditch 25' fr rwy edge both sides. 4' fence aprx 100' N of rwy. Copter revetments, cargo and refuel pt on prk ramp. No anti-skid on ramp or turnarounds. Large dist remaining mkr 41' N of rwy. ① Anti-skid and subsurface deteriorated. ② Ltd. ③ Avbl for copter and small F/W acft only.

**TRAFFIC PATTERN**- CAUTION: Tfc ptn conflicts with Tan Phat 1¼ NM E.

**RADIO**- Ctc as per CORDS SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

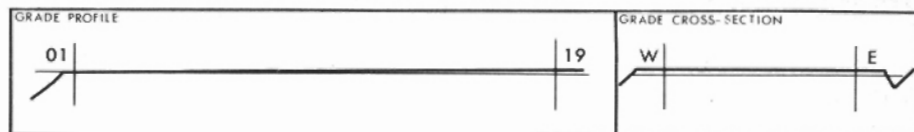


**BAO LOC PLANTATION,** VIETM  $11^{\circ}32'30''$  N  $107^{\circ}49'40''$  E (ZT084773)  
 PVT 2733 20 (LATERITE) 75' 02-20

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Rwy poor condition. S end 20% coverage by large loose rocks. 200' ovrn ea end, poor condition. Prk area E side S end 160' X 250', poor condition, partly overgrown. Windssock W of midfield. HAZARDS - App Rwy 02 over public road and upslope just prior to thld. App Rwy 20 over moderate upslope prior to thld. 8' stakes 35' and 75' rubber trees 100' fr E edge of rwy. Not recommended for ngt ops.

**TRAFFIC PATTERN-**Recommended Idg Rwy 20, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.



**BA RIA, VIETM** 10°29'52''N 107°11'53''E (YS402613)

VNA (AF) 10 14' (LATERITE/M8A1) 75' 01-19

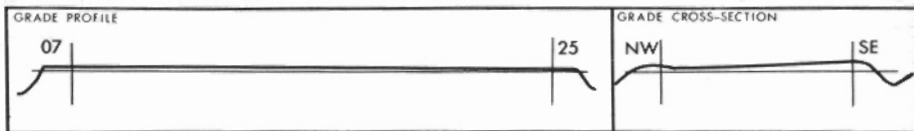
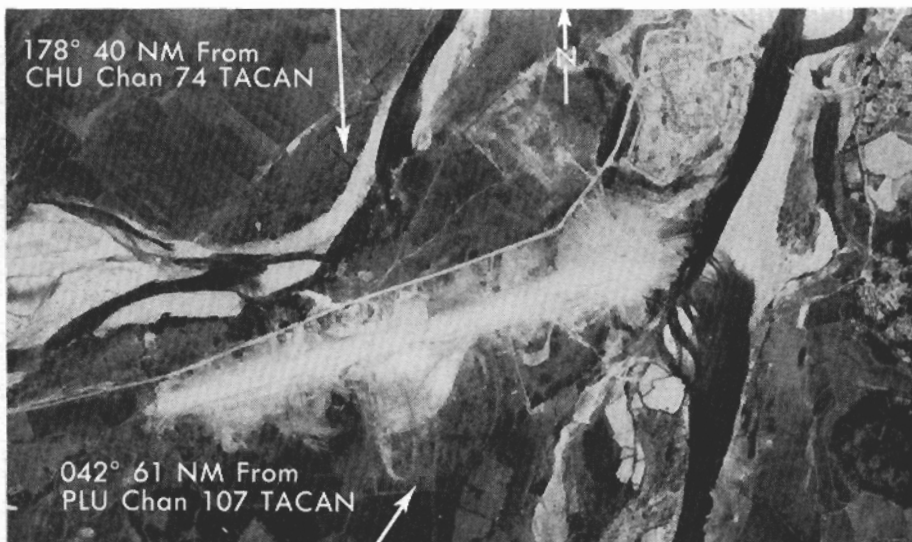
(VVBA)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. 100' of M8A1 ea end, loose, no anti-skid. Poor drainage, grass overgrown along edges. Cross winds prevalent all season. Soil/Cement ovrrn 44' N end, 63' S end. No prk. Rwy hdg mkr only. HAZARDS-Apch Rwy 01 over small hill with 20' trees 300', 4' lip and road 65' fr thld. CAUTION: Unlgt'd 250' MSL Decca twr 800' W of apch. Apch Rwy 19 over road and single roll of concertina wire 75' fr thld. Lateral clnc-20' shed, O-1 revetments and 20' concrete poles 65' fr E edge of rwy, S end. 3' fence 60' fr W edge, midfield. 4' pole 30' fr E edge, N end. 2' drainage ditches adj to shoulders. Livestock in vcnty of rwy.

**TOWER-** 236.0 40.7

**ARTILLERY ADVISORY-** PHUOC TUY 369.6 40.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**BA TO NEW, VIETM** 14°45'15''N 108°43'40''E (BS557320)

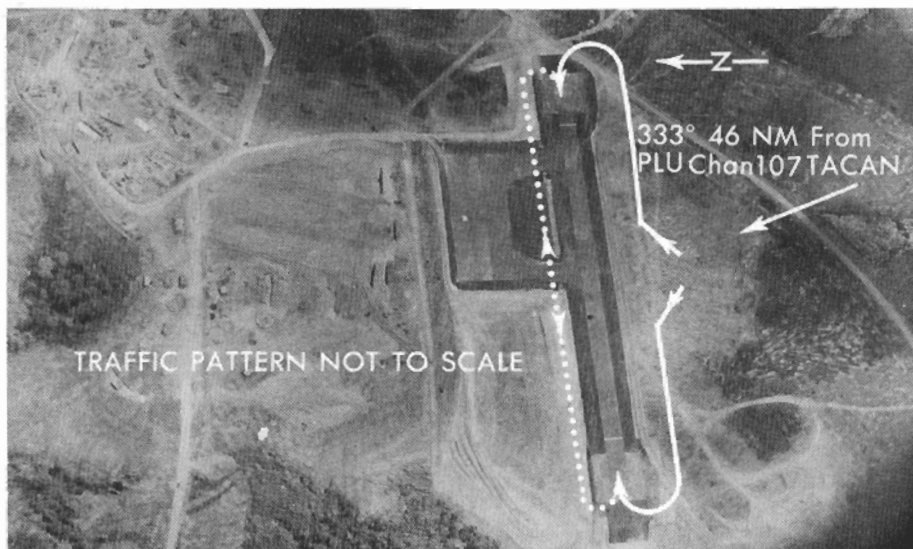
VNA 196 23 (M8A1) 50' 07-25 Type 1 C-123, type 2 C-7

**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. Opr SR-SS. All season capable. RC-3 ovns-120' W, 175' E end. 110' X 65' M8A1 unloading area adj to rwy E end is part of 175' X 285' laterite/peneprime prk area. 15' windsock 24' fr W edge of prk area. Std rwy mkr. HAZARDS-Mt surround fld. Apch Rwy 07 over hills adj to apch zone. Abrupt upslope 120' fr thld. Short apch to Rwy 25 rqr to avoid hills E of fld. Abrupt upslope fr river 200' fr rwy thld. 75' ant 1000' N and 400' prior to thld over camps. Drop-offs at ends of both ovns. Loose rocks and gravel on rwy. Lateral clnc may not be avbl with acft on prk ramp. 75' ant over both camp sites. N shoulder drops off sharply at W end, slowly rising embankment begins 43' S of rwy edge. Watch for pedestrians on rwy.

**RADIO-** Ctc as per I M. R. SOI 47.30 Advsy

**ARTILLERY ADVISORY-** BC 65.45 58.90

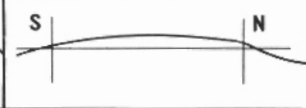
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



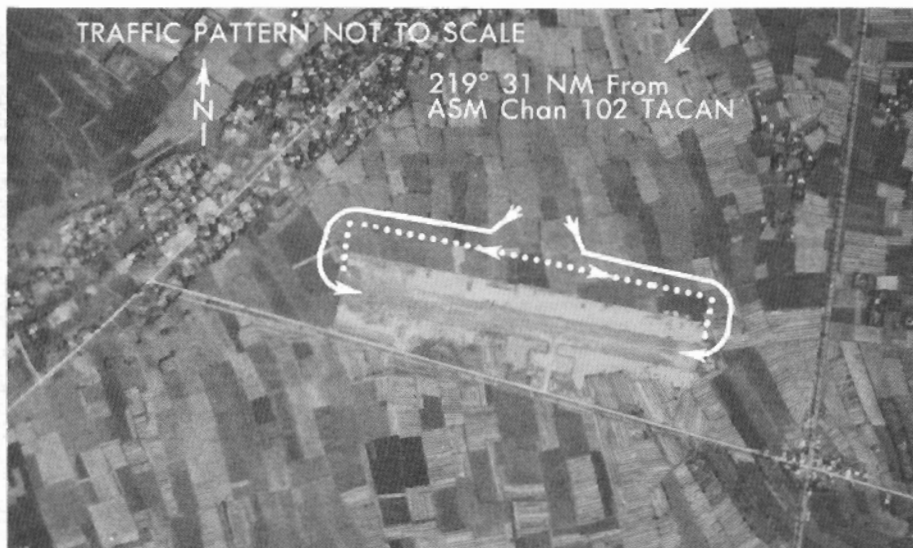
**BEN HET,** VIETM 14°41'06'' N 107°39'58'' E (YB872252)

VNA 2198 15 (M8A1) (U) 60' 08-26 Type 2 C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. 100' clay ovrn ea end. 150' X 150' turnaround ea end. Two 50' wide M8A1 twys to 450' X 200' M8A1 prk area. Windsock W of ramp. Std rwy mkr. HAZARDS-Steep upslope prior to both thlds. 3' bank S side of rwy. Ditch 40' N rwy edge. (U) Not anti-skid treated. Soft spots under M8A1.

**RADIO-** Ctc as per SRAG SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE

10

LEVEL

28

GRADE CROSS-SECTION

N

FLAT

S

**BEN TRANH, VIETM 10°25'20"N 106°20'10"E (XS463523)**

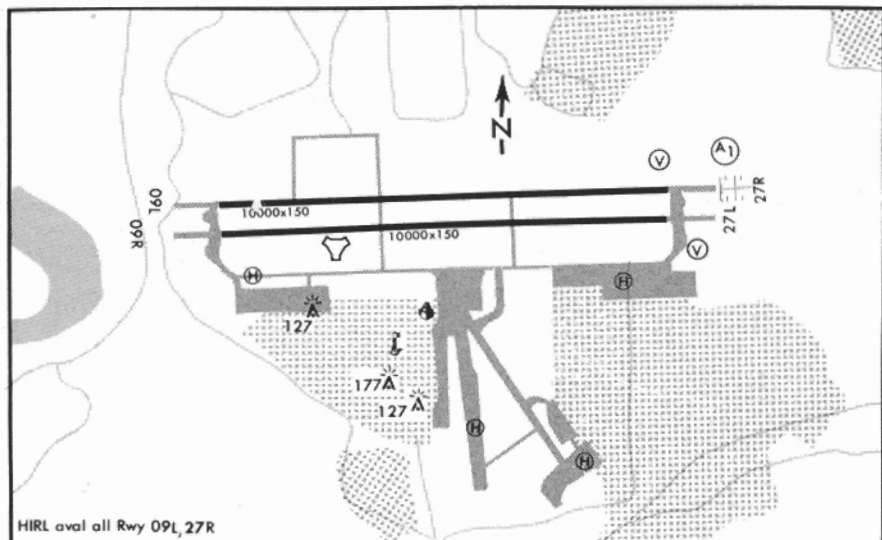
16 19 (LATERITE) 90' 10-28

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Rwy fair condition, 2' diameter hole 150' fr apch end Rwy 10. Rough grass ovns 250' E end, 300' W end. 220' X 50' twy to 140' X 400' laterite prk area, W half unusable. No windsock. No rwy mkr. **HAZARDS-** CONEX bin 30' left of rwy edge, 100' fr thld. Cattle on rwy. Moderate risk ngt afld.

**ARTILLERY ADVISORY-** DONG TAM 222.7 42.6

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.





◆ **BIEN HOA**, VIETM 10°58'26''N 106°49'21''E (XT988129) (VVBH)  
 VNAF (AF) (A) 55 B(1), L4, 6(2), 7(3), 8(3), 9(4) H100 (CON) 150' 09R-27L  
 (S-65, T, TT-285) Type 3 C-130, C-123, C-7 H100 (CON) 150' 09L-27R  
**JASU-MA-2, MA-1A FUEL(5)-A+J4(6), LOX AMMO-7.62 2.75**  
**J-BAR/A-GEAR**

|         |             |         |         |             |         |
|---------|-------------|---------|---------|-------------|---------|
| RWY 09L | MA-1A MOD   | BAK-12  | BAK-12  | MA-1A MOD   | RWY 27R |
|         | (150' OVRN) | (1076') | (1076') | (145' OVRN) |         |

**AERODROME REMARKS-** VNAF controllers aval H24 in GCA and Tower. US controllers are aval in GCA H24 in the event instr are not understood. Extv VNAF tng and utilization in progress. **CAUTION:** Reduced rwy separation standards are in effect. Rwy 09R-27L grooved. If USAF controller desired for GCA, advise App Con on initial contact. Unmarked earth mound 50' high 600' S of ovrn app end Rwy 09R. 10' ditch btwn rwys runs entire length. Due to congestion on the E cargo ramp, all acft movement will be at the direction of marshaler and/or Follow-Me vehicles. All 4 eng acft will taxi with outboard engines at idle power or shut down. Ltd prkg for ltd maint. Possible ldg delay to conv acft during jet recoveries and hvy tfc. Acft on downwind for 09R-27L and on break for 27L are not vis fr twr at all times. Heli and lt acft opr in PHU LOI area 6 NM W. Bien Hoa tfc app fr W or dep to W maintain 2000' or above beyond 4.5 NM fr BNH TACAN. Acft fly-ing 1000' rectangular ptn use caution entering on downwind. Maintain a minimum of 2 mi displacement fr rwy due to A-1 tfc using 1000' overhead ptn. SEE VIETNAM SPECIAL NOTICES. (1) On request only. (2) Rwy 09L-27R only. (3) Rwy 27R only. (4) Rwys 09L, 27R, 27L. (5) USAF refuel svc for in country C-130 and C-123 is aval emerg only. (6) Non-icing inhibitor.

**TRAFFIC PATTERN-** Left tfc ptn for Rwys 09L, 27L; rgt tfc ptn for Rwys 09R, 27R. Penetrat-ion alt Cat A 700', other convl 1000'; A-37 and OV-10 1300'; jet fr 1500'; A-1 1000'.

#### COMMUNICATIONS

(8) SAIGON APP CON(8)-239.2 126.5 (E)  
 TOWER-341.4 118.3 (E) GND CON-274.1 131.0 SAIGON DEP CON-261.4 125.5  
 PFSY: (8) METRO  
 ALCE(8)-318.1 140.4 8133 USB 4677 USB  
 ARTILLERY ADVISORY-290.0 46.7

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## RADIO AIDS TO NAVIGATION

(H) TACAN BNH Chan 73 At Field MP 0300-0400Z Tue and Fri.

TACAN unusable beyond 30 NM below 4000'.

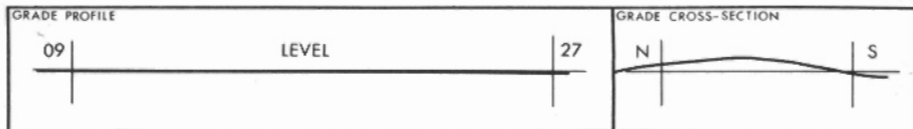
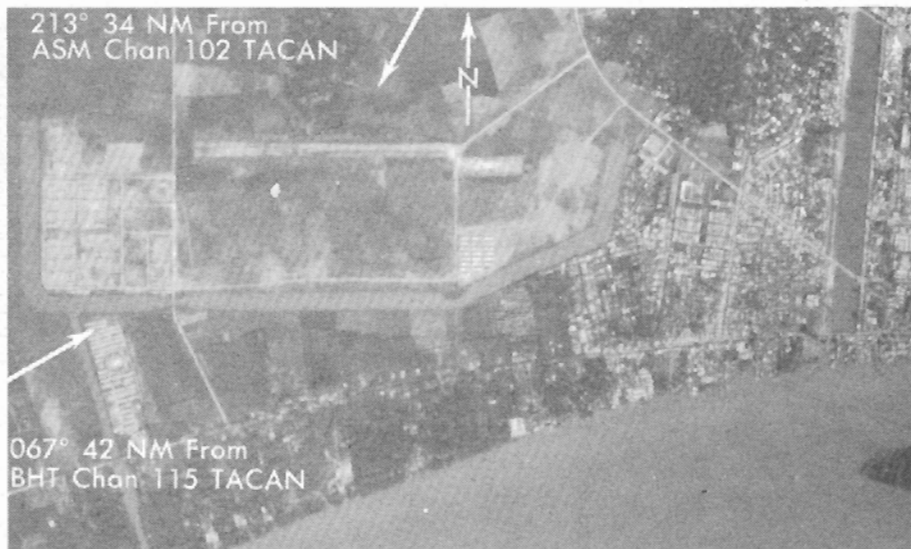
NDB (HW) (A1) BA 272 At Field

RADAR (A) - Call SAIGON APP CON 239.2 126.5 GCA-364.1x 316.0x 273.1x 254.8x 122.8x  
134.9x (E x)

| ASR (A)      | RWY                | CATEGORY      | MDA RVR   | HAT | CEIL-VIS          |
|--------------|--------------------|---------------|-----------|-----|-------------------|
|              | 09L                | A, B, C, D, E | 440-1     | 403 | (400-1)           |
|              | 09R                | A, B, C, D, E | 440-1     | 405 | (400-1)           |
|              | 27R                | A, B          | 500-1/2   | 445 | (500-1/2)         |
|              | 27R                | C, D, E       | 500-3/4   | 445 | (500-3/4)         |
|              | 27L                | A, B, C, D, E | 500-1     | 465 | (500-1)           |
| PAR (f)      | RWY                | CATEGORY      | DH RVR    | HAT | CEIL-VIS          |
|              | 27R                | A, B, C, D, E | 155-1/4   | 100 | (100-1/4) GS 2.5° |
|              | 09L                | A, B, C, D, E | 137-1/2   | 100 | (100-1/2) GS 2.5° |
| CIRCLING (A) | RWY                | CATEGORY      | MDA VIS   | HAA | CEIL-VIS          |
|              | 09L, 09R, 27L, 27R | A, B          | 540-1     | 485 | (500-1)           |
|              | 09L, 09R, 27L, 27R | C             | 540-1 1/2 | 485 | (500-1 1/2)       |
|              | 09L, 09R, 27L, 27R | D, E          | 620-2     | 565 | (600-2)           |

RADIO/NAV REMARKS- (A) Vietnamese Controllers 2315-1100Z, US Controllers 1100-2315Z.

(B) PFSV eqpt opr by VNAF. (C) Opr 2000-1200Z. Airlift acct ctc 15 min prior to ldg. All inbound MAC and MAC chartered acct ctc 50 NM out. (D) PAR may be unusable dur hvy rain. Pilots must be alert for possible loss of radar ctc and missed apch on final. (E) MP 1800-2000Z Mon-Fri, 0500-0700Z and 1800-2000Z Sat-Sun. (f) MP 2000-2200Z Mon-Fri, 2000-2200Z and 0500-0700Z Sat-Sun. (A) Circling to N only.



**BINH DUC**, VIETM 10°21'19''N 106°21'02''E (XS478450)

VNAF 10 L 23 (M8A1) 60' 09-27

FUEL - A • (U) AMMO - 7.62 2.75

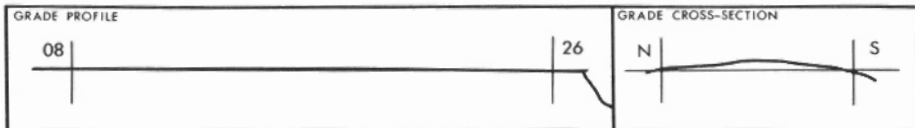
**AERODROME REMARKS**- For Security, see IV M.R. AASW AREA MAP. Opr SR-SS. 150' X 150' M8A1 turnaround plus 250' dirt ovrn W end. 100' M8A1 ovrn E end. 216' X 65' ruf but usable M8A1 twy to 733' X 196' M8A1 prkg at SE corner, not anti-skid treated. F/W prkg ramp widths to 120'. Windssock midfield, S side. Std rwy mkr. HAZARDS - App Rwy 09 over rice paddy with 4' fence 400' fr thld. App Rwy 27 over city which has several 200'-300' steel twrs S of centerline. 15' bunker 94' N of E ovrn 208' fr end of rwy. 9' revetments on S side of prkg area. Ditch 125' fr end of rwy. Water-filled borrow pits 45' either side of rwy. Watch for uncontrolled vehicles and pedestrians. CONEX's aja to twy and prkg area. Moderate risk ngt ops, PPR.

(U) Ltd, emerg only.

**RADIO**- Ctc as per IV M.R. SOI.

**ARTILLERY ADVISORY**- DELTA RADIO 227.1 118.3 56.55

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



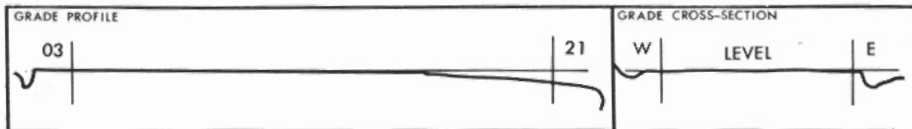
**BINH GIA, VIETM**  $10^{\circ}38'59''N$   $107^{\circ}15'17''E$  (YS465780)

VNA 344 20 (M8A1) (1) 60' 08-26

**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. 100' ovrn W, 125' E end laterite/peneprimed. 45' X 65' twy to 95' X 200' laterite/peneprimed ramp. No windsock. Std rwy mkr. HAZARDS—Apch Rwy 08 over 15' bldg 70' left of centerline, 110' prior to thld. Apch Rwy 26 over 6' abrupt upslope 125' prior to thld. 6' drop-off 18' fr both sides of rwy E end. 4' fence atop 4' rise 30' N of rwy at midfield. 4' drop-off all sides of prk ramp. (1) Not anti-skid treated.

**ARTILLERY ADVISORY-** LONG KHANH 238.1 39.4

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**BINH THANH THON, VIETM** 10°53'45''N 105°47'10''E (WT864043)

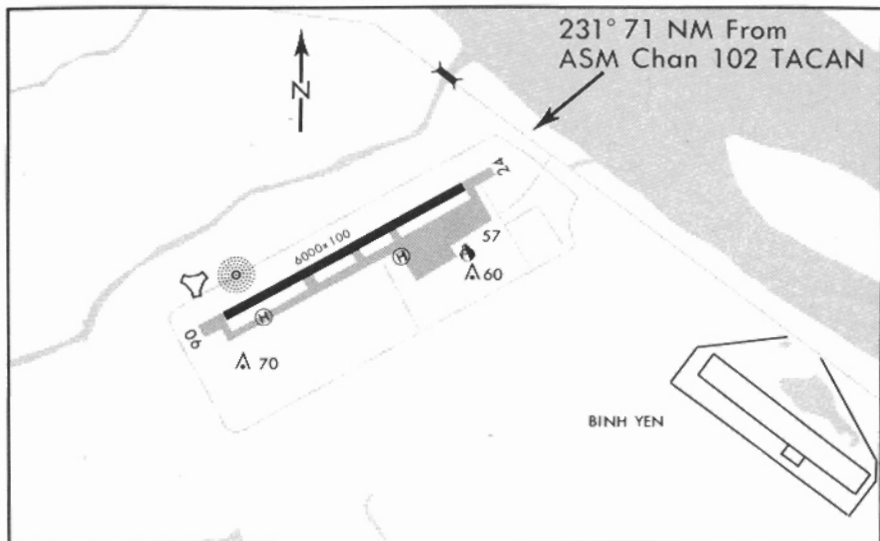
20 L 15 (SOD/CLAY) 70' 03-21

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. 200' ovrn ea end. No turnaround, prk on rwy. Windssock E of midfield. Std rwy mkr. **HAZARDS-** Apch Rwy 03 over 3' fence 270' fr thld. Apch Rwy 21 over 4' fence 930' fr thld. Uncontrolled people and cattle on rwy. Road across rwy. Not recommended for ngt OPS.

**TRAFFIC PATTERN-** Land Rwy 21, tkof Rwy 03, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**INTENTIONALLY  
LEFT  
BLANK**



◆ **BINH THUY**, VIETM 10°05'03''N 105°43'05''E (WS789148)

(VVBT)

VNAF (AF) 7 L6 H60 (ASP) 100° 06-24 (T-286, TT-326) Type 3 C-130, C-123, C-7

JASU-1(MD-3), 1(MXU-4A) FUEL (U) - A + J4

**AERODROME REMARKS**-PPR 0100-0800Z dly exc medical evac, PAT, and Advisory Group missions; address PPR msg to VNAF Base Ops or phone 934-3105/3711. BASOPS manned VNAF. Direct line to Saigon Center located in VNAF BASOPS. Hazardous ops to unknown alt 3 NM W of Binh Thuy 0600-0900Z, etc Binh Thuy twr for advy. Twr opr by VNAF controllers. 425' twr 5.5 NM ESE, unlgtd 1100-2300Z Sat-Sun. Unlgtd 70' rdo twr 900' rgt app end Rwy 06. Unlgtd 60' twr 1200' S of con twr. Acft subject to hostile gnd fire all quads. Various types alert acft all alts in vic of fldd SS-SR. Extv heli tfc flying fr twy. Wind shear at aprx 30' above both rwys. 15 min ldy delay 0100-0800Z. Lips on both ovrrns, do not land on ovrrns. Soft terrain and shallow ditches ea side of rwy. 12' revetment 160' S of rwy, midfield. Unlgtd revetments S side of parallel twy. Prkg for airlift acft rstd to 3 spaces, acft may expect to be held or diverted. Min gnd time rqud. No US maint. VNAF tran maint extremely ltd. Quiet period-eng ops rstd on trans ramp 0730-0800 lcl Sat. CAUTION - Afd congested due to extv ops. Uncontrolled vehicles opr on or near twy and rwy. Ltd U. S. messing. No U. S. tran quarters. (U) Emerg only.

**TRAFFIC PATTERN**-Left tfc ptn Rwy 06; rgt tfc ptn Rwy 24; ptn alt 500' copter, 700' lt acft, 1000' convl, 1500' jet, 1300' lcl A-37 acft.

**COMMUNICATIONS**

**DELTA RADIO**(@) - 227.1 118.3 56.55

**APP CON**- Crc SAIGON ACC 331.8 120.9

**TOWER**- 312.0 118.1 34.2 (E) **GND CON**- 275.8 118.7

**PFSV**(@): METRO

**RADIO AIDS TO NAVIGATION**

(H) TACAN BHT Chan 115 At Field MP 0600-0800Z Tue and Thu

NDB (HW) (A1) NK 254 At Field MP 0100-0200Z Fri

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

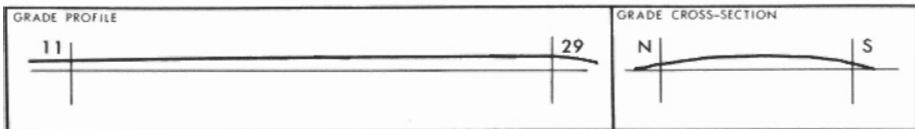
RADAR (E) - 335.8 287.9 286.3 (E)

| ASR      | RWY    | CATEGORY      | MDA | RVR  | HAT | CEIL-VIS      |
|----------|--------|---------------|-----|------|-----|---------------|
|          | 06     | A, B, C, D, E | 360 | - 1  | 353 | (400-1)       |
|          | 24     | A, B, C, D, E | 340 | - 1  | 333 | (400-1)       |
| PAR (E)  | RWY    | CATEGORY      | DH  | RVR  | HAT | CEIL-VIS      |
|          | 24     | A, B, C, D, E | 257 | - 1  | 250 | (300-1) GS 3° |
| CIRCLING | RWY    | CATEGORY      | MDA | VIS  | HAA | CEIL-VIS      |
|          | 06, 24 | A             | 380 | - 1  | 373 | (400-1)       |
|          | 06, 24 | B             | 460 | - 1  | 453 | (500-1)       |
|          | 06, 24 | C             | 460 | - 1½ | 453 | (500-1½)      |
|          | 06, 24 | D             | 560 | - 2  | 553 | (600-2)       |
|          | 06, 24 | E             | 580 | - 2  | 573 | (600-2)       |

RADIO/NAV REMARKS- (E) O/R. Ctc on FM prior to entering any IV M.R. Staging area.

(E) PFSV eqpt opr by VNAF. (E) Opr 2300-1100Z. MP 0900-1100Z Mon, Wed, Fri. (E) PAR GS 40.6' above thld. GS gnd pt of interception 775' beyond thld.





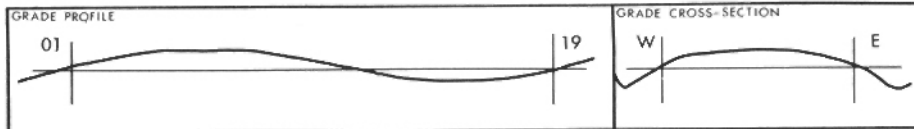
**BLACKHORSE,** VIETM 10°48'53''N 107°13'31''E (YS437963)

VNA 820 H23 (I) (ASP) 60' 11-29

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. 350' ovrn E, 250' W end, ruf. Two 60' X 200' twy to old parallel rwy, 45' wide. Parallel rwy used as twy and offload/onload, as well as copter prk. 125' X 450' peneprime ramp on E end. All twy, ramp and turnaround in poor cond. 100' X 200' ASP turnaround W end. Windssock N of cntr twy. Std rwy mkr. HAZARDS—Apch Rwy 11 over 75' trees 1 mile out, bldg and 20' p-line 800', 6' drainage ditch 500' fr thld. Apch Rwy 29 over 75' trees 1 mile out, 20' p-line, bldg and road 1000' fr apch end. Trng area adj to rwy S side. 25' water twr 80' fr S edge W ovrn. 5' barriers 30' fr S edge and 20' bldg 57' fr S edge, 282' fr E end. Obstacle crs odj to rwy. Culverts and ditches in clear areas. Excessive pedestrian and vehicular tffc. (I) Rwy 29, first 500' clsd, not marked.

**ARTILLERY ADVISORY - LONG KHANH 238.1 39.4**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



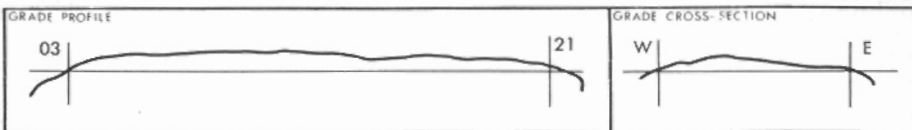
**BU DOP**, VIETM 12°01'07" N 106°48'52" E (XU975291)  
 VNA 459 29 (LATERITE) 60' 01-19

**AERODROME REMARKS**- For Security, see III M. R. AASW AREA MAP. PPR for 7AF (DO-235) Airlift acft. 175' ovrn S, 107' N end. 160' X 107' diameter turnaround N end. Use 20' X 147' twy into 250' X 450' prk area SE; N twy only 20' X 35'. S portion of prk ramp unusable. Windsocks E side N end. Std rwy mkr. HAZARDS—Opposite ends of rwy not visible fr tkof posns. Apch Rwy 01 over bldg, low trees and 4' fence 180' fr thld. Terrain slopes upward fr fence. Apch Rwy 19 over 60' trees 1600' prior to thld. Ditches both sides of rwy. 2' embankment N of N ovrn. 4' concertina fence adj to W ditch. 3' ditch 107' fr end of rwy. 4' ditch perpendicular to both sides of rwy up to 5' of rwy edges N end. 80' pole 350' W of rwy adj to camp. 4' concrete bunker adj to ramp NE corner. Unctl pedestrians and cattle adj to rwy. Drop-off W side N end. Slight embankment E side N end.

**TRAFFIC PATTERN**- Recommended land Rwy 01, tkof Rwy 19, wind permitting.

**ARTILLERY ADVISORY**- All inbd acft ctc Phuoc Long 338.9 39.5

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.



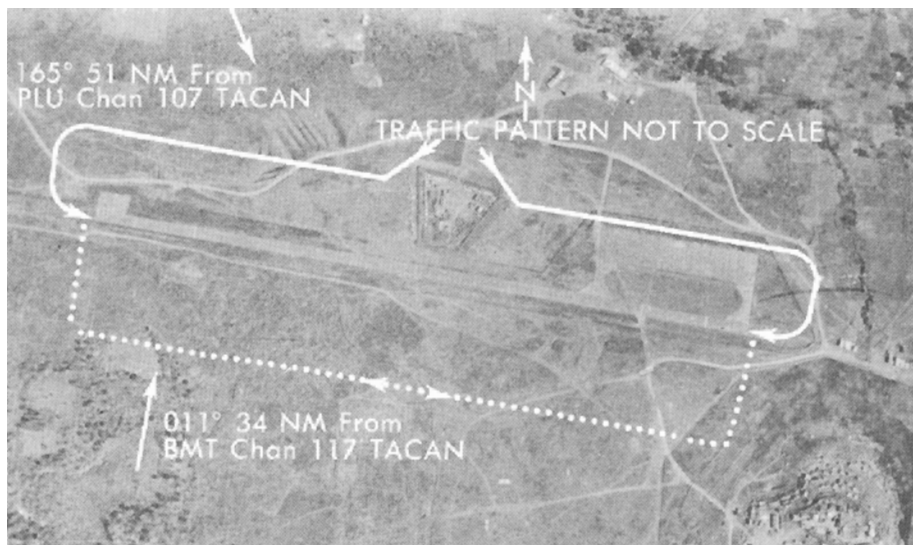
**BUNARD**, VIETM 11°39'08" N 107°05'08" E (YT273887)

VNA 948 26 (LATERITE) 65' 03-21

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Only immediate area secure. Oprs SR-SS. 110' ovrn NE, 115' SW. 150' X 165' turnaround NE end has ditch adj all sides. 45' wide twy to 270' X 430' prk area. Windsock NE prk area. PSP end and culvert touch-down mkr. HAZARDS—Opposite end of rwy not visible fr touchdown pt. Apch Rwy 03 over low terrain, 3' fence 120' prior to thld. Steep drop-off at end of ea ovrn. Sharp upslope prior to both thld. 3' drainage ditches adj to rwy shoulders, culvert underneath rwy midfield. Concertina wire and mine fld 30' fr W edge of rwy. Terrain slopes upward on W side 20' fr rwy edge.

**ARTILLERY ADVISORY-** PHUOC LONG 338.9 39.5

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**BUON BLECH.** VIETM 13°11'26''N 108°14'03''E (BQ004597)

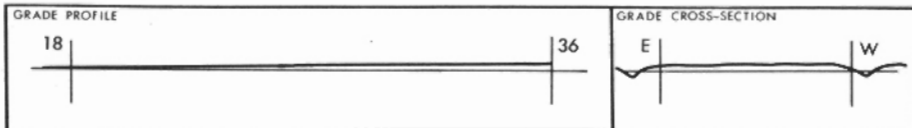
MACV 2100 31 (MBA1)(I) 59' 10-28 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc SRAG TALO, fone 941-3122/2755. Opr SR-SS. 170' E end, 125' W end. 95' X 152' MBA1 turnaround W end. Two 48' X 178' wide twy to 740' X 164' MBA1 prk area. Windssock E end btwn ramp and rwy. Std rwy mkr. HAZARDS—Opposite end of rwy not visible fr touchdown point. App Rwy 10 has moderate upslope. Recommended land Rwy 10 wind permitting. App Rwy 28 over sharp upslope 240' fr thld, 15' drop-off N side of rwy, E end. 20' drop-off on S side and 6' drop-off N side W end. Shoulders first 1000' Rwy 10 only 7' wide. Watch for livestock. (U) Not anti-skid treated.

**TRAFFIC PATTERN-** Best ldg Rwy 10 which has 2% upslope 2000'.

**RADIO-** Ctc as per CORDS SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.


**BUON TSUKE.** VIETM 12°17' 58" N 107°58' 28" E (ZU235613)

VNA 1500 18 (SOD/DIRT) 80' 18-36 Type 2 C-7

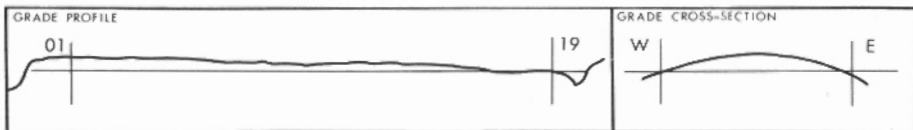
**AERODROME REMARKS** -For Security, see II M. R. AASW AREA MAP. Opr SR-SS. 360' ovrn N, 100' S end. 110' X 160' dirt prk area aja to rwy. Windsck SE corner of prk area. Std rwy mkr. HAZARDS - High terrain all quads. App Rwy 18 over 282' hill .7 mi fr thld. App Rwy over 350' hill .5 mi fr thld. 3' fence along W edge of rwy 30' fr rwy edge. No shoulders. 1' ditch ea side of rwy. Uncontrolled people cattle on atfld.

**TRAFFIC PATTERN**- Land Rwy 18, tkof Rwy 36 wind permitting.

**RADIO** - Ctc as per CORDS SOI - 47.3

**RADIO/NAV REMARKS**- @ Anticipate delay for English speaking opr.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**BU PRANG NEW, VIETM 12°12'15'' N 107°27'55'' E (YU683505)**

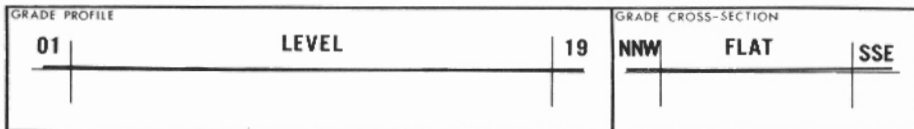
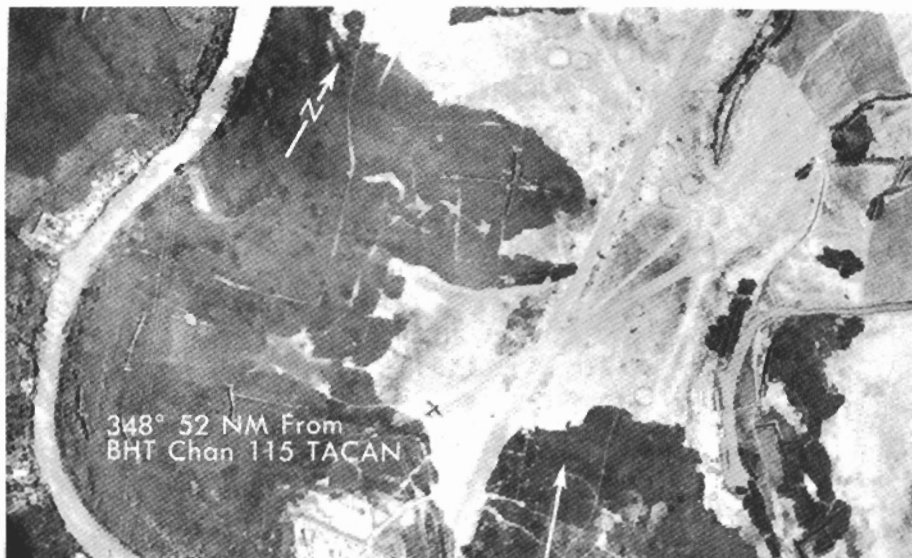
VNA 2900 24 (DBST) 60' 01-19 Type 2 C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. 110' ovrn ea end. 105' wide turnaround N end, 135' wide turnaround S end 170' X 200' (DBST) prk area W side. Windsack midfield E. Std rwy mkr. HAZARDS - Apch Rwy 01 over low terrain, steep upslope to rwy level, 30' lip 115' prior to thld. Apch Rwy 19 over high terrain sloping down to rwy level, 10' ditch 130' prior to thld. Adequate rwy clnc may not be oval when acct are prkd on ramp.

**TRAFFIC PATTERN-** Recommended Idg Rwy 01, tkof Rwy 19 winds permitting.

**RADIO-** Ctc as per II M. R. SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



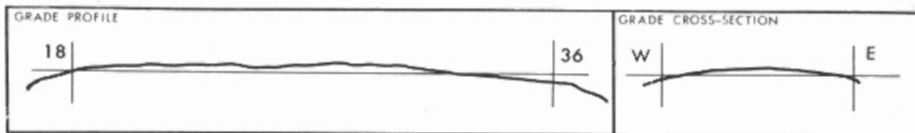
CAI CAI, VIETM 10°55'12''N 105°30'40''E (WT559072)

VNA 7 15 (CLAY) 50' 01-19

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Rwy under water dur wet season. No drainage. 100' ovrn ea end. No windsock. Std rwy mkr. Use short apch to Rwy 19 avoid gnd fire. Rdo ctc or green smoke mandatory for 7AF Airlift acct prior to ldg. HAZARDS- Apch Rwy 19 over 25' bldg 400' and 4' fence 215' fr thld. Livestock on rwy. Vegetation both sides of strip.

**TRAFFIC PATTERN-** Recommended ldg Rwy 01, 1kof Rwy 19.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**CAMP EVANS,** VIETM 16°33'31"N 107°22'48"E (YD540321)

VNA 63 29 (AM-2) 60' 18-36 Type 2 C-130, C-123, C-7

FUEL-J4(1)

**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc SENIOR TALO 951-2196/3176. No flying below 1000' over SERTS tng area, SE 1/6 of compound. Exty copter tfc. 100' laterite ovrn ea end, ruf and eroded. 150' X 150' AM-2 turnarounds each end, revetments W side of N turnaround. Two twys to 535' X 210' M8A1 prk area W side of rwy. S twy 48' X 190' AM-2, N 100' X 190' M8A1, 6' space in matting down middle of N twy. Revetment S of main ramp. Windsocks E side, S end and midfield. Std rwy mkr plus ends marked with stripe. HAZARDS—Opposite end of rwy not vis fr thld. Apch Rwy 18 over small valley, road 220', 30' lip 200' prior to thld. 10% upslope gradient to thld. Apch Rwy 36 over small hill, deep ravine, 30' lip 140' prior to upslope to thld. Deep drainage ditch btn prk ramp and rwy. (1) Copter only.

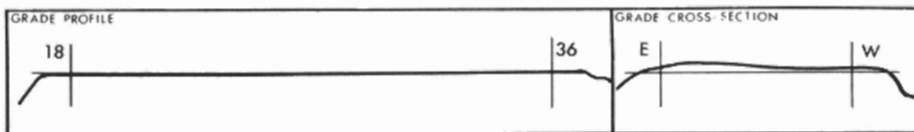
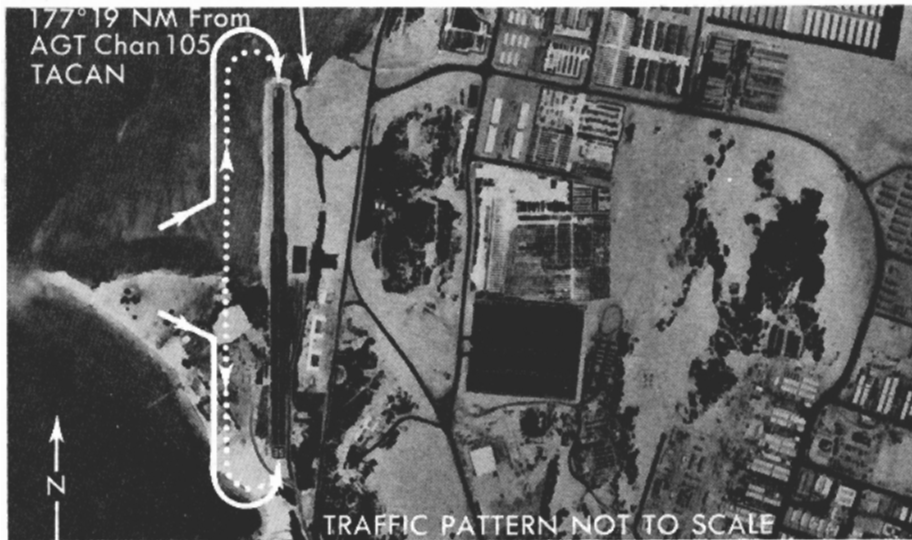
**TRAFFIC PATTERN-** F/W tfc ptn E of rwy at 1000', R/W tfc ptn 500' downwind.

**DANANG APP CON-** 367.0 126.3 Above FL 100.

**ARTILLERY ADVISORY-** HN 67.85 59.50

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





**CAM RANH, VIETM 11°54'25" N 109°12'43" E (CP053166)**

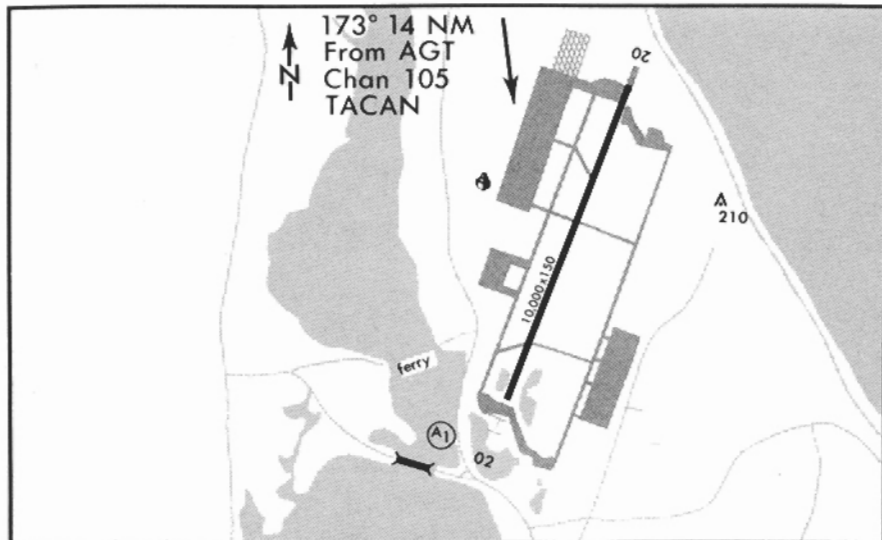
20 26 (MBA1) 83° 18-36 Type 2 C-123, C-7

(VVCA)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Afd unct. PPR for 7AF Airlift acct, ctc SRAG TALO fone 941-3122/2755. VFR cond only. 100' MBA1 ovrn ea end. Prk area W side, S end, ltd to one cargo acct at a time. Windssock, midfield E side. Std rwy mkr. **HAZARDS-** Apch Rwy 18 over water, 12' lip 150' prior to thld. Apch Rwy 36 over docks, cargo and trailers 1400', movable 100' cranes 1000' (400' left of centerline), road, 4' fence and 10' lip 300' prior to thld. Inadequate lateral clnc with acct or vehicles in prk area. Bldg 60' fr E edge of rwy S end. Steep drop-off 20' fr both sides, N end. ☐ Not anti-skid treated.

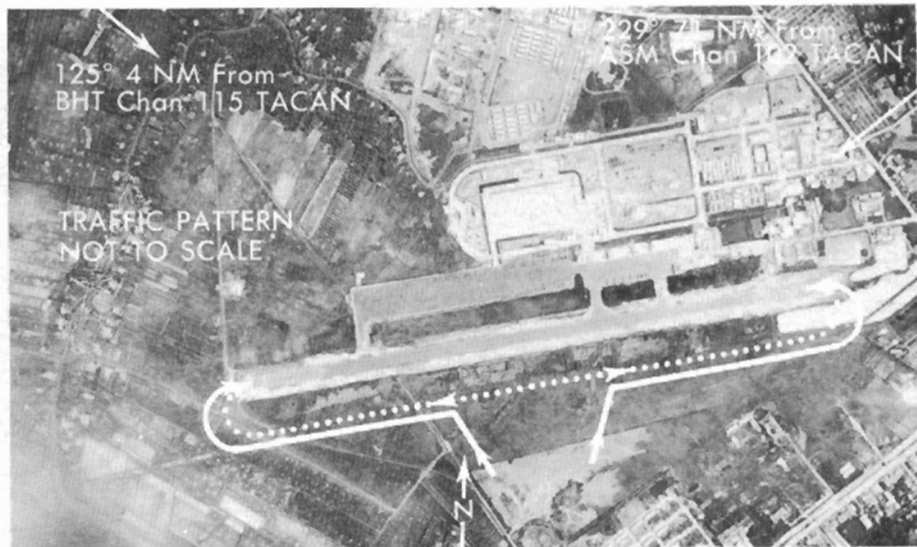
**TRAFFIC PATTERN-** Land Rwy 18, tkof Rwy 36, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**CAM RANH BAY, VIETM** 11°59' 37" N 109°13' 23" E (CR066261) (VVCR)  
 47 L5, 6, 7, 8 H100 (CON) 150' 02-20 (S-100, T-220, TT-318) Type 2 C-130, C-123, C-7  
**AERODROME REMARKS-** Opr SR-SS.  
**TOWER-** 58.10 Opr A/D Times.

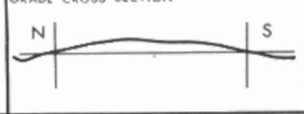
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



### § CAN THO. VIETM 10°02'50"N 105°45'59"E (WS840108)

A (CIV) 7 L4 H39 (ASP) 60' 08-26 (1) Type 2 C-130 (2), C-123, C-7

(VVCY)

FUEL - A + J4 AMMO - 7.62 2.75

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr 2300-1000Z. PPR F/W acft dur hr of darkness. 7AF Airlift acft ctc ALCE for prk prior to block in. Exrv copter t/c. 200' ASP ovrn ea end. First 150' of ea end of rwy is 150' wide and is used as turnaround. Three 50' wide twy to partially revetted 275' X 675' prk area N. Dual twy lead to new prk-POL area S. Windsock N side revetments and N prk area. Std rwy mkr. Hr of OPS 7AF Airlift acft 2300-1000Z. No down wind dep under 1000'. HAZARDS-Apch Rwy 08 over 12' bunkers 25' N 400', 5' fence 375', 20' bunker 50' S 275' prior to thld. 12' bunker 50' S of W turnaround. Twr has ltd vis on str-in apch Rwy 26. Apch Rwy 26 over road 425', 6' bunker 63' N 75' prior to thld. 80' twr 450' rgt side of apch end Rwy 26. 432' unlgd twr 1.6 NM SE WS84211. 394' lgd twr 173° 2.02 NM fr fld, WS844072 - 160' lgd twr .2 NM fr fld. Copter revetments 90' N of rwy 5' hi. Bldg N and E of prk ramp. Nearest obst on prk ramp are 70' N and 60' S of taxi line. Copter pads N edge E side of rwy. Unctl vehicles and pedestrians have access to rwy. (1) First 620' Rwy 26 65' wide. (2) Ltd to one C-130 on gnd at a time.

### COMMUNICATIONS

DELTA RADIO (2) - 227.1 118.3 56.55  
 APP CON - Call SAIGON ACC - 331.8 120.9  
 TOWER - 283.1 120.2 62.0 (E) Opr 2200-1200Z  
 PFSV - 57.45 Opr 2200-0900Z  
 ALCE - 139.9 281.8 8133 USB  
 ARTILLERY ADVISORY - Call DELTA RADIO

### RADIO AIDS TO NAVIGATION

NDB (HW) (A1) CTO 362 At Fld  
 BINH THUY NDB (2) (HW) (A1) NK 254 10°05'N 105°43'E 120°3.9 NM to Field.

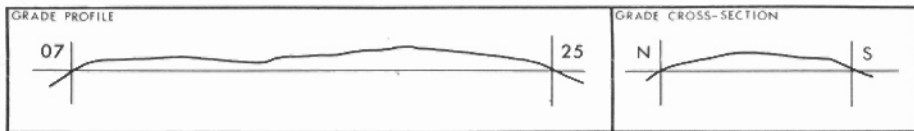
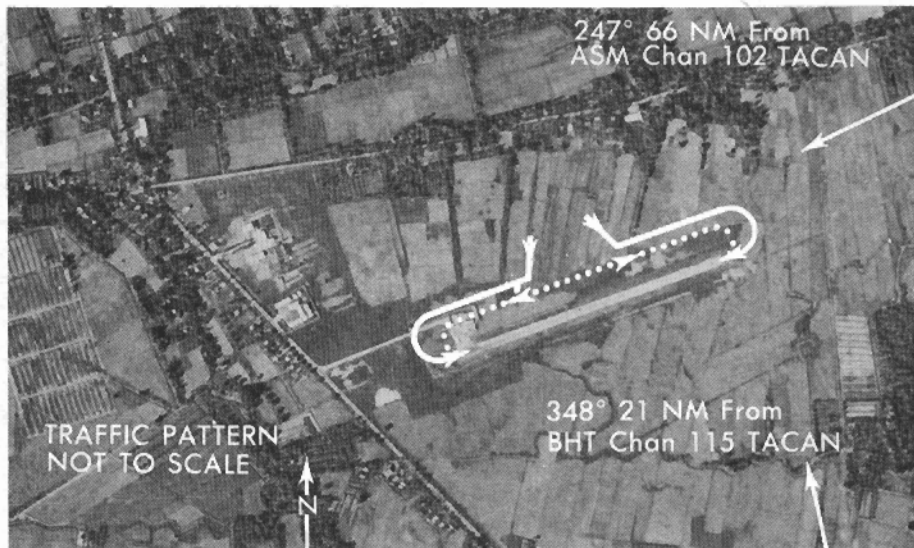
(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

RADAR (C) - Call GCA 357.9 269.2 266.3 142.2 64.75 58.15 ▲

| ASR      | RWY    | CATEGORY | MDA    | RVR | HAT | CEIL-VIS      |
|----------|--------|----------|--------|-----|-----|---------------|
|          | 08     | A        | 360-1  |     | 353 | (400-1)       |
|          | 08     | B, C     | 520-1  |     | 513 | (600-1)       |
|          | 08     | D        | 520-1¼ |     | 513 | (600-1¼)      |
|          | 26     | A, B, C  | 580-1  |     | 573 | (600-1)       |
|          | 26     | D        | 580-1¼ |     | 573 | (600-1¼)      |
| PAR      | RWY    | CATEGORY | DH     | RVR | HAT | CEIL-VIS      |
|          | 26     | A        | 257-¾  |     | 250 | (300-¾) GS 4° |
|          | 26     | B, C, D  | 507-1  |     | 500 | (500-1) GS 4° |
| CIRCLING | RWY    | CATEGORY | MDA    | VIS | HAA | CEIL-VIS      |
|          | 08, 26 | A, B     | 640-1  |     | 633 | (700-1)       |
|          | 08, 26 | C        | 740-1½ |     | 733 | (800-1½)      |
|          | 08, 26 | D        | 740-2  |     | 733 | (800-2)       |

RADIO/NAV REMARKS- (C) Opr 2200-1200Z. VFR flr flw ctc on FM prior to entering any active IV M. R. staging area. (B) MP 0100-0200Z Fri. (C) Opr 0100-0900Z Mon-Sat, OT 1 hr PN, ctc Delta Radio.



**CAO LANH.** VIETM 10°25'32''N 105°38'41''E (WS705532)

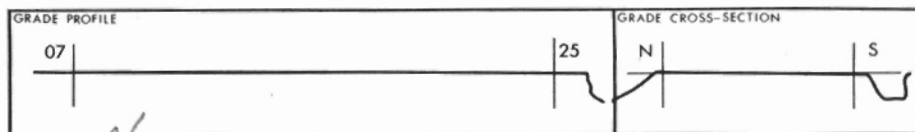
VDC A 13 H14 (ASP) 45' 07-25 Type I C-7

FUEL - A \* (U)

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Ltd copter tfc. 42' X 155' ruf M8A1 twy. 3' drop-off at E end of prk ramp. 80' X 90' prk area N of rwy for O-1 and smaller acft due to bldg and revetments. Windsock S side of rwy midfield. Std rwy mkr. **HAZARDS-** Apch Rwy 07 over 50' trees ¼ NM, 4' fence 300' and 45' ant 60' N of centerline 500' prior to thld. Adequate clnc may not be avbl if copter prk along rwy edge. 20' bunker 60' fr rwy edge midfield. Water and swomp 45' N of rwy. 3' ditch 45' S of rwy. 3' fence and POL drums 90' S of rwy W end. 8' brick bldg and wall 75' N of rwy edge W end. All M8A1 sfc ruf. (U) Lgt acft only.

**TRAFFIC PATTERN-** Land Rwy 25, tkof Rwy 07, wind permitting.

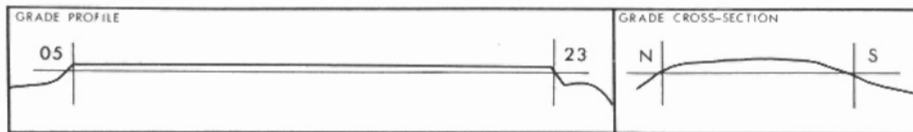
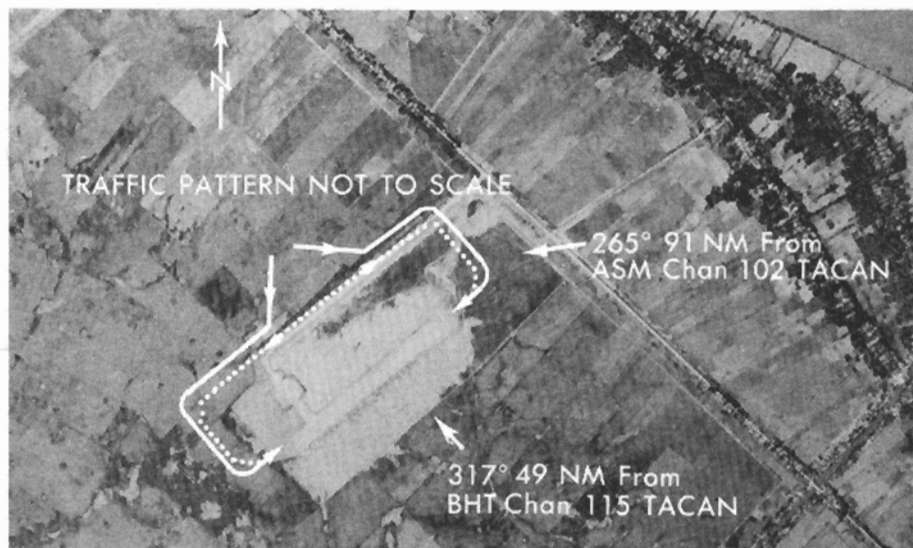
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



*KIEN LUONG*  
**CEMENT PLANT, VIETM** 10°16'18''N 104°38'03''E (VS599353)  
 PVT 7 16 (LATERITE) 75' 07-25

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. 80' laterite ovrn ea end. 40' X 395' twy to 105' X 205' laterite prk area. CAUTION—Windsock 40' fr W edge of rwy. Rwy mkr displaced. Copter pad lctd NE corner of prk area. HAZARDS—1. 5' con dike 200' fr Rwy 07 thld. 1' lip 80' fr Rwy 25 thld. Lateral clnc: 2' drop-offs and laterite embankments level with rwy surface along both sides. 3' high outline mkr along both edges. 20' bldg and 3' dirt pile in prk area. Watch for cattle in vicinity of rwy.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.

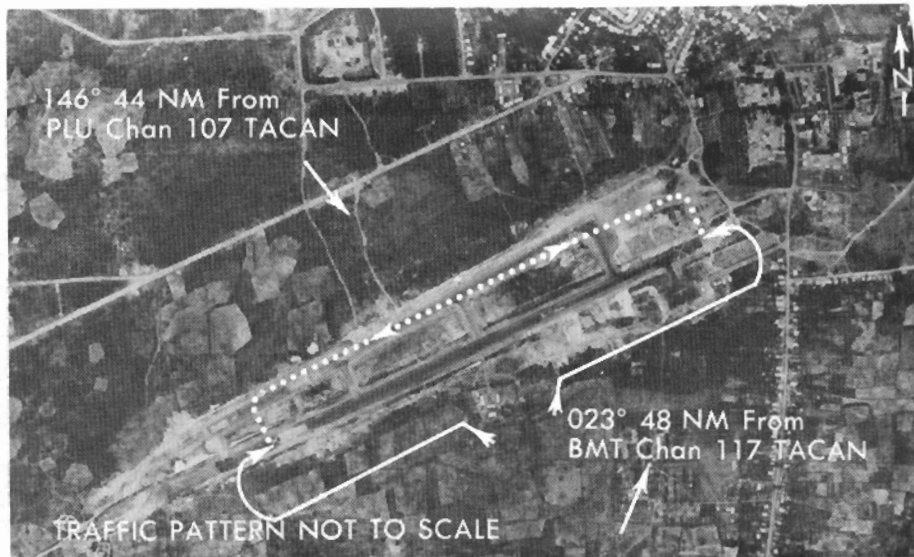


**CHAU DUC**, VIETM 10°41'30''N 105°08'50''E (WS153814)  
DAB 10 16 (SAND/CLAY) ① 98' 05-23 Type 2 C-7

FUEL ② - A\*

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. 195' unusable clay/sand ovrn ea end. 47' X 345' twy to 175' X 190' sand/clay prk area. Ramp clsd to 7AF Airlift acct, off/on load on twy. 20' windsock 60' fr rwy E of ramp. Std rwy mkr. HAZARDS- Apch either end of rwy over waterfilled borrow pit. 10' lip 195' fr thld both rwy. 10' drop-off 50' fr both edges of rwy. CONEX and revetment 30' fr N edge of rwy E end. Unctl vehicles, cattle and pedestrians have access to rwy. ① ASP treated. ② Ltd.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**CHEO REO, VIETM 13°23'35''N 108°26'36''E (BQ233818)**

VNA 525 41 (MBA1/ASP)① 90' 07-25 Type 1 C-130

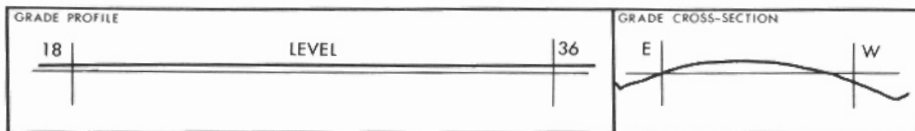
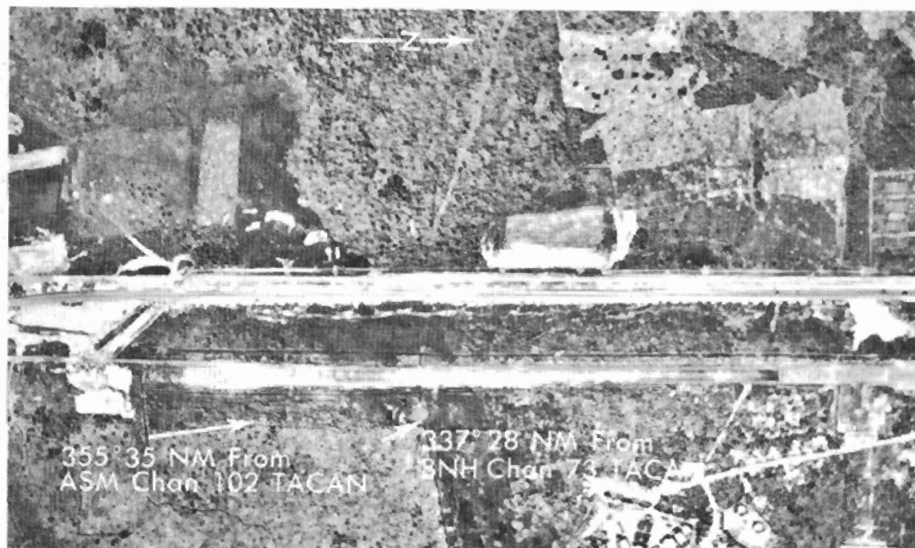
(VVCH)

**FUEL ② - A-J4**

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. Opr SR-SS. 500' gravel/sod ovrn E end. 465' W end. Recommend E connecting twy for turnaround/offload. Rwy 06-24 emerg only for 7AF Airlift acct, usable for taxi/offload, four 60' twy btn both rwy. C-130 use E twy only. 50' X 100' twy to 196' X 270' ASP prk ramp SE end clsd to C-130. Windsock both ends btn rwy. Sid rwy mkr. HAZARDS- Apch Rwy 07 over 3' fence 600' prior to thld. Apch Rwy 25 over river, dirt road, and bldg area aprx 2000' prior to thld. Shoulders laterite/peneprime in excellent cond. Unctl vehicles and pedestrian tfc on afld. Copter retul area btn rwy E end. Freight container boxes N edge of prk ramp, bldg and O-1 revetment E edge. ① W 2/3 MBA1, not anti-skid treated. E 1/3 ASP. ② Emerg only.

**RADIO-** Ctc as per CORDS 501 - 47.3**ARTILLERY ADVISORY-** 46.25 56.25




**CHON THANH, VIETM** 11°25'10"N 106°37'10"E (XT767610)

VNA (MACV) 250 36 (M8A1/LATERITE) ① 65' 18-36

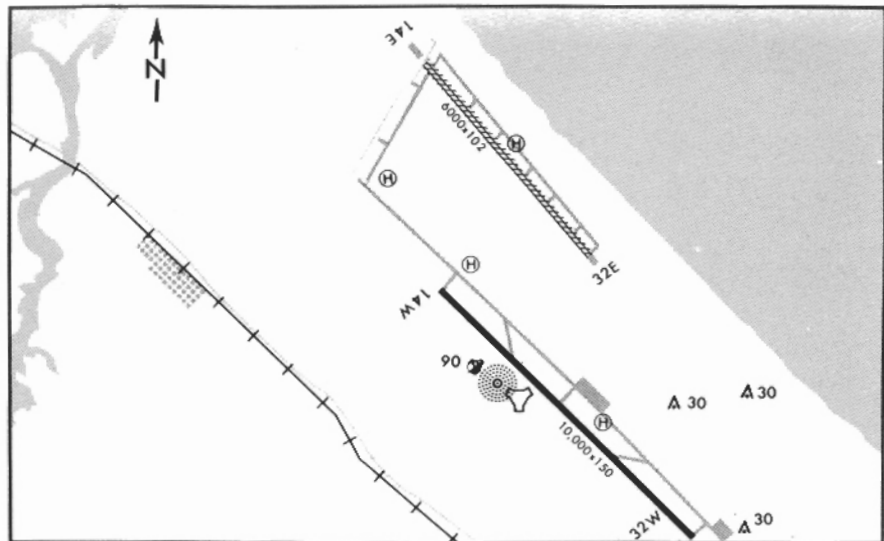
**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acft, ctc Senior TALO 928-5712/926-3276. 240' laterite/clay ovrn S end, 380' N end. 130' X 130' M8A1 turnaround ea end not anti-skid treated. 55' X 80' twy to 195' X 225' laterite/penneprime prk area. M8A1 helipod in cntr of prk area. No windsock. Std rwy mkr. HAZARDS—Apch Rwy 18 over 60' rdo twr 250' left, 1000' out; road and 5' fence 380' fr apch end. Apch Rwy 36 over 20' dirt mound 500' rgt side, 6' fence 380' fr thld. 2'-3' drop-offs to drainage ditches and large boulders adj to shoulders. 12' windsock pole 48' fr W edge midfield. 10' bunker 50' fr E edge of rwy, 900' fr S end. 5' fence parallel to rwy 48' fr E edge, 65' fr W edge. Watch for livestock on rwy. ① 750' M8A1 S end, 600' M8A1 N end, cntr laterite/clay.

**TRAFFIC PATTERN-** Recommend land Rwy 36, tkof Rwy 18.

**RADIO-** Ctc as per MACV III M.R. SOI

**ARTILLERY ADVISORY-** BINH LONG 297.4 39.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**CHU LAI, VIETM** 15°25'20"N 108°42'14"E (BT537062)  
 VNAF 25 H100 (CON) 157' 14W-32W (SWL 27/PSI 400) Type 3  
 60 (AM-2) 102' 14E-32E

(VVC1)

**FUEL** - A - (1) J4 (2)

**AERODROME REMARKS**- For Security, see I M. R. AASW AREA MAP. CAUTION-Do not operate W of 160 rad to 308 rad when on inst apch. E rwy, emerg use only for 7AF Airlift acft. Copter and all F/W acft except O-1 use W rwy for refuel. Left base for Rwy 14W, rgt base for Rwy 32W. 1000' AM-2 ovrn ea end Rwy 14E-32E. N and S twy may be used for turnaround only. Rwy dist mkr 7' hi 25' fr rwy edge lctd ev 1000' both sides of both rwy. All ldg should be on centerline especially C-130 and larger acft. No tran maint. No rescue or crash svc avbl. Formation tkaf not auth due to rwy configuration. HAZARDS-Mt terrain W of afld. W ctl twr 90'. Unlgrd 30' pwr poles lctd 1750' S of Rwy 14E-32E. Unctl vehicle and pedestrian tfc on afld. Numerous reventments, possible debris on twy. (1) A\* avbl for lgt acft only. (2) J4 avbl for copter only.

**TRAFFIC PATTERN**- 400' R/W on W rwy.

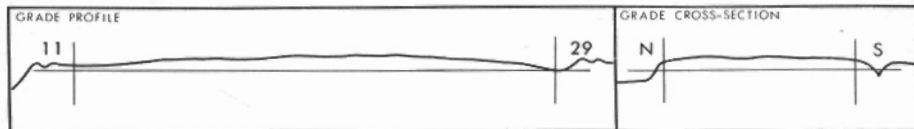
**TOWER**(a)- 340.2 58.7

**ARTILLERY ADVISORY**- VN 66.80 56.35

(H) TACAN CHU Chan 74 At Fld Unusable

NDB (W) SFR 490 At Fld Unusable

**RADIO/NAV REMARKS**-(a) Opr SR-SS. Tfc con for W rwy only, acft on E rwy will coordinate activities on 257.8 118.1 47.3.

**CON SON, VIETM** 08°43'52''N 106°38'00''E (XQ798657)

VNA (DAB) 20 L H38 (ASP) 97'① 11-29 Type 2 C-130, C-123, C-7

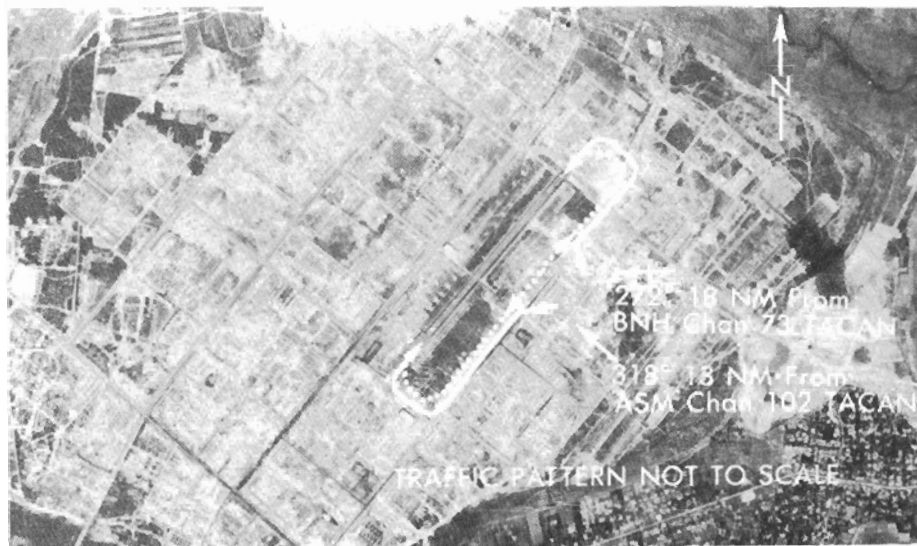
(VVCS)

**AERODROME REMARKS-** For Security, see IV M.R. AASW AREA MAP. Opr SR-SS. 175' PSP ovrn W end (ruf and wavy due to shifting sand), E ovrn unusable due to sand dunes. 50' X 250' access twy to 197' X 392' ASP prk area, 20' bldg on S edge. Windsock W of twy. End, 200', cntr and edge rwy mkr. HAZARDS-Apch Rwy 11 over water, 10' upslope fr beach to W ovrn. Apch Rwy 29 moderate downslope in clear zone, 6' sand dunes on ovrn. Shoulder unusable, soft and overgrown. 3'-4' washouts in several places. 5' embankment N of rwy W end. 10' embankment N of rwy midfield. 20' bldg along edge of prk area. Lateral c lnc 2'-3' drop-offs adj to rwy, E half. 2' rwy outline mkr along both edges. 625' twr ½ mile S of rwy, midfield. 50' ant ¼ NM S of rwy, W end. 50' trees 2000' fr E end. HIGH RISK NGT AFLD due to mt. ① Width varies fr 90' E end to 97' W end.

**TRAFFIC PATTERN-** Recommend ldg Rwy 11, tkoff Rwy 29 winds permitting.

**RADIO-** 9175 6960 USB O/R Advisory

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**CU CHI AAF, VIETM** 10°59'15" N 106°30'45" E (XT650145)

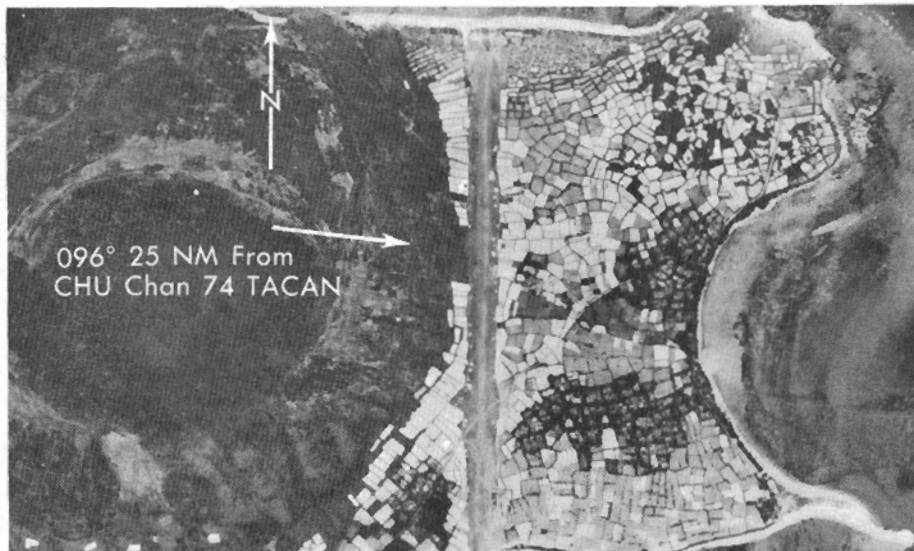
(VYCC)

VNA 39 H29 (ASP) 60' 04-22 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc 7AF (DOL) 924-4062. Ovrns: 100' ASP and 500' dirt NE, 150' X 150' ASP and 160' dirt SW. Dual 50' X 330' ASP twy to 345' X 380' ASP prk ramp NE end, poor drainage, soft spots. Windsock midfield. Std rwy mkr. Hr of OPS 7AF Airlift acft SR-SS. HAZARDS-Apch Rwy 04 over bldg, two 100' twr left of apch 1000' fr thld. Hangar 80' left of and 1000' fr thld. Apch Rwy 22 over helipad, large hangar 300' rgt of centerline 1000' and storage area (left side) 500' fr thld. Culverts edge of clear area midfield E and Rwy 22 apch end W ditch 10' wide along E clear area Rwy 22 apch end.

**ARTILLERY ADVISORY-** HAU NGHAI - 228.1 46.8

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



096° 25 NM From  
CHU Chan 74 TACAN

GRADE PROFILE



GRADE CROSS-SECTION



**CU LAO RE ISLAND, VIETM** 15°22'52''N 109°08'22''E (CT003012)

16 25 (SOD/SAND) 150' 18-36

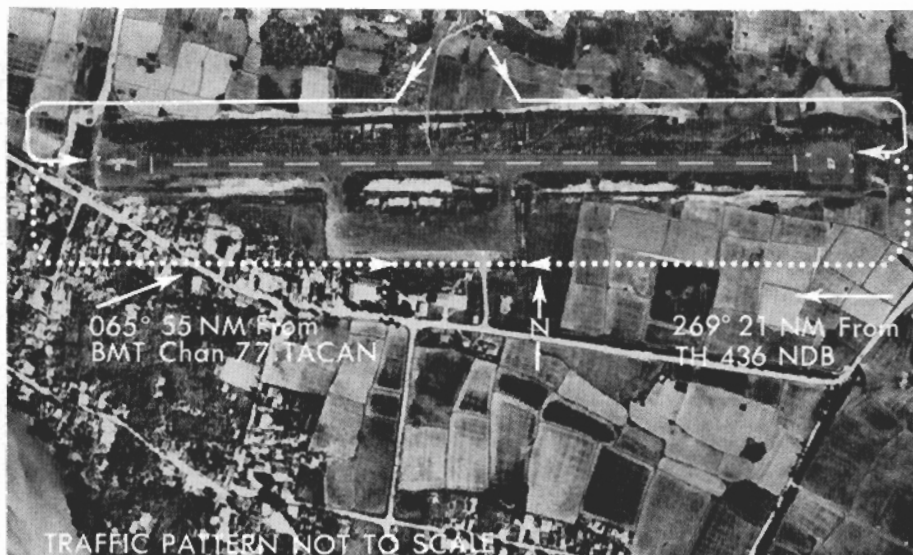
**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. 300' ovrn ea end. No prk area. Windssocks SW corner, adj to camp. No rwy mkr. HAZARDS-Apch Rwy 18 and 36 over 15' lip 100' fr thld. Unctd pers on rwy. 300' twr 1000' E of rwy. 594' hill W of rwy. Not recommended for ngt OPS.

**TRAFFIC PATTERN-** Land Rwy 36, wind permitting.

**RADIO-** Ctc Danang Twr for advisory

**ARTILLERY ADVISORY-** YB 68.25 59.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**CUNG SON,** VIETM 13°02'20''N 108°58'46''E (BQ808422)VNA 108 26 (M8A1) 58° 09-27 Type 1 C-130<sup>②</sup>, type 2 C-123, C-7

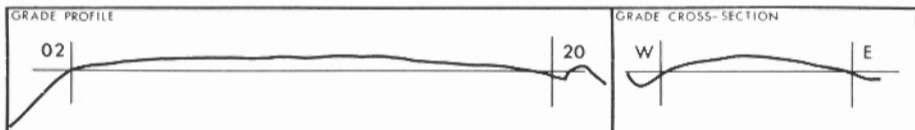
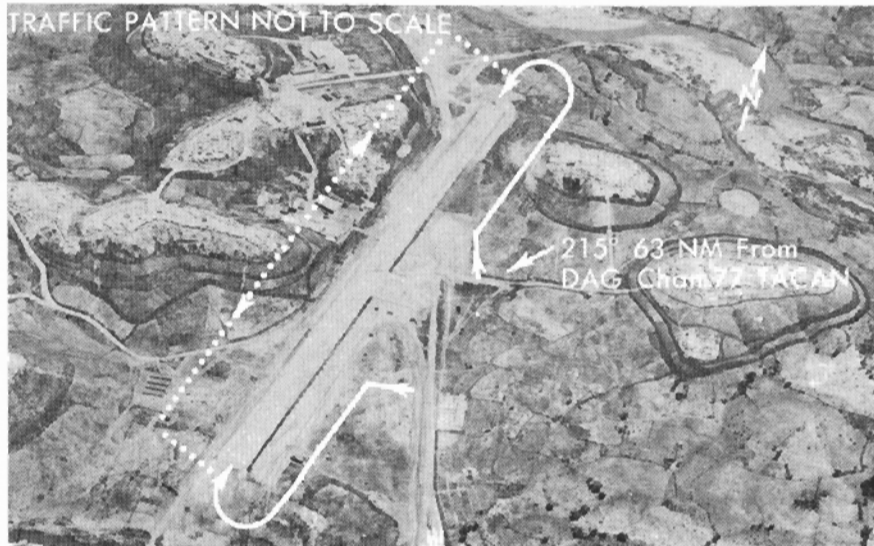
**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct, crc SRAG TALO 941-3122/2755, 150' X 150' turnaround ea end. 100' ruf sod ovrn ea end. Two 42' twys to 640' X 130' M8A1 prk area. Windsock midfield N side. Std rwy mkr. HAZARDS - App Rwy 27 has 500' hill 1 mi, 15' gully 200' and 4' fence 150' fr thld. App Rwy 09 over village 500' and 4' fence 100' fr thld. 5' ditch 60' S of rwy. Bunkers 50' N of rwy. 4' fence 6' fr E twy. Uncontrolled personnel and livestock on afld, 15 min ntc rqrd to clear rwy.

①) Not anti-skid treated. ②) Not recommended for C-130 when wet.

**TRAFFIC PATTERNS-** Land Rwy 27, tkof Rwy 09, wind permitting.

**RADIO-** Ctc as per CORDS SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DAK PEK**, VIETM 15°04'27''N 107°44'42''E (YB952683)

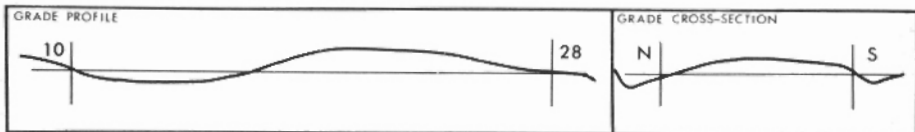
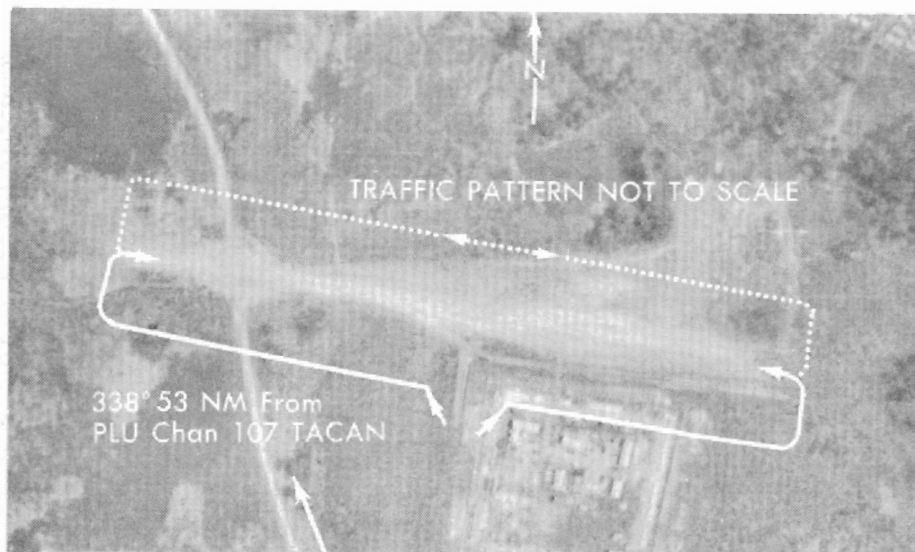
VNA 2297 15 (LATERITE) (1) 60' 02-20 Type 1 C-7 (2)

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Opr SR-SS. 100' ovrn N 120' S end. No turnarounds. 100' X 55' prkg ramp midfield E aja to rwy. Windsock S of ramp. Std rwy mkr. One acct on gnd at a time. HAZARDS - Pedestrians have free access to rwy. Afd surrounded by small hills. Possibility of turbulence on app and letdown due to terrain effects on wind. Ldg not recommended while helis refueling next to rwy. App Rwy 02 over small river, then abrupt upslope to ovrn 150' prior to thld; hills in app zone. App Rwy 20 over small river, then abrupt upslope to ovrn 150', gully 120' prior to thld. 8'' - 10'' drop around prkg ramp. 5' fence 20' fr ramp edge. Ditch 8' wide and 3' deep entire length of rwy W edge. Embankment E side N end, C-7 wing will clear hill if wheels on rwy. (1) Peneprime treated. (2) 7AF Airlift acct land dry fld only.

**TRAFFIC PATTERN**- Recommend tkof Rwy 02, wind permitting.

**RADIO**- Ctc as per II M. R. SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**DAK SEANG, VIETM** 14°49'33''N 107°41'23''E (YB895406)

VNA 2156 14 (CLAY) (1) 45' 10-28 Type I C-7

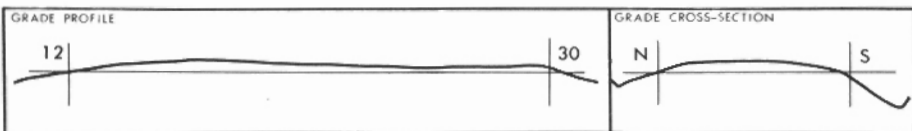
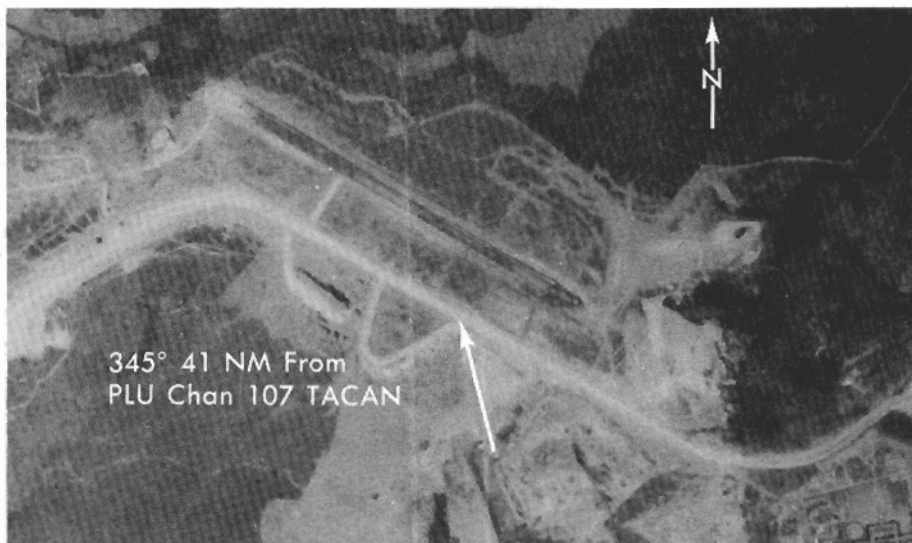
**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. Opr SR-SS. Not recommended when wet. 200' W ovrn and 150' X 125' turnaround same sfc as rwy. E ovrn 150' sod, 90' X 110' oja off-loading area E end. Prkg area oja to rwy. Windsock E end N side. Std rwy mkr. One C-7 on gnd at a time. **HAZARDS** - Opposite end of rwy cannot be seen fr touchdown pt. Ex-treme rwy gradient, with high crown. Poor lateral clnc. App Rwy 28 over moderate upslope 240' fr thld. App Rwy 10 over 6' embankment 300' fr thld. 8' embankment 30' fr S edge of W ovrn. Lateral clnc hazardous due to camp fortifications 40' fr S edge of rwy and embankments 3' high ea side of rwy, 30' fr edge. (1) Penepime treated.

**TRAFFIC PATTERN-** Recommend ldg Rwy 28, wind permitting.

**RADIO-** Crc as per II M.R. SOI-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



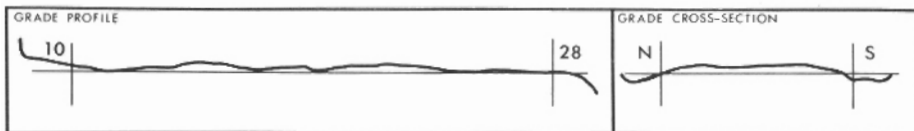
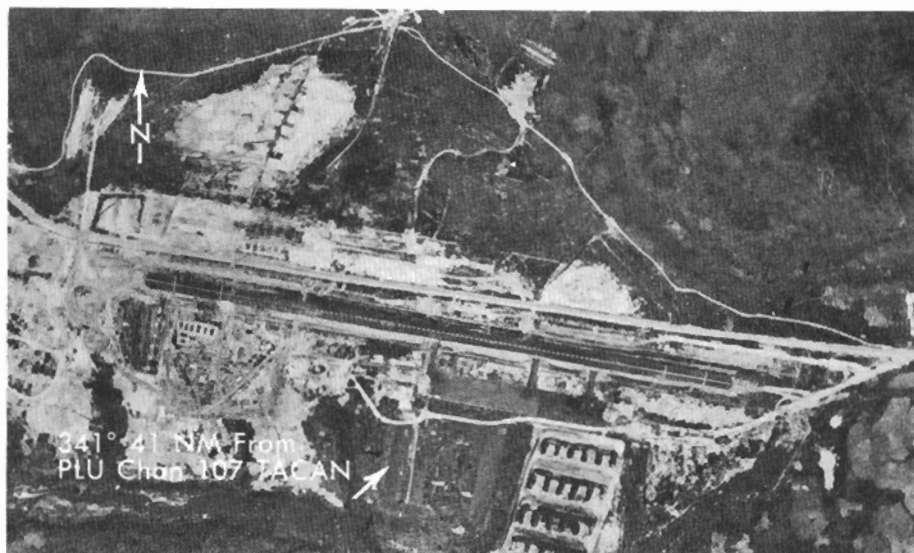


**DAK TO I**, VIETM 14°39'35''N 107°49'30''E (ZB044024)

2165 23 (EARTH) 69' 12-30

**AERODROME REMARKS- ABANDONED.**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



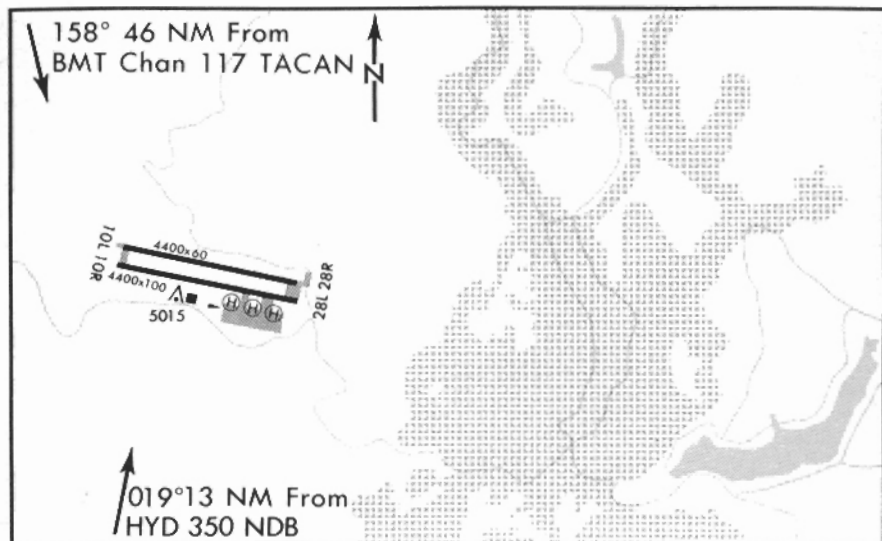
**DAK TO II**, VIETM 14°39' 09" N 107°47' 47" E (ZB012216)

1975 H42 (ASP) 96' 10-28

**AERODROME REMARKS-** ABANDONED.

(VVDT)

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**DALAT/CAM-LY.** VIETM 11°56'54" N 108°24'50" E (BP185220)

VDCA 4931 L H44 (ASP) 60' 10L-28R Type 2 C-130(1), C-123, C-7

H44 (ASP) 100' 10R-28L

(VVCL)

**FUEL-A-2 J4 3****AERODROME REMARKS-** Security poor at ngt. For Security, see II M.R. AASW AREA MAP.

Opr 2300-1000Z. Extv copter tfc at times. Rwy 10R-28L fair cond. 100' ovrrns Rwy 10L-28R.

53' X 191' connecting twy. 50' X 191' twy to 220' X 440' prk ramp S side. Windsock NE of twr.

Std rwy mkr. Depart NLT 1000Z. HAZARDS-Mts in all quads. Pilots may experience moderate to

severe downdrafts and turbulence on apch to all rwy. Deep ravine with steep upslope 110' fr end of

Rwys 10L, 10R. Hills 1/2 mile prior to Rwys 10L, 10R. Steep upslope 600' fr end of Rwys 28L,

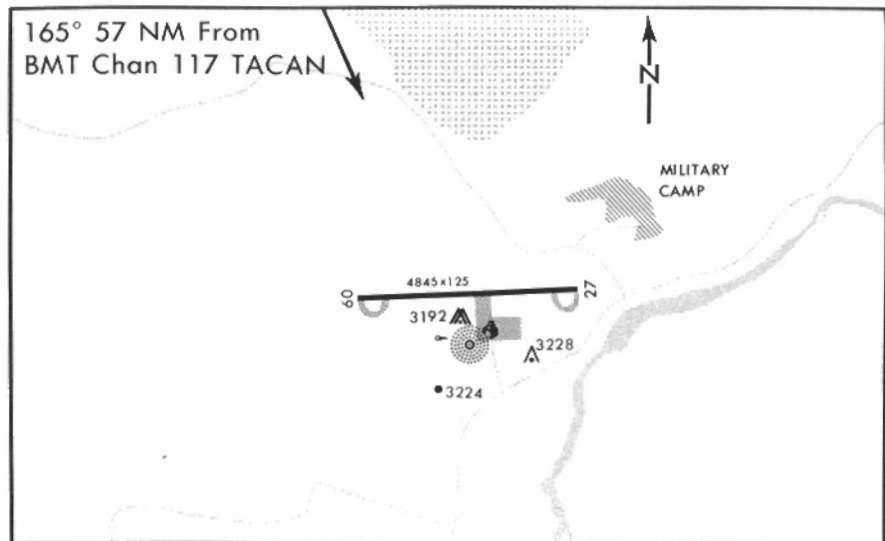
28R. Rwy 28R has a tree in line 10' above rwy level. Trees and a house 60' left of Rwy 28R

centerline, 50' above rwy level. 4' ditch in slope below rwy level. Ditch btn rwy E 500' and 4'

ditch 53' rgt of Rwy 28R, E 500' of rwy. Hi risk ngt OPS. (1) Shutdown outboard eng dur ramp

OPS. (2) Emerg. (3) Copters only.

**TRAFFIC PATTERN-** Heli tfc ptn 5500', F/W 6000'.



GRADE PROFILE

GRADE CROSS-SECTION



LAM ĐÔNG

**DALAT/LIEN KHUONG**, VIETM 11°44'59''N 108°22'40''E (BP142001)

CIV 3156 H48 (ASP) 125' 09-27

(VVSL)

**FUEL** (f) - A

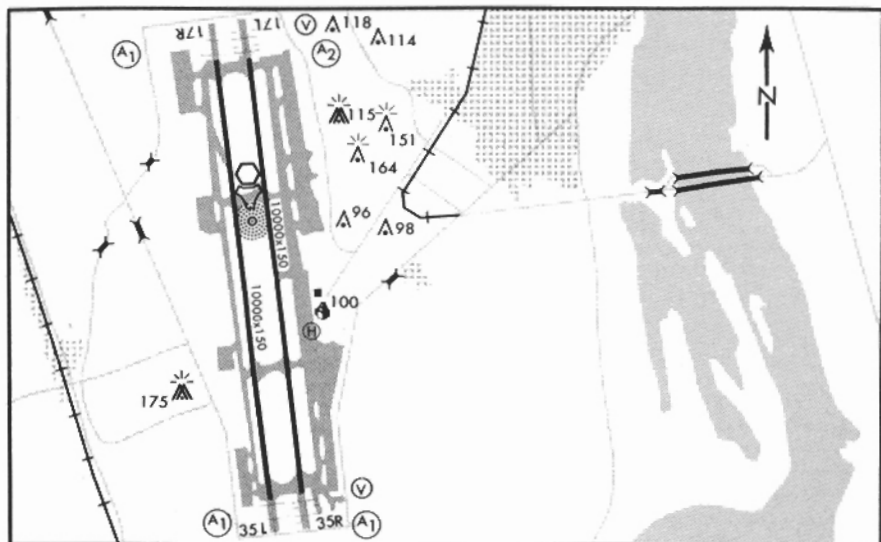
**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Opr 2300-0900Z. PPR for C-130. Rwy good cond, some patches. High grass around rwy. No ovns. Turnaround twys both ends S side covered by loose sand. 63' X 310' access twy to 540' X 500' ASP prkg area. Patches on twy and ramp. Rwy mkr faint. No touchdown mkr. 7AF Airlift acct opr hr SR-SS under VFR cond. HAZARDS- Opposite end of rwy not visible fr touchdown pt. Apch Rwy 27 over river and abrupt upslope 300' prior to rwy. 3686' hill 1 mile prior to thld and 0.5 mile S of extended centerline. Drainage ditch 2' deep 5' fr W side of twy and ramp. Sod/gravel shoulders soft when wet. Lateral clnc good. (f) US emerg use only.

**DALAT TOWER** (g) - 118.7

DALAT NDB (HW) (AO/A2) DL 385 At Fld. Opr 2300-0700Z. Unrel.

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

**RADIO/NAV REMARKS**- (g) Opr 0030-0900Z, OT call Saigon APP CON. If no ctc, make low pass over rwy and attempt again. (h) Opr 0030-0900Z. Rstd unusable at min enroute alt beyond 30 NM.



◇ DANANG, VIETM 16°02'31" N 108°12'14" E (BT008754) (AOE)

VNAF (AF) (A) (N) (MC) 30 BL5(1), 6, 7, 8(2), 9(1)

(VVSD)

H100 (ASP/CON) 150' 17R-35L Type 3 C-130, C-123, C-7

H100 (ASP/CON) 150' 17L-35R (SWL 55)

JASU-1 (MD-3), 1 (MA-2MPSU)

FUEL- A+J4, ADI, O-123-128-148, PRESAIR LOX

A-GEAR (3)

|         |                     |                      |                      |         |
|---------|---------------------|----------------------|----------------------|---------|
| RWY 17L | BAK-12(B)<br>(994') | BAK-13(B)<br>(4502') | BAK-12(B)<br>(1015') | RWY 35R |
| RWY 17R | BAK-12(B)<br>(949') | BAK-13(B)<br>(4502') | BAK-12(B)<br>(954')  | RWY 35L |

**AERODROME REMARKS-** Base Ops opr 2200-1400Z. Clsd to RON acft. PPR exc 7AF (DOL) Airlift, MAC sked, MAC contract, Scotback sked, Tug sked and US Navy four eng acft. For ldg clnc send msg to 6498th Base Ops, min 3 days in advance. CAUTION-Rwy is extremely slippery when wet due to rubber deposits on a smooth sfc and a hi crown; Extv copter t/c E and W side fld; Reduced rwy separation std are in eff; Portions of downwind leg to E not visible fr twr; Twr has rstd vis to N and S ramp areas. Recommend blackout apch at ngt after initial contact with Twr or APP CON; however, pilots must display lgt momentarily upon req by twr or NLT ldg thld. T-39 acft ldg gear doors subject to damage dur tkof/ldg roll over BAK-12 and BAK-13 A-Gear all rwy. All acft opr VFR SR-SS shall display ldg taxi lgt while in t/c pat. All flts carrying PAX fr out-of-country, exc sked 7AF Airlift missions, must req CSTMS thru PTD. All 4 eng jet acft will roll out to rwy end and taxi to prk area with outboard eng at idle. Ltd maint for century series. Demineralized water unavbl. Ramp, gate hold pro in eff for all IFR ICAO acft. SEE PLANNING SECTION II, VIETNAM SPECIAL NOTICES. (1) Rwy 17L and 35R. (2) First 1500' Rwy 17L, first 2500' Rwy 17R, 2400' Rwy 35L, 2700' Rwy 35R. (3) Apch end BAK-12s and BAK-13 activated at all times.

**TRAFFIC PATTERNS-** Rectangular t/c ptns left for Rwy 17, rgt for Rwy 35. Ptn entry pt: 1 Corps Bridges aprx 2 mi E of fld. CAUTION-App pt fr the E to avoid area of high t/c congestion. Tactical jet overhead ptns rgt for Rwy 17, left for Rwy 35, enter 45° fr E to intercept initial at 3 NM fr rwy. Ptn alts: Lt acft enter t/c at 1000' and descend to 700' turning downwind leg. Tactical jet acft 1500'. All other F/W acft 1000'. Minimums for jet overhead ptns are 2000' ceiling and 5 mi vis.

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## COMMUNICATIONS - (SFA) (PTD-372.2) (G)

RADIO-297.0 41.4 Opr 2300-1100Z. VFR flt flw.

(R) APP CON (G) - 367.0 126.3 (Ex)

TOWER (G) - 236.6 118.7 (E) GND CON- 275.8 128.8

(R) DEP CON- 305.9 135.9

ALCE (G) - 291.8 140.4 8133 USB 7587 USB 4677 USB PFSV (G): METRO

ARTILLERY ADVISORY- RED HORSE 37.8

## RADAR AIDS TO NAVIGATION

TVOR DAN 113.0 At Field

VOR unusable

020°-030° beyond 23 NM below 6000'

030°-060° beyond 23 NM below 7000'

060°-070° beyond 23 NM below 4000'

180°-230° beyond 20 NM below 5000'

230°-260° All Alt

260°-330° beyond 20 NM below 8500'

330°-350° beyond 18 NM below 3000'

(H) TACAN DAG Chan 77 At Field

TACAN unusable

020°-070° beyond 14 NM below 11,000'

175°-210° beyond 25 NM below 6500'

220°-230° beyond 29 NM below 16,000'

240°-280° beyond 15 NM below 16,000'

280°-320° beyond 18 NM below 13,000'

320°-345° beyond 14 NM below 15,000'

345°-020° beyond 14 NM below 5800'

NDB (H) (AO/A2) SF 295 At Fld

NDB (HW) (AO/A2) XVJ 248 15°59'N 108°12'E 001° 3.8 NM to Field

RADAR (G) - Call APP CON-398.9x 376.1x 367.0x 336.1x 324.0x 316.5x 295T 279.0x 226.6x

127.9x 123.6x 121.9x 120.3x (Ex)

| ASR | RWY     | CATEGORY      | MDA   | RVR | HAT | CEIL-VIS |
|-----|---------|---------------|-------|-----|-----|----------|
|     | 17L     | A, B, C, D, E | 300-1 |     | 278 | (300-1)  |
|     | 17R     | A, B, C, D, E | 300-1 |     | 277 | (300-1)  |
|     | 35L (H) | A, B, C, D, E | 500-1 |     | 475 | (500-1)  |
|     | 35R (H) | A, B, C, D, E | 500-1 |     | 472 | (500-1)  |

| PAR (H) | RWY     | CATEGORY      | DH      | RVR | HAT | CEIL-VIS        |
|---------|---------|---------------|---------|-----|-----|-----------------|
|         | 17L     | A, B, C, D, E | 222-1/2 |     | 200 | (200-1/2) GS 3° |
|         | 17R     | A, B, C, D, E | 223-1/2 |     | 200 | (200-1/2) GS 3° |
|         | 35L (H) | A, B, C, D, E | 225-1/2 |     | 200 | (200-1/2) GS 3° |
|         | 35R (H) | A, B, C, D, E | 228-1/2 |     | 200 | (200-1/2) GS 3° |

| CIRCLING (H) | RWY          | CATEGORY | MDA       | VIS | HAA | CEIL-VIS    |
|--------------|--------------|----------|-----------|-----|-----|-------------|
|              | 17L, 17R     | A, B     | 480-1     |     | 450 | (500-1)     |
|              | 17L, 17R     | C        | 480-1 1/2 |     | 450 | (500-1 1/2) |
|              | 17L, 17R     | D, E     | 580-2     |     | 550 | (600-2)     |
|              | 35L, 35R (H) | A, B     | 500-1     |     | 470 | (500-1)     |
|              | 35L, 35R (H) | C        | 500-1 1/2 |     | 470 | (500-1 1/2) |
|              | 35L, 35R (H) | D, E     | 600-2     |     | 570 | (600-2)     |

**RADIO/NAV REMARKS-** CAUTION-Do not opr W of R-350 btn 15 DME and 9 DME dur instr apch to Rwy 17 or missed apch to Rwy 35. (G) VIP acft etc 10 min prior to ldg. (H) USAF/VNAF opr, extv trng. (I) VNAF controlled, USAF advisors avbl. (J) Opr 2200-1400Z. Airlift acft etc 15 min prior to ldg. (K) PFSV and wx station opr by VNAF. (L) Unusable 210°-300° beyond 35 NM below 14,000'. (M) WARNING: When on apch for Rwy 17L, 17R and no transmission is received directing turn fr Base/Dogleg to final apch crse, turn left immediately and execute str-in apch Rwy 17L, 17R and do not proceed W of the 350 RAD of Danang TACAN/VOR or the 170° bearing "SF" NDB due to hi terrain NW of fld. Possible loss of Radar etc on final dur hvy rain, pilots must be alert for possible missed apch. Tactical acft requiring radar svc for dep advs twr at the earliest possible time to avoid delay. (N) 2037' obst 6.9 NM fr MAP Rwy 35L, 35R. Rate of climb to provide 500' clnc is: Knots 60, V/V FPM 455'; Knots 120, V/V FPM 910'; Knots 180, V/V FPM 1365'; Knots 240, V/V FPM 1820'; Knots 300, V/V FPM 2275'. (O) PAR touchdown pt 742' fr thld Rwy 35L, 35R. Thld crossing height 39'. (P) All acft rstd to circling within 2.5 NM due to hi terrain NE. Circling not auth W of rwy.



**DAU TIENG.** VIETM 11°16'50''N 106°22'00''E (XT491472)

VNA 76 25 (LATERITE/ASP) 60' 08-26

20 (LATERITE) 50' 03-21 (1)

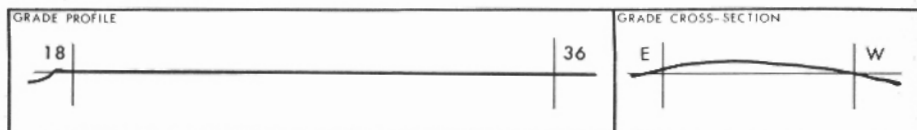
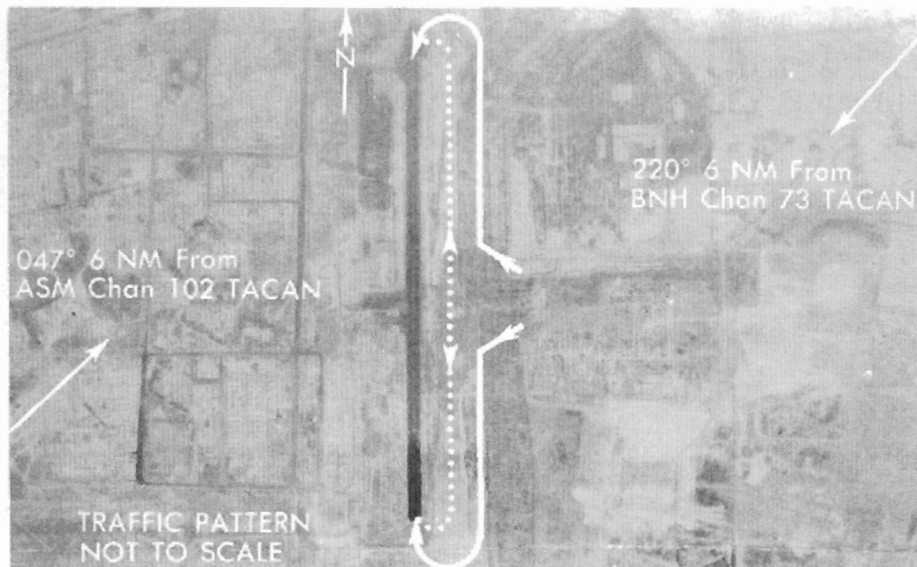
(VVDG)

**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. Opr SR-55. Laterite ovrn, 240' W, 160' E end. 210' X 210' laterite/ASP prk area W end, N side. N end clsd rwy 160' X 430' prk. No windsock. Std rwy mkr. **HAZARDS-** Opposite end of rwy not visible fr touchdown pt. Apch Rwy 26 over 75' trees ½ mile prior to thld. Road crosses E ovrn. Apch Rwy 08 over 40' trees and 20' bldg 350', 6' fence and road 300' prior to thld. 3' ditches 45' fr rwy edge both sides. Concertina fence in ditches. Deep ditch btn prk area and E edge and NW edge copter rwy (03-21). Ltd lateral clnc: 75' trees and large houses in safety zone. Cattle, pedestrians and vehicles have free access to rwy. Use caution on prk ramp: edges undefined and ragged, drop-off surround camp. (1) Copters only.

**TRAFFIC PATTERN-** Land Rwy 26, tkof Rwy 08, wind permitting.

**ARTILLERY ADVISORY-** BINH DOUNG 286.1 40.3 (W) TAY NINH 250.2 41.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DI AN,** VIETM 10°54'07''N 106°44'48''E (XT909055)

VNA 108 28 (LATERITE/RC-3) 90' 18-36 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acft, etc 7AF (DOL) 924-4062. Extv copter tfc. 260' N ovrn same sfc as rwy 675' peneprimed packed dirt ovrn S. Twy have soft edges, deep ditch ea side. 30' wide twy with soft edges to 500' X 160' laterite/peneprime prk area. Windsock E side, midfield. Std rwy mkr. **HAZARDS-** Apch Rwy 18 over 30' bldg and road 1000', 6' lip 270' prior to thld. Apch Rwy 36 over 8' bunker and 25' poles adj to bunkers 800' prior to rwy. 40' grd twr 500' E of centerline. 120' com twr 1500' W of rwy. Terrain slopes upward to SE corner of ofld. Copter prk 100' W of rwy. Acft revetments 110' fr W edge of rwy.

**TRAFFIC PATTERN-** CAUTION: Pattern conflicts with Tan Son Nhut and Bien Hoa tfc.

**ARTILLERY ADVISORY-** BIEN HOA 290.0 46.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





GRADE PROFILE



GRADE CROSS-SECTION



**DINH QUAN**, VIETM 11°11'29"N 107°21'20"E (YT579391)

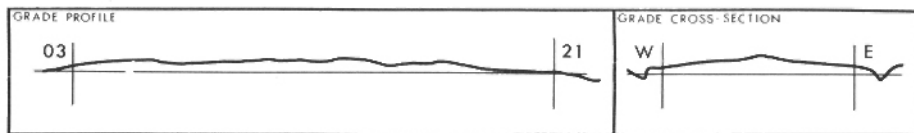
VNA 426 14 (LATERITE) 60' 04-22

**AERODROME REMARKS**- For Security, see III M. R. AASW AREA MAP. Stones imbedded in rwy sfc. Do not land if rwy is rutting or has water standing on it. M8A1 adj to rwy edges. 100' ovrn N end, 110' S end. 160' X 110' sod/clay prk area 15' SE edge, fair cond. No windsock. Std rwy mkr. **HAZARDS**- Hills on apch to Rwy 04. Apch Rwy 22 over village 500' fr thld. Grown over dirt pile and 6'-8' vegetation 100' fr thld. 6'-8' lip 30' fr both thld. Lgt vegetation on edges of ovrn and shoulders. 4' drop-off on both sides. 20' twr 45' fr NW edge. Not recommended for ngt OPS.

**TRAFFIC PATTERN**- Recommended land Rwy 22, tkof Rwy 04, wind permitting.

**ARTILLERY ADVISORY**- LONG KHANH 238.1 39.4

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



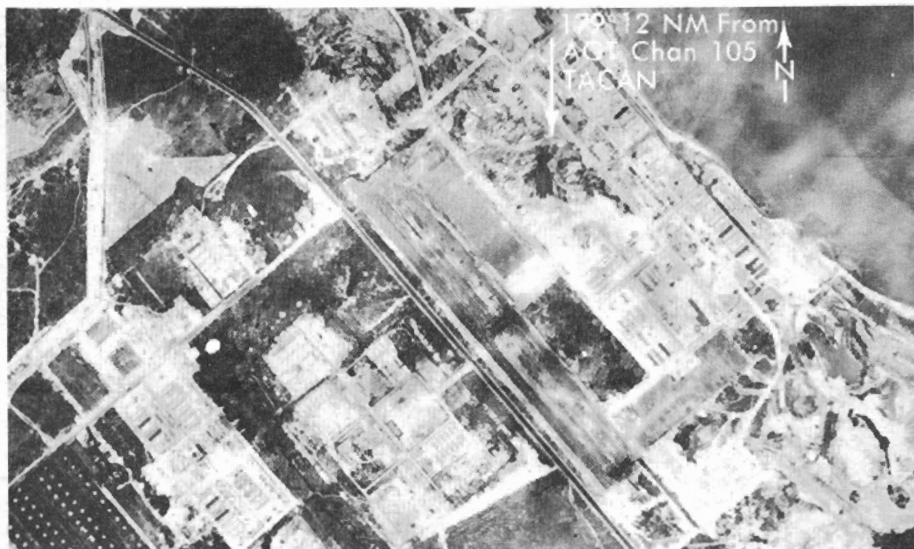
**DJAMAP, VIETM** 12°05'13''N 107°08'55''E (YU340368)

VNA 1260 37 (LATERITE) 60' 03-21 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Unusable when wet. 80' ovrn SW, 175' NE, turnaround NE end. 220' X 200' laterite prk ramp NE end. N ramp clsd to 7AF Airlift acft, use midfield ramp. Windsack SW end, E side. Std rwy mkr. HAZARDS—Opposite end of rwy not visible fr touchdown pt. Apch Rwy 03 over 60' trees ½ mile, heli-pad ¼ mile, road, 5' fence NW side 126', 4' fence 510' long 80', 6' fence crossing ovrn 125' prior to thld. Apch Rwy 21 over deep 4' wide ditch 176', camp with fences NE portion of ramp and 7' fence 300' prior to thld. Fire support base on the left side Rwy 03 apch zone. 3' rise at shoulders first 800' rgt side Rwy 03. 2'-3' ditch aprx 8' fr rwy both sides. Watch for vehicles near rwy.

**TRAFFIC PATTERN-** Recommend ldg Rwy 03 and tkof Rwy 21.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



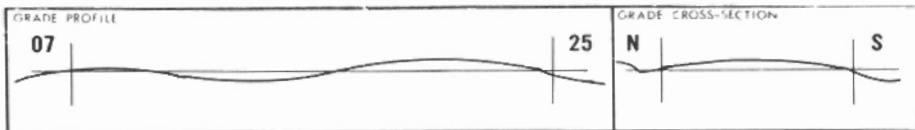
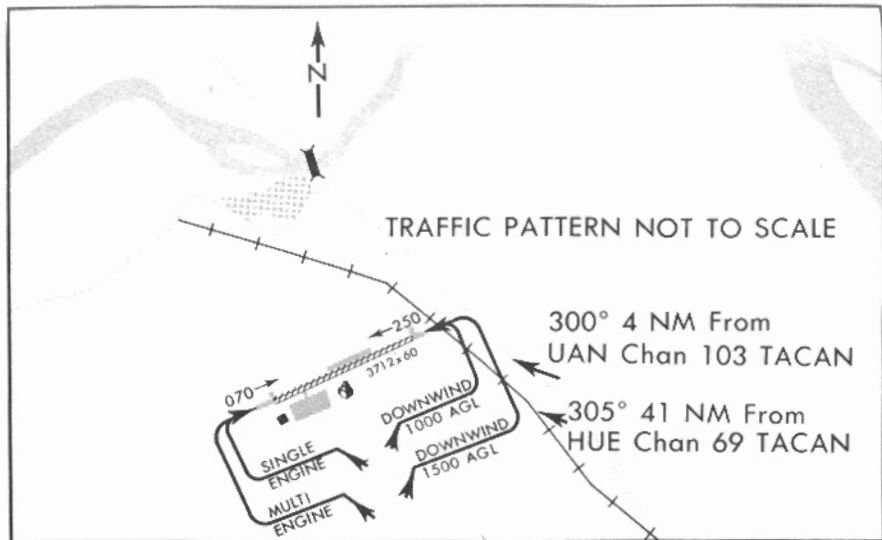
◇ DONG BA THIN, VIETM 12°01'18"N 109°11'42"E (CP032295)

VNA 6 H23 (ASP) 60' 14-32 Type 2 C-123, C-7

(VVDB)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP, Opr SR-SS. No ngt ldg or tkof. PPR for 7AF Airlift acct, ctc \$RAG TALO 941-3122/2755. Gusty cross winds. Demolition area 0.8 NM off S end. Artillery positions along Hwy 1 fr aprx 100 NM N to 10 NM S. Max ordnance to 18,000'. Mortar range 2.7 NM W. Firing W by 105s and 155s occasionally unannounced. Avoid entire area btn Hwy 1 and railroad tracks W of fld. 100' RC-3 ovrn SE end, 700' RC-3 NW end. 36' wide parallel PSP twy, 270' fr twy. 1018' X 283' prk area N end, E side. Ramp and twy clsd to 7AF Airlift acct. Ltd to one acct on gnd at a time. No windsock. Std twy mkr. HAZARDS-Apch Rwy 14 over 600' penprime coated laterite, usable in emerg. 15' grd twr 25' W edge, 400' prior to thld. Apch Rwy 23 over 10' berm 600' prior to thld. 2' abrupt upslope prior to SE ovrn. 15' grd twr 60' fr W edge, 200' prior to thld. Lateral clnc—three 8' bunkers 60' fr W edge of rwy. 15' watch twr, 6' fence, 12' lgt poles 85' fr W edge of rwy.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DONG HA, VIETM** 16°48'44''N 107°06'15''E (YD243597)

VNA 82 37 (AM-2) 60' 07-25

(VVDH)

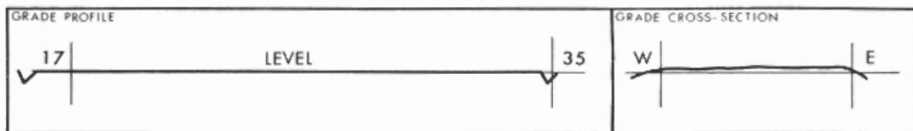
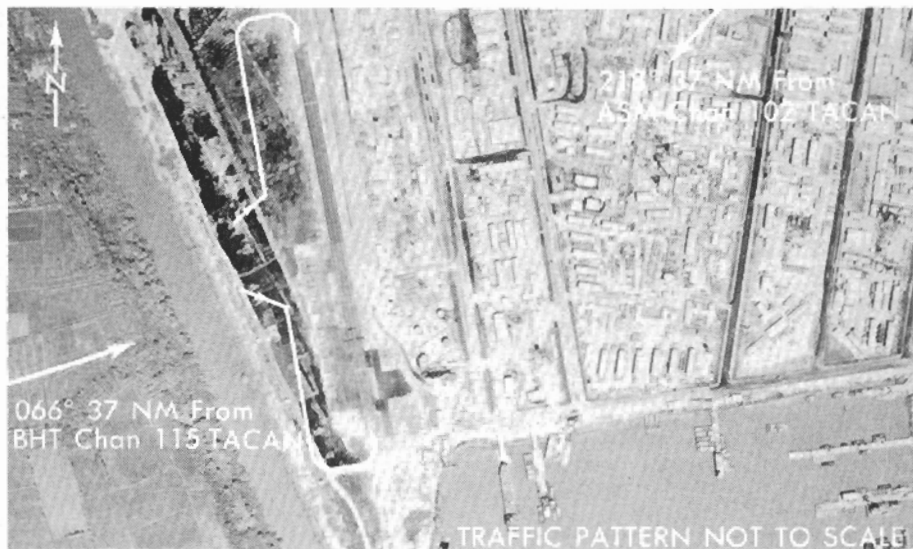
**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc Senior TALO 24th CORPS, Camp Horn 951-3176/2196. Opr SR-SS. Ctc Quang Tri for advsy. Use entire ldg sfc. 175' laterite ovrn E, 150' W end. Acft use caution while taxiing W end of ramp and W twy. Prkg 900' X 130'. Main prkg ramp at midfield is 36' fr N edge of rwy. Windsock W end, S side. Std rwy mkr. HAZARDS-App Rwy 07 over valley road 360' prior to thld, terrain slopes to thld. App Rwy 25 over road and 20' lip 280' prior to thld. 25' windsock 70' S of rwy edge W end. 6' fence 75' S of rwy E end. Pedestrians and vehicles have free access to rwy.

**TRAFFIC PATTERN-** Land Rwy 07, wind permitting.

**RADIO-** FOXTROT OWL 46.8

**ARTILLERY ADVISORY-** QT 64.65 59.95

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DONG TAM, VIETM** 10°20'35''N 106°17'23''E (XS408435)

VNA 5 H23 (ASP) 60' 17-35 Type 2 C-123, C-7

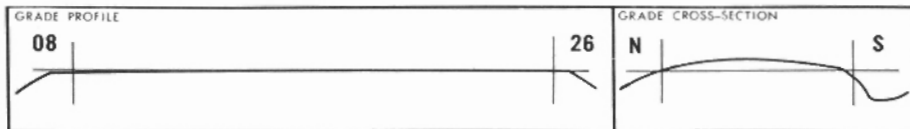
**AERODROME REMARKS-** For Security, see IV M.R. AASW AREA MAP. Opr SR-SS. Light heli tfc at heliport 1 mi N. Strong crosswinds prevalent. 100' ASP ovrn N end. 150' gravel ovrn S end. 46' X 42' ASP twy to 90' X 170' M8A1 untreated prkg ramp. Ramp slopes away fr rwy. 8' revetments oja to prkg area. Windssock nr revetments on prkg ramp. Std rwy mkr. Ltd to one 7AF Airlift acct on gnd at a time. **HAZARDS-** App Rwy 17 over camp, road, and ditch 140', 15' vertical pipe 90' rgt of centerline 135' prior to thld. App Rwy 35 has 3' lip btwn ovrn and rwy. 8' drop-off W side N half of rwy 25' fr edge. 3' ditch 18' E of rwy edge. Adequate lateral clnc may not be avol when acct prkd on ramp which is 42' W of rwy edges. 220' microwave twr 1800' E.

**TRAFFIC PATTERN-** All tfc flown at 1000' W of atld.

**RADIO-** Ctc as per DRAC SOL-47.3

**ARTILLERY ADVISORY-** 222.7 42.6

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



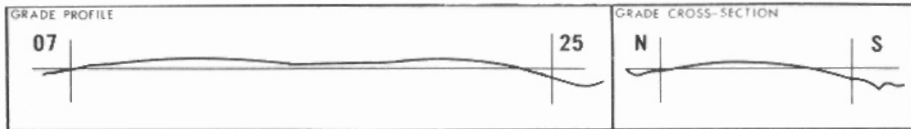
**DONG TRE, VIETM** 13°17'50'' N 109°04'16'' E (BQ910705)

VNA 60 25 (M8A1) (1) 60' 08-26

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Clsd to 7AF Airlift acft. Opr SR-SS. 150' X 150' M8A1 turnaround ea end. 150' ovrn E end, 100' W end. Dual 41' wide twy lead to 450' X 153' M8A1 prk area, not anti-skid treated. W twy in poor condition. Windsock O/S. Std rwy mkr. HAZARDS-Afld surrounded by mt. Apch both rwy over 8'-10' lip 150'-200' fr thld. 4' fence 31' fr S side rwy, W end. Shallow ditches culverted 30' off rwy at twy and access road S. Unctl pedestrians and vehicles crossing rwy. Drop-offs at both ends beside turnarounds. (1) Only 40' center of rwy anti-skid treated.

**RADIO-** Ctc as per CORDS SOI- 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



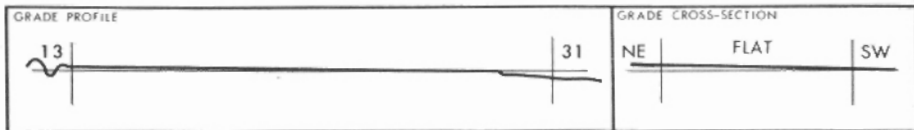
**DONG XOAI, VIETM** 11°31'52''N 106°53'26''E (YT062753)

VNA 282 30 (LATERITE) 70' 07-25

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Ramp clsd to 7AF Airlift acct. One acct on gnd at a time. 16' ASP road is centerline, watch for vehicles and pedestrians. 130' dia turnaround/ovrn W end, laterite/peneprime, soft on edges. Dual 41' X 100' twy to fair 350' X 220' laterite/peneprime prk area E end, S side of afld. No windsock. **HAZARDS** - Opposite ends of rwy not visible fr touchdown. Apch Rwy 07 over road, ruf fld, 250' fr thld. Apch Rwy 25 over road and 4' concertina fence 250' fr thld. 2' ditch adj to both sides. 2' concertina wire adj to rwy N side E end. 6' bunkers N side 45' fr rwy edge. Roads run entire length of rwy, adj to both drainage ditches. Adequate clnc may not be avbl when vehicles are on road N of rwy. 6' embankment N side 48' fr rwy edge.

**ARTILLERY ADVISORY - PHUOC LONG 338.9 39.5**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DON PHUOC**, VIETM 10°51'45''N 105°28'30''E (WT516010)

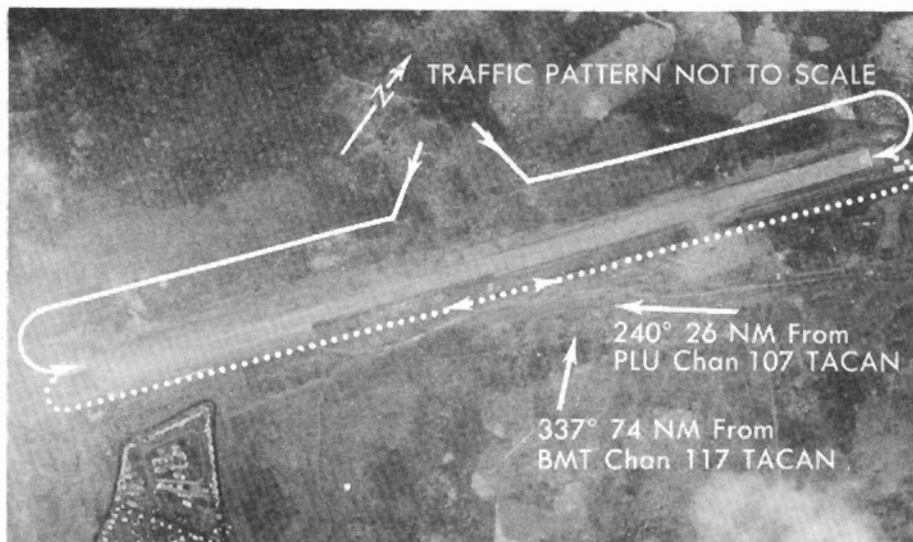
VNA 12 L 20 (SOD/CLAY) 80' 13-31

**AERODROME REMARKS**- For Security, see IV M. R. AASW AREA MAP. Edges and SE end under water dur rainy season. 100' sod ovrn ea end. No windsock, turnaround, or prkg area. One acft on gnd at a time. **HAZARDS**-App Rwy 31 over 2' lip 130' fr thld. App Rwy 13 over bldgs, ants, 25' trees 200', 6' embankment and 4' ditch 155' fr thld. Numerous 50' antennans in camp area. POL area 67' fr NE edge, midfield. Pond 50' fr NE edge NW end. Trees and bldgs in lateral safety zones, SE end. 2' high corrugated iron rwy mkr on shoulders. Cattle and people have access to rwy.

**TRAFFIC PATTERN**- Recommend land Rwy 31, tkof Rwy 13, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.





**DUC CO**, VIETM 13°47'08" N 107°38'00" E (YA843255)

VNA 1247 37 (M8A1) 59' 05-23 Type 1 C-130, Type 2 C-123, C-7

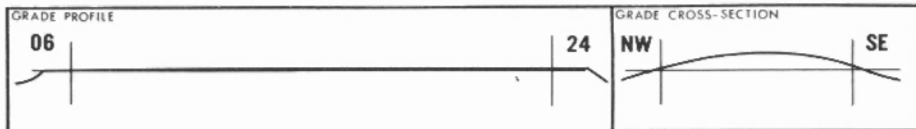
(VVDC)

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acct. Several soft spots under M8A1 matting. 300' ovrn ea end (Laterite/penoprime treated) in poor cond. 150' X 130' M8A1 turnaround ea end of rwy. No prk area. Windsock E of opch end Rwy 05. Srd rwy mkr. Ltd to one 7AF Airlift acct on gnd at a time. HAZ-ARDS- Apch Rwy 23 over village 100' S of rwy and 600' prior to thld. 1' lip where SW ovrn joins rwy. 4' fence SE side of rwy, 67' fr edge. Ditch 90' fr rwy edge NW side, SW end. Watch for livestock on rwy.

**RADIO**- Ctc as per SRAG SOI-47.3

**ARTILLERY ADVISORY**-PLEIKU ADVSY 62.55 55.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DUC HOA,** VIETM 10°49'27''N 106°27'29''E (XS594968)

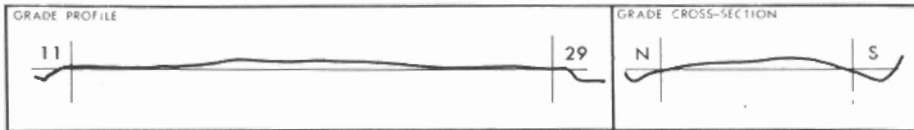
VNA 7 21 (LATERITE/PSP) 77' 06-24

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. 100' PSP ovrn ea end, PSP on NE and SW poor cond. 100' X 240' PSP turnaround SW end. Prk on twy NE end, no prk ramp, ltd to one F/W acct on gnd at a time. Std rwy mkr. HAZARDS—Apch Rwy 24 over populated area, 50' trees 750', 3' concertina fence 400', 3' lip 100' prior to thld. Apch Rwy 06 over 3' lip 100' prior to thld. 8' bunker 200' prior to thld, 200' S of centerline. 3' drop-off adj to both shoulders. 6' shack 50' S of rwy SW end. Helipads 75' S of rwy, NE end. 100' ant 500' S of rwy. Watch for pedestrian and vehicular tfc on rwy.

**TRAFFIC PATTERN-** Recommend ldg Rwy 06 wind permitting.

**ARTILLERY ADVISORY-** HAU NGHAI 228.1 46.8

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



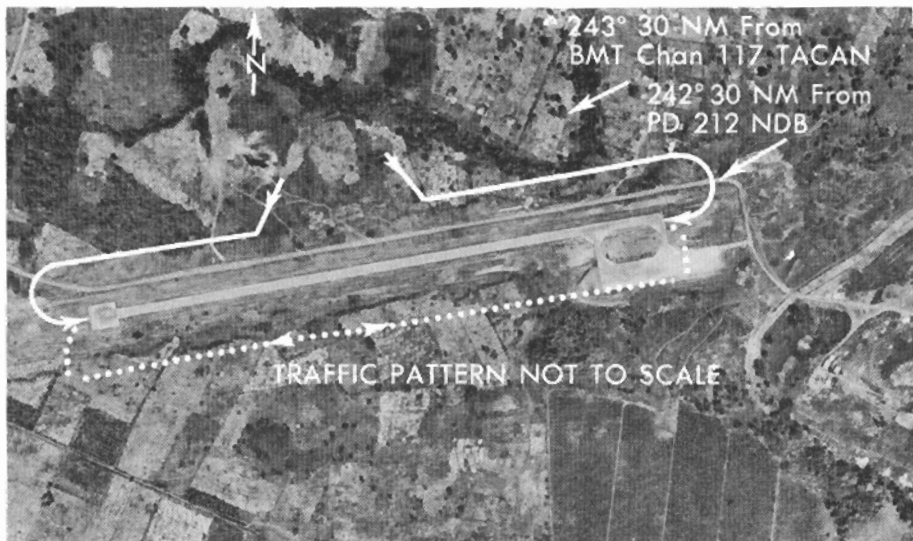
**DUC HUE**, VIETM 10°55'46''N 106°12'35''E (XT319082)

VNA 7 15 (LATERITE) 64' 11-29 Type 2 C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acft, ctc 7AF (DOL) 924-4062. Rwy ruf. 100' ovrn E, 110' W end. 10' shoulders, offload at midfield N side on shoulder. No prk area. Windssock midfield N side adj to canal. Std rwy mkr with mkr missing S side W end. Ltd to one acft on gnd at a time. HAZARDS-2' drainage ditch adj to rwy shoulders. Do not taxi off shoulders. (1) Penepime treated.

**RADIO-** Ctc as per TRAC SOI - 67.20

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

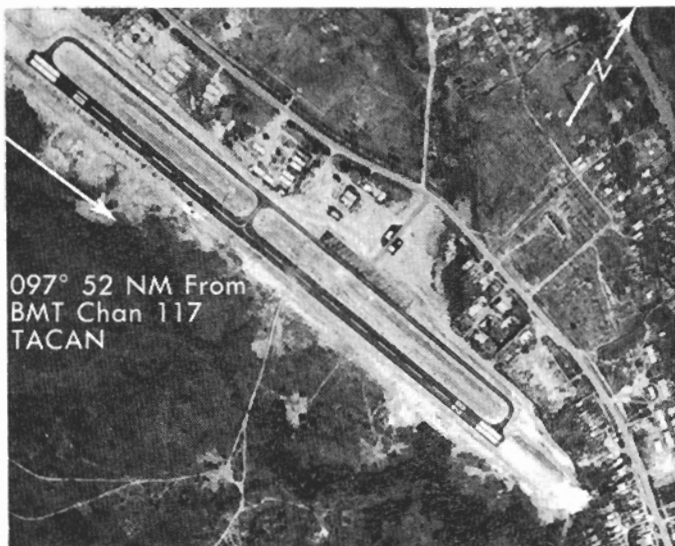
**DUC LAP #2, VIETM 12°25'43''N 107°40'11''E (YU906752)**

VNA 2264 33 (DBST) 60' 08-26 Type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Air-lift acft. 160' X 145' turnaround/ovrn W end. 300' laterite ovrn E end. Dual 45' wide twy lead to 700' X 150' DBST prk area. Windsock W of prk area. Std rwy mkr. 7AF Air-lift acft should not turn around on rwy. HAZARDS-7' hi dirt embankment 50' S of rwy midfield. Lateral clnc not avbl when copters parked in arming pit midfield, S side. Cattle have free access to rwy. 60' tree 300' S of rwy midfield.

**RADIO-** Crc as per II M. R. SOI - 47.3**ARTILLERY ADVISORY-** GIA NGHIA Advsy 63.25 44.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**DUC MY, VIETM** 12°32'10" N 109°00'45" E (BP835845)

VNAF 98 H32 (ASP) 75' 10-28 Type 2 C-130, C-123, C-7

(VVDM)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Ctc Nha Trang twr 15 min prior to ldg. Rwy is deteriorating at W twy and has three soft spots on W end. Extv stu trng Mon-Fri. Sand/crushed rock ovns, 500' W, 425' E end. Use caution when turning around. Three 20' X 165' twy clsd to 7AF (DO-235) Airlift acct, stressed for lgt acct only. 77' X 620' prk ramp with tie-downs. Two windsocks S at midfield. Centerline, nr rwy mkr. One 7AF (DO-235) Airlift acct on gnd at a time. Rdo ctc mandatory prior to coasting in or prior to descent apch fr W. HAZARDS-Mountainous terrain all quad. Apch Rwy 10 over 12' embankment 600' fr thld. Trng camp N of extended centerline. Apch Rwy 28 over 15' trees and bldg 600' fr thld. E end of rwy soft and rutted, use caution when turning around. Concrete drainage ditch 1' deep 10' fr rwy edge both sides. Shallow drainage ditch midway btn rwy and parallel twy. Culverts adj to mid-field and E twy, and E ovrn. 30' embankment within 60' of twy, N edge, W end. Stabilized crush rock shoulders soft when wet and unable to support trans acct. 1' drainage ditch at outer edges.

**TRAFFIC PATTERN-** S of rwy. Left for Rwy 28, rgt for Rwy 10, stu alt 700'

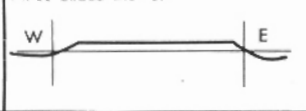
**RADIO-** 119.3 Ctc Gentle Reaper 41.3. Advsy aval on 119.3 dur trng 0030-1030Z.



GRADE PROFILE



GRADE CROSS-SECTION



**DUC PHO,** VIETM  $14^{\circ}48'49''$  N  $108^{\circ}57'56''$  E (BS809384)

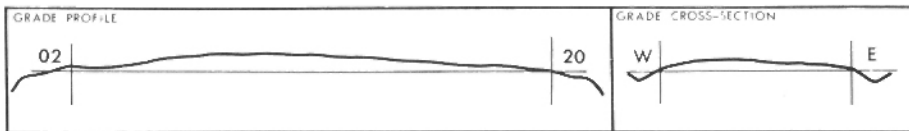
VNA 33 36 (MX19) 60' 02-20

**FUEL - J4**

**AERODROME REMARKS.** For Security, see I M. R. AASW AREA MAP. Afd uncontrolled. PPR for 7AF Airlift acft, ctc Senior TALO 951-2196. Extv copter tfc E of rwy.  $150' \times 150'$  MX19 ovrn/turnaround N end.  $100'$  MX19 ovrn S end. Dual  $60' \times 218'$  MX19 twy to  $208' \times 758'$  M8A1 ramp, not anti-skid treated. Windssock left side ea apch end. HAZARDS- $480'$  hill  $\frac{1}{4}$  mile E. Apch Rwy 02 over small hills 1 mile,  $10'$  bunker  $500'$ , prior to thld. Apch Rwy 20 has  $130'$  hill  $300'$  rgt of centerline  $800'$  prior to thld.  $10'$ - $15'$  bunkers  $300'$ - $500'$  prior to thld.  $4\frac{1}{2}'$  concertina  $80'$ - $110'$  fr E edge.  $4\frac{1}{2}'$  concertina  $80'$  fr W edge, N end.  $20'$  bldg and  $5'$  fence  $95'$  fr W edge, midfield. Culverts  $42'$  fr edge of twy.

**ARTILLERY ADVISORY - BC 65.45 58.90**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**DUC PHONG, VIETM** 11°47'41''N 107°14'22''E (YU440047)  
 VNA 919 30 (LATERITE/M8A1) 65' 02-20 Type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc 7AF (DOL) 924-4062. Opr SR-SS. Rwy cntr ruts easily, use turnaround. Rwy in poor cond and deteriorating. First 500' Rwy 02, first 400' Rwy 20 M8A1. 100' M8A1 ovrn ea end. 100' X 200' turnaround N end. Dual 55' X 150' laterite/peneprime rutted and washed out twy to 300' X 150' prk area, 4' drop-offs along sides. N twy clsd to 7AF Airlift acft. Windsock apch end Rwy 02 and btn ramps. Std rwy mkr. HAZARDS-Full rwy cannot be seen fr touchdown pt. Apch Rwy 02 over ridge with trees 1/2 mile out. Road and steep embankment 211', ditch 164' prior to thld. Apch Rwy 20 has small hill 1 mile out. Sharp 15' upslope 200' prior to thld. Shoulders poor cond and steep. 8' drop-off 20' fr edges of rwy, S end. 2' ditches extending 3' above rwy level adj to both shoulders. Road along both sides of rwy 3'-4' above rwy level on W side. Fence 8' above rwy level 52' fr W edge, N end. NE twy has 6'' washouts, use with caution.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.



**DUC XUYEN, VIETM** 12°10'45" N 108°08'05" E (AP882478)

VNA 1620 13 (M8A1/PSP) 80' 05-23 Type 1 C-7

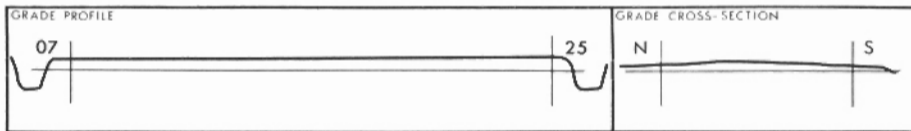
**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. First 406' Rwy 05 anti-skid treated M8A1, remainder (PSP) fair cond, slick when wet. NE 120' laterite ovrn soft when wet; SW 710' PSP ovrn poor cond, slick when wet. Prk area aprx 300' X 65' midfield, N side, poor cond, capacity one acft. Prkg area clsd to 7AF Airlift acft. Do not taxi close to edges of prkg area. Windssock SE of midfield. Std rwy mkr. Ltd to one acft on grd at a time. **HAZARDS-** App Rwy 05 over hills ½ mi, abrupt upslope 900' fr thld, and 5' beveled lip at end of ovrn. App Rwy 23 over hills ½ mi prior to thld. Abrupt upslope prior to clear zone, 6' lip at thld. Ramp too close to rwy. Uncontrolled personnel and livestock on rwy. Drop-off and footbridge 45' S side of rwy, road, embankment, monument 120' N of rwy. Ditch and culvert 45' ea side of rwy.

**TRAFFIC PATTERN-** Recommend land and tkof Rwy 23, wind permitting.

**RADIO-** Ctc as per CORDS SOI - 47.30

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





**DUONG DONG, VIETM** 10°13'26''N 103°57'58''E (US870310)

VDCA (MACV) 23 \*L H33 (ASP) 95' 07-25 Type 2 C-130, C-123, C-7

(VVDD)

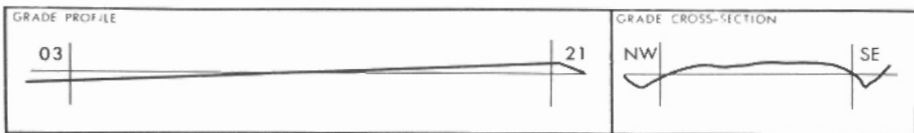
**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift Acft. Grass ovrn, unusable when wet, 125' W, 90' E end. 50' X 550' twy to 140' X 145' prk area. Windsock near twy, S of midfield. End, centerline rwy mkr. HAZARDS-Hills E of ofld. Apch Rwy 07 over 10' sand dunes aprx 300', wide ditch 140' prior to thld. Apch Rwy 25 over drop-off 90' prior to thld. 100' twr 305' SW of ofld. 30' ants over camp S of rwy. 5' dirt mound 65' S of rwy E end. 20' bldg S edge of prk area. Livestock loose near rwy.

**RADIO-**Crc as per DRAC SOI

**ARTILLERY ADVISORY-** 37.5

NDB (HW) (AO/A1) PQ 278 At Fld Opr 0100-0900Z

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**ENGLISH.** VIETM 14°28'19" N 109°02'05" E (BS879010)  
 VNA 98 L4 H36 (ASP) 60' 03-21 Type 2 C-130, C-123, C-7

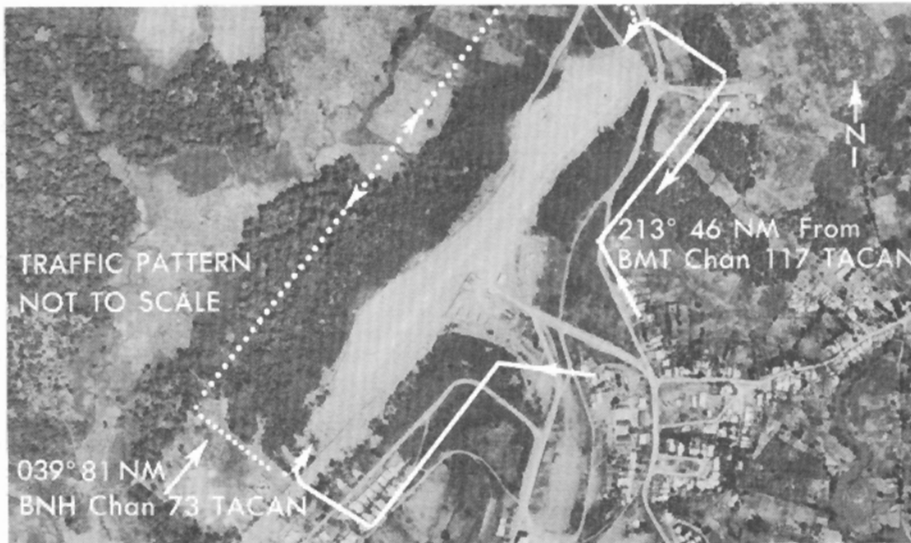
**FUEL** - A • (1) J4 (2)

**AERODROME REMARKS** - For Security, see II M.R. AASW AREA MAP. Afd unctl. PPR for 7AF Airlift acct, ctc SRAG TALO 941-3122/2755. Extv copter tfc. 386' ovrn N end, 342' S end. NE turnaround 156' X 148', 3' fence 8' fr both edges. SW turnaround 156' X 148', 4' fence 5' fr NW edge. Dual 45' wide ASP twy to 180' X 760' ASP ramp. Two windsocks NE and SW of ramp. Srd rwy mkr. HAZARDS - Apch Rwy 21 over 4' bunker SE edge of ovrn, 2' bunker NW edge of ovrn and road passes thru ovrn at rwy thld. Upslope fr road to rwy. Apch Rwy 03 over 4' concertina fence and road. Ovrn slopes up. 4' drainage ditch, 20'-45' fr both rwy edges, concertina fence both sides of rwy. 8' grd bldg and 15' windsack 70' fr rwy edge NE of ramp. Helipads 90' fr NW edge of rwy, midfield. 20' lgt pole 68' and 35' NDB ant 100' fr rwy edge SW of ramp. Unctl personnel crossing rwy midfield. 90' twr and other bldg adj to NW edge of ramp. (1) Emerg only. (2) For copter, PN.

**SAIGON ACC-APP CON** 308.4 265.9 125.3 120.7

**ARTILLERY ADVISORY** - 63.45 56.75

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**GIA NGHIA,** VIETM 12°00'35" N 107°41'17" E (YU925289)

VNA (MACV) (AF) 2136 21 (LATERITE) (1) 65' 04-22 Type 2 C-7

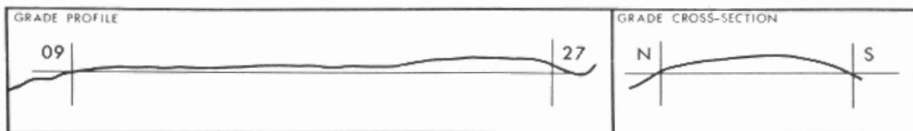
**FUEL** (2) - A+

**AERODROME REMARKS-**For Security, see II M.R. AASW ARE A MAP. Opr SR-SS. For 7AF Airlift act first 300' Rwy 04 clsd; first 100' Rwy 22 clsd not mkr. Afld built on hilltop, steep drop-offs all sides. CAUTION-Severe downdrafts and strong wind shear possible on final apch. 85' ovrn NE end, 100' SW end, no turnarounds. Aprx 165' X 235' prk area S side. Copter refuel point and dirt cargo ramp NE end. Windssock midfield, N side. Std rwy mkr. HAZARDS-Adequate clnc may not be avbl for tkof and ldg Rwy 22 when copter refuel N end, NW of rwy. 5' bunker 150' N rwy edge SE of windssock. 4' fence both sides rwy SW end, 100' fr NW edge, and 75' fr SE edge. 8' acft revetment 100' SE of rwy edge, midfield. Steep drop-offs in clear areas and lateral safety zones. (1) Penneprime treated. (2) Emerg only.

**RADIO-**66.20 Advisory 2300-1100Z

**ARTILLERY ADVISORY-**63.25 44.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**GIA RAY, VIETM** 10°58'10" N 107°24'50" E (YT638136)

VNA 492 15 (LATERITE/EARTH/SOD) 60' 09-27

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Rwy soft. 120' ovrn W end, 216' E end. Adj 60' X 110' loading area. No windsock. HAZARDS-Inadequate rwy clnc when loading ramp is in use. 4' fence at S edge of loading area. Apch Rwy 09 over 75' trees on slope ¼ mile out, 4' lip 120' fr thld. 2846' microwave ant topped hill to rgt of apch ¼ mile out. Apch Rwy 27 over 4' embankment 310' and road 220' prior to thld. 4' fence 35' fr edge along side of rwy, E end. 4' bunker on 10' embankment 75' fr N side, E end. 15' fr N edge, midfield. Uncontrolled pedestrians, vehicles and cattle in vcnty.

**TRAFFIC PATTERN-** Rwy slopes up to the E, recommended ldg Rwy 09, tkof Rwy 27, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**GIA VUC**, VIETM 14°42' 17" N 108°33' 45" E (BS375270)

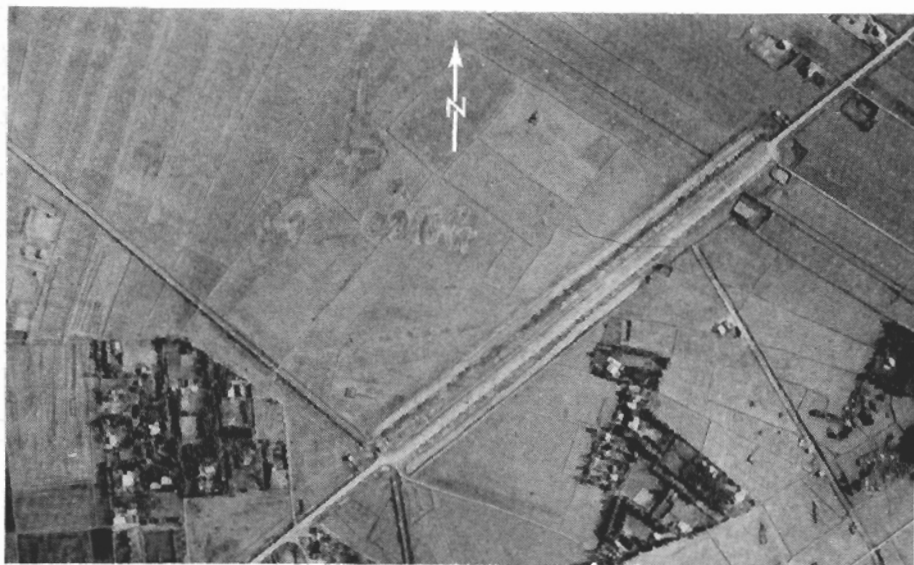
VNA 443 32 (SOD) 63' 18-36 Type 2 C-123(1), C-7

**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. Opr SR-SS. 100' ovrn N, 250' S end. Turnarounds both ends of rwy unusable. 120' X 250' ramp E side a/ja rwy. Windsock S of ramp. Std rwy mks. HAZARDS - Full length of rwy not vis fr tkof position. App both rwys over low hills 1/2 mi out, no obstacles. Rwy 18-20' lip prior to thld. Rwy 36-village 300' - 700' along E side of app, 3' concertina 400' prior to thld. Mine fld surrounds ramp and rwy. Adequate clnc fr rwy may not be aval when acct is on ramp. 4' concertina 75' E of rwy. 5' concertina 50' W. 3' concertina around S ovrn 10' fr edge. (1) Not recommended when wet.

**RADIO-** Ctc as per I.M.R. SOI - 47.3

**ARTILLERY ADVISORY-** BC 65.45 58.90

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



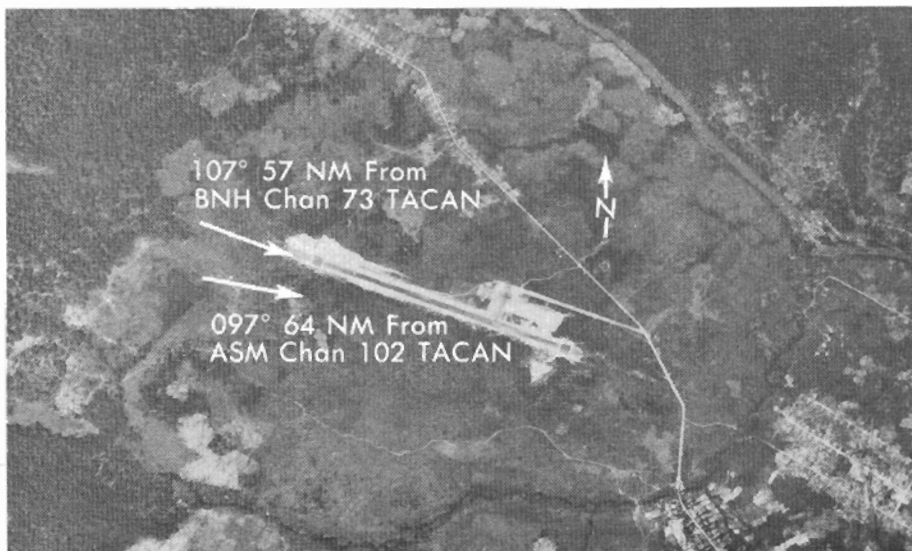
**GO CONG**, VIETM 10°21'50''N 106°41'27''E (X5853462)

VNAF 10 18 (SOFT ASP) 60' 05-23

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

**AERODROME REMARKS**- For Security, see IV M. R. AASW AREA MAP. Opr O/R. Road immediately adj to strip 5 side. **HAZARDS**-Unsuitable shoulders. Apch Rwy 05 over houses and trees. Usable width 20' due to numerous holes and breaks in ASP along both sides of rwy. Unct'l vehicle and pedestrian tfc.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**HAM TAN, VIETM** 10°41'50" N 107°43'58" E (YS988841)

VNA 112 34 (LATERITE) (1) 80' 11-29 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Land past turnaround to avoid dips. 130' X 130' untreated M8A1 turnaround/ovrn ea end; additional 200' laterite ovrn ea end. E turnaround not usable exc as ovrn. Two 50' X 200' twy (W twy unusable) to 150' X 600' peneprime/crushed rock ramp (150' X 200' W section clad to 7AF DOL acct). Ltd to two acct on gnd at a time. Windsock btn twy. Std rwy mkr. HAZARDS-Apch Rwy 11 over 50' trees ½ mile, 6' fence 305' prior to end mkr. Apch Rwy 29 over upslope, 2' lip 250' prior to thld. 2' ditch 45' N side of rwy. 4' ditch 45' S of rwy. 3' embankment 45' S side, W end. Road and culvert S of rwy, E end. 5' concertina fence 25' S of rwy edge. 4' berms adj to ramp. Abandoned camp with bunkers within 200' S of rwy, E end. Uncontrolled vehicles, cattle and pedestrians have access to rwy. (1) ASP treated.

**TRAFFIC PATTERN-** Recommend ldg Rwy 29, tkof Rwy 11, wind permitting.

**ARTILLERY ADVISORY-** BINH TUY 248.1 43.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**HA TAN**, VIETM 15°50'51''N 107°56'31''E (ZC152540)

VNA 66 23 (SOD/CLAY/ROCK) 55' 06-24

**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. Opr SR-SS. 89' ovrn NE end, 100' SW. No prk. Small offloading area W end, very soft when wet. Windsock midfield SE. Concrete end and touchdown mkr. Ltd to one acft on gnd at a time. **HAZARDS-**Afld surrounded by mt. Apch Rwy 06 close-in due high terrain 1 mile SW; 20' trees and houses 500', 4' lip 100' fr thld. Rwy 24 has 3' lip 89' fr thld. Not recommended for ngt OPS.

**ARTILLERY ADVISORY-** YB 68.25 59.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





GRADE PROFILE



GRADE CROSS-SECTION

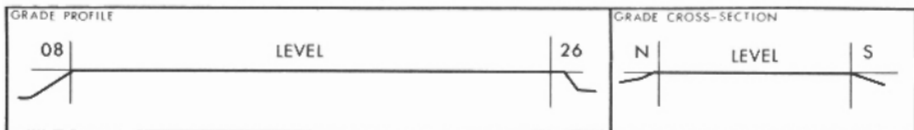
**HA THANH, 15°05'38"N 108°33'51"E (BS390700)**

VNA 131 13 (M8A1) 53' 08-26 Type 1 C-7

**AERODROME REMARKS-** For Security, see I M.R. AASW AREA MAP. Opr SR-SS. 115' M8A1 ovrn E end, 100' laterite/RC-3 W end. 80' X 66' offload/turnaround E end. No prkg, off-load on E turnaround. Windsack N side, midfield. Std rwy mkr. Restricted to one C-7 on gnd at a time. HAZARDS-Mtns in all quads. Wind direction and gust intensity may change rapidly; acft may be subject to turbulence on final both directions. App Rwy 08 over 600' hill ½ NM fr afld, 15' lip 182' fr thld, short steep app required. App Rwy 26 over 40' ant ½ mi out, 200' left of centerline, 50' trees 1000', 15' lip 164' prior to thld. Cattle in vic of rwy. Drop-off N side of rwy E end. CAUTION: Lateral clnc is restricted on S side due to hill aja to edge of rwy, lateral clnc aval only on matted sfc.

**RADIO-** Ctc as per I M.R. SOI - 47.3**ARTILLERY ADVISORY-** BC 65.45 58.90

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**HA TIEN,** VIETM 10°23'58" N 104°27'55" E (VS419495)

MACV 10 18 (LATERITE) 72' 08-26

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Rwy sfc damaging to tires, consists of loose rock, brick and tile. 90' X 400' earth prkg area W end N side, eroded on edges. No windsock. Rwy outline mks only. **HAZARDS-** Do not land short, 2' lip at ea thld.

**RADIO-** Ctc as per IV M. R. SOI

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



HA TIEN SOUTH, VIETM 10°21'45''N 104°30'10''E (VS457455)

VNA 10 L 13 (SOD/GRAVEL) 60' 06-24

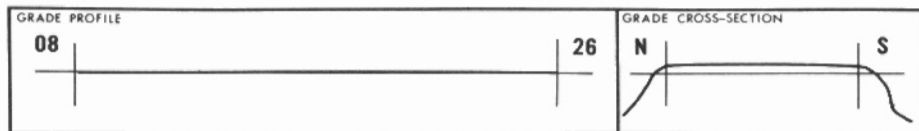
AKA TÔ CHÂU

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Potholes on rwy filled with sand. Field unusable dur wet season. 100' ovrn ea end. Windsock W end S side. End and touchdown mkr. HAZARDS-Hills N and E of fld. Apch Rwy 06 over 6' tip 100' fr thld. Apch Rwy 24 over 140' hill 500' prior to thld. Steep apch rqr to land at normal touchdown pt. Actf may be subject to turbulence on final both directions. Road along N edge crosses rwy at W end. 4' fences and 2' ditches along both sides of rwy. 4' fence 20' SE of rwy edge.

**TRAFFIC PATTERN-** Recommend ldg Rwy 06, rtof Rwy 24, wind permitting.

**RADIO-** Ctc as per ARVN SOI

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**HAU NGHIA.** VIETM 10°53' 55" N 106°24' 40" E (XT544050)

VNA 13 13 (PSP) 83' 08-26

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Rwy cond fair, low spots along centerline near midfield. Grass growing thru PSP. Ovrn and shoulders unusable. 90' wide twy to 100' X 175' PSP prk area midfield, S side with numerous low spots. No touchdown mkr. HAZARDS-6' lip at both thld. 3' dirt piles 100' fr apch end Rwy 26. 2' dirt piles and 5' drop-offs both sides of rwy. CAUTION-12' windsock pole 30' fr S edge, midfield.

**ARTILLERY ADVISORY-** HAU NGHAI - 228.1 46.8

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**HENSEL**, VIETM 13°51'38''N 108°02'26''E (AR803339)

VNA 2529 28 (M8A1) ① 64' 09-27 Type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct, ctc SRAG TALO 941-3122/2755. 130' ovrn E end, W 150' laterite ovrn ruf.

100' X 100' M8A1 turnaround on W end of rwy. Two crushed rock/peneprime twys, (W 80' wide, E 100' wide), lead to 285' X 800' M8A1 prk area E end. Soft spot 20' X 48' in NE corner of ramp.

Windsock W of twy. Std rwy mkr. HAZARDS-DRAGON MT (3370') 330° 1.9 NM fr fld. Apch Rwy 27 over paved road and 4' fence 200' prior to thld. 440' AGL ant 1¼ mi N of Rwy 09, obst lts out. 40' ants 190° S of rwy. Rwy shoulders are 6'' lower than rwy edge, ruf and eroded. 3' ditches both sides of rwy. 15' ditch S, midfield 20' fr rwy edge. 10' ditch N side midfield 18' fr rwy edge. 6'' lip up to matting ea end of rwy. No obst lts on twr. ① Laterite subgrade has some soft spots and erosion. Not anti-skid treated.

**TRAFFIC PATTERN-** Use S tfc, do not fly over cantonment area.

**COMMUNICATIONS**

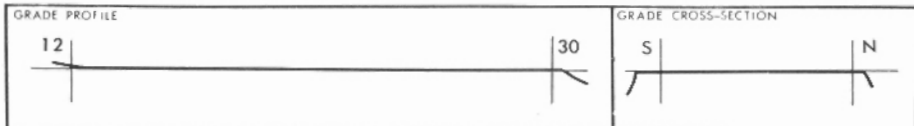
**RADIO-** Ctc as per SRAG SOI-47.3

**PLEIKU APP CON-** 232.4 124.7

**PLEIKU TOWER-** (Advsvy svc) 286.6 118.3 (Ex)

**ARTILLERY ADVISORY-** PLEIKU ADVSVY 62.55 55.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**HOI AN, VIETM** 15°53'00" N 108°19'47" E (BT142576)

VNA (ROKA/MACV) 10 19 (PSP/MBA1) 60' 12-30

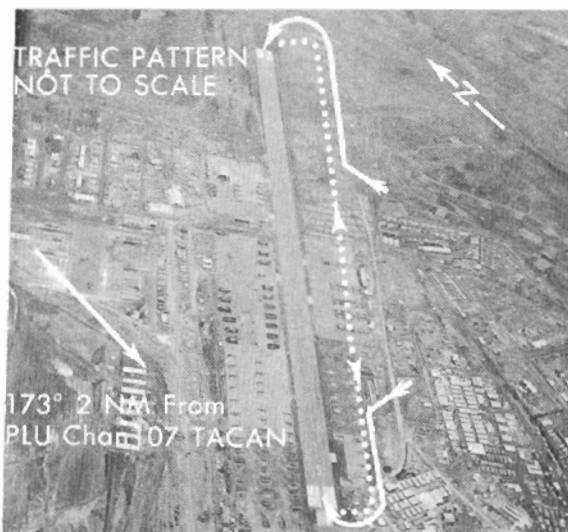
**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. Opr SR-SS. Rwy cond good. Recommend land only to S because of apch hazards on Rwy 30. Unct'l copter OPS. Rwy extn in progress. 306' laterite ovrn NW end, 82' PSP ovrn SE end. 180' X 87' prk area S end, usable as turnaround. Windssock SW of midfield. Rwy mkr NW end, disregard mkr on SE end.

**HAZARDS-**Apch Rwy 30 over bldg, trees, poles in apch zone. 25' gate left in clear zone. Shoulders rut and unusable. Lateral clinic-Bunker, fence and concertina in lateral safety zone, left of S end. Permanent bldg to rgt of S end, 54'. Drop-offs both sides of rwy. 100' unlgtd twr 2 miles N of fld at BT138616.

**RADIO-** Ctc as per MACV I.M.R. SOL

**ARTILLERY ADVISORY-** YB 68.25 59.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**HOLLOWAY, VIETM** 13°58'39" N 108°02'25" E (AR804470)

A 2460 L4 41 (PSP) 141' 05-23 Type 1 C-130, type 2 C-123, C-7

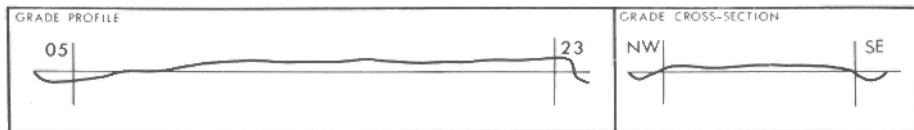
(VVPK)

**FUEL**- A+J4 **AMMO**- Aval

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. PPR for 7AF Air-lift acft, crc ALCC 924-4533/4514. 7AF Airlift acft land Rwy 23 only. US controllers on duty 2200-1400Z. Exty copter tfc. CAUTION-Hvy copter and F/W tfc in area not under twr cfl. PSP in poor cond. 1000' PSP ovrn SW end; 450' sod NE, badly eroded. Extremely ltd prk, all types. 2 windsocks SE side. Non-std rwy mkr. HAZARDS-Barbed wire obst 1245' fr opch end Rwy 05 and 500' fr apch end Rwy 23. Ltd lateral clnc. Copter revetments 55' fr rwy edge, 8' bunkers 36' fr edge, and 3' ditch 10' fr edge of rwy. Shoulders unusable. Twin unlgtd twr 2630' (50' AGL), guy wires extend 300', 247° 1.1 NM fr Rwy 05, partially obscured by trees.

**TRAFFIC PATTERN**- Recommend F/W land Rwy 23, tkof Rwy 05, wind permitting.**COMMUNICATIONS****PLEIKU FOC**- 260.0 122.6 36.1 VFR flt flw.**TOWER**- 285.1 260.0 122.6 56.9 36.65 (E)**VFR ADVISORY SVC**- Coll PLEIKU TWR**ARTILLERY ADVISORY**- PLEIKU ADVSY 62.55 55.65**RADIO AIDS TO NAVIGATION**

NDB (HW) OR 282 At Field



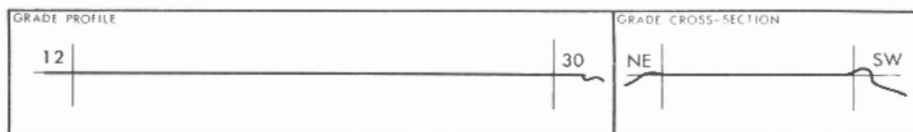
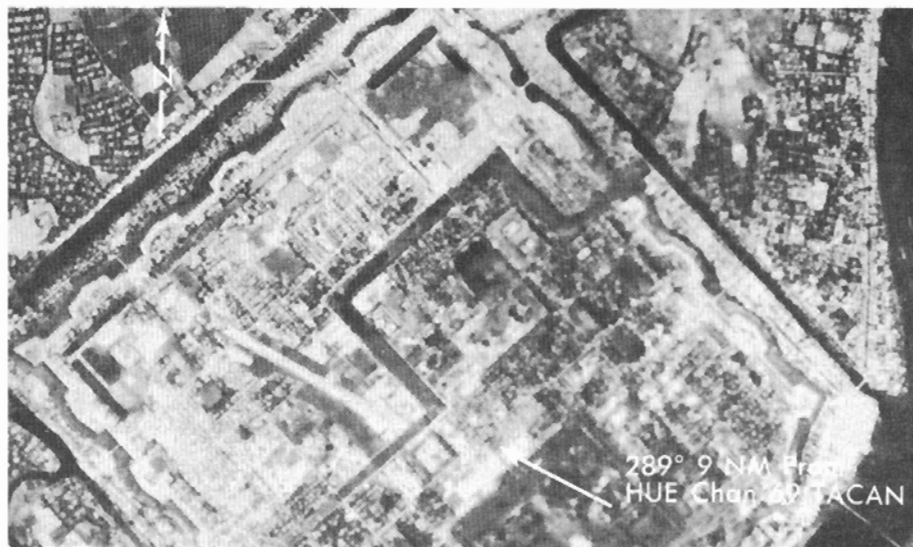
**HON QUAN, VIETM** 11°39'22"N 106°36'50"E (XT760892)

VNA 32B 15 (LATERITE) 60' 05-23

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Not recommended when wet. 90' ovrn S end, 50' ovrn N end. One twy to 240' X 100' clay prk area well clear of rwy S side partially revetted for lgt acft. Windsock midfield W side. Std rwy mkr. HAZARDS—Apch Rwy 05 over village, trees 700', 40' trees 500', ruf terrain prior to thld. 4' fence 115' prior to thld. Road, fence and drainage ditch 90' prior to thld. Apch Rwy 23 over abrupt lip 200' and 4' fence prior to thld. Fence is 60' fr both edges along the rest of the rwy. Ditch adj to rwy shoulders along entire rwy. Debris on edge of prk ramp. Pedestrians and vehicles crossing rwy.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.




**HUE CITADEL, VIETM 16°28'28''N 107°34'23''E (YD747230)**

VNAF 49 24 (CRUSHED ROCK)① 43' 12-30

(VVHU)

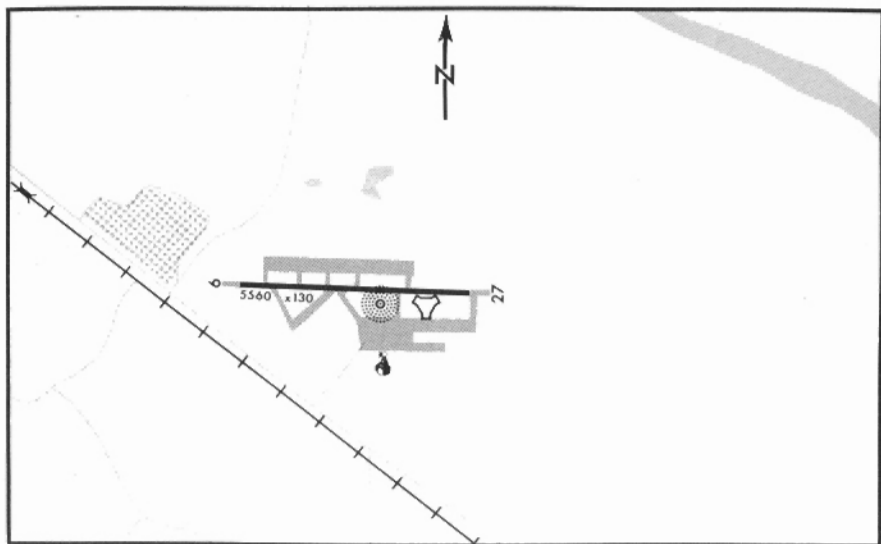
**FUEL-A\***

**AERODROME REMARKS:** For Security, see I M. R. AASW AREA MAP. PPR for ldg and tkof, ctc 41st Wing on 42.5. 100' ovrn ea end. 120' X 200' ASP prkg area SE end S side, other prkg unusable. Windsock lctd SW side near con twr. HAZARDS—App Rwy 12 over 60' pagoda 1500' and 4' fence 150' fr end of rwy. App Rwy 30 over houses 400', 200' wide canal 200', ditch 120' fr end of rwy. FAC acct prkg 50' fr both edges of rwy SE end. 9' dike, 4' fence and 15' twr 50' fr NE edge of rwy. 2' dirt mound extends to within 18' of rwy edge NE side. Not recommended for ngt ops. ① ASP treated.

**ARTILLERY ADVISORY—HN 67.85 59.50**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**INTENTIONALLY  
LEFT  
BLANK**

**HUE/PHU BAI, VIETM 16°23'57" N 107°42'12" E (YD887148)**

VDCA (AF) (A) 49 B(1)L4(2) H55 (ASP) 130' 09-27 Type 3 C-130, C-123, C-7

(VYSH)

**JASU- A-1 FUEL- A(3) J4(4), SP, O-128-148-156**

**AERODROME REMARKS-** Twr opr by Vietnamese H24. Inbd 4 eng acft will shut down outboard eng after turning off rwy. Start outboard eng at designated 4 eng start pt. Fire protection will be provided. 100' ASP ovrn eo end. Reduced rwy separation std are in effect. R/W and F/W use same rwy. Unltd watch twr lctd left and rgt side apch end Rwy 27. Unltd ant 326' AGL 297° 8.0 NM fr afld. Parachute flares in all quad. Small arms fire while in tfc pat. Report specific lctn of gnd fire encountered to HUE TOWER. SEE VIETNAM SPECIAL NOTICES. (1) Inoperative for security reasons. (2) Unltd twy. (3) A+ ltd, emerg only. (4) J4 extremely ltd capability to fuel cargo F/W.

**TRAFFIC PATTERN-** All tfc ptns N of afld, F/W 1000' MSL and R/W 500' MSL.**COMMUNICATIONS**

APP CON-315.5 274.1 125.5

HUE TOWER-241.0 118.3 41.3 (E) GND CON-230.3 131.1 Opr 0001-0800Z

DEP CON/CLNC DELIVERY-315.5 125.5 119.3 44.85

ALCE-291.8 140.4 8133 USB

ARTILLERY ADVISORY-HN 67.85 59.50

**RADIO AIDS TO NAVIGATION**

HUE TACAN HUE Chan 69 At Field MP 0800-0900Z Sat and Sun

TACAN restricted

090°-115° beyond 26 NM below 6000'

170°-300° beyond 28 NM below 8400'

115°-130° beyond 26 NM below 9500'

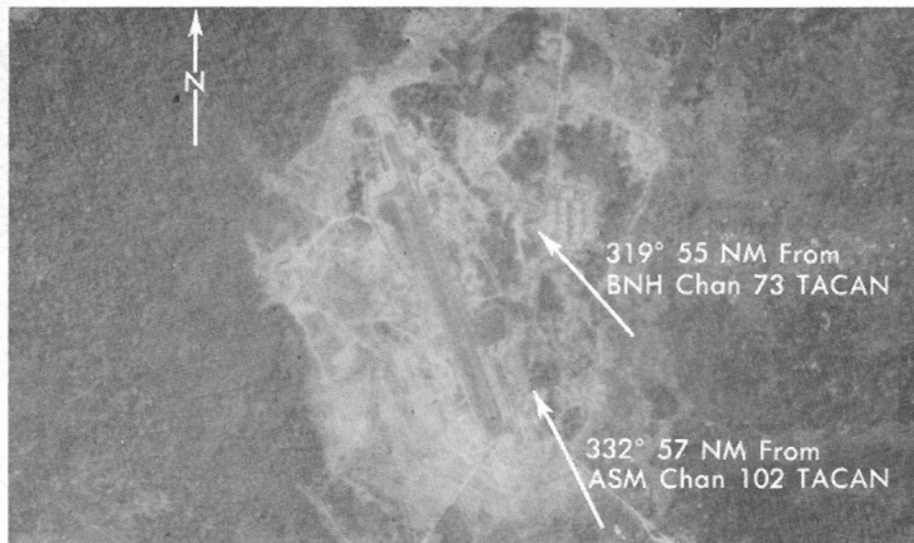
300°-315° beyond 35 NM below 9000'

130°-170° beyond 21 NM below 12,000'

HUE NDB (HW) KLS 486 At Fld

(CONTINUED BELOW)

**INTENTIONALLY  
LEFT  
BLANK**



**KATUM**, VIETM 11°40'17''N 106°13'15''E (XT331901)

VNA 133 30 (LATERITE)① 80' 16-34 Type 1 C-130, type 2 C-123, C-7

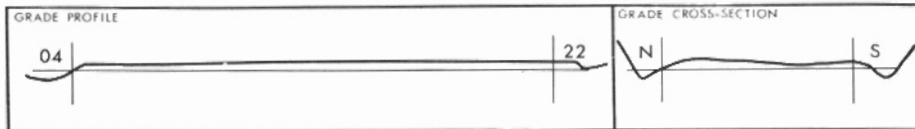
**AERODROME REMARKS**- For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acft. 118' laterite ovrn N, 88' M8A1 plus 130' laterite S end. Dual 50' X 180' laterite twy to 230' X 425' laterite prk area N end. 70' X 70' twy to 250' X 190' prk ramp SE end. N twy soft when wet. Windsock S end W side. Std rwy mkr. HAZARDS-Apch Rwy 34 over 40' trees 1100' prior to thld. 100' ant 500' left of rwy centerline SW end. Apch Rwy 16 over 80' trees 1700', 4' dirt bank and debris 400' prior to thld. 5' fence 50' fr rwy edge both sides. Berms lctd 50' N and S of cntr ramp. Lateral clnc not avbl when copter parked adj to rwy. ① Pene-prime treated. 500' M8A1 eo end.

**TRAFFIC PATTERN**- Recommend land Rwy 16, tkof Rwy 34 wind permitting.

**RADIO**- Ctc as per III M. R. SOI- 68. 25

**ARTILLERY ADVISORY**- BINH LONG 297.4 39.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**KHAM DUC**, VIETM 15°25'57''N 107°47'52''E (ZC003081)

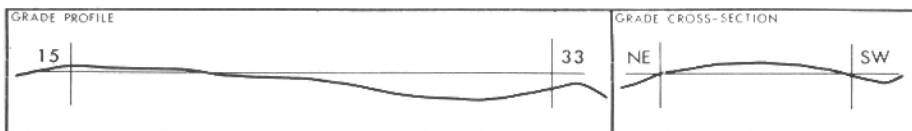
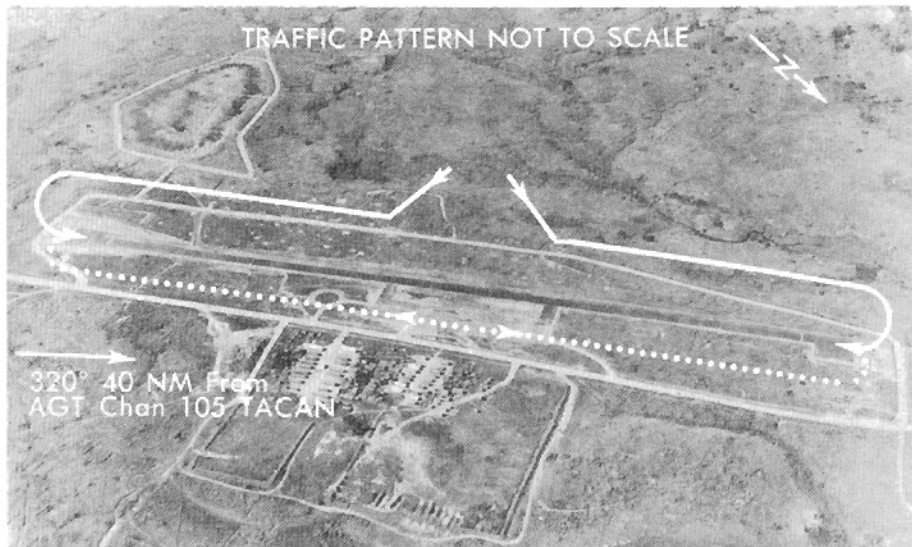
1115 H60 (ASP) 96' 04-22

(VVKD)

**AERODROME REMARKS-** INSECURE, ABANDONED. 80' X 240' twy to 200' X 550' prkg area, midfield NW side. Single access twy to prkg area 170' X 500' midfield NW side, partially revetted. No windsock. Std rwy mks. **HAZARDS-** Aflld surrounded by mtns, not recommended for ngt ops. Possible small arms fire in tfc ptr. App Rwy 04 over 1500' hill 3/4 NM fr thld. App Rwy 22 over 1550' hill 1/2 NM fr thld.

**ARTILLERY ADVISORY-** VN 66.80 56.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**KHANH DUONG NEW, VIETM** 12°43'58''N 108°45'15''E (BQ562087)

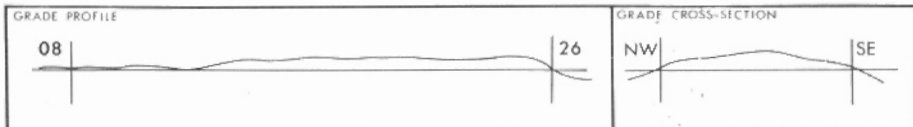
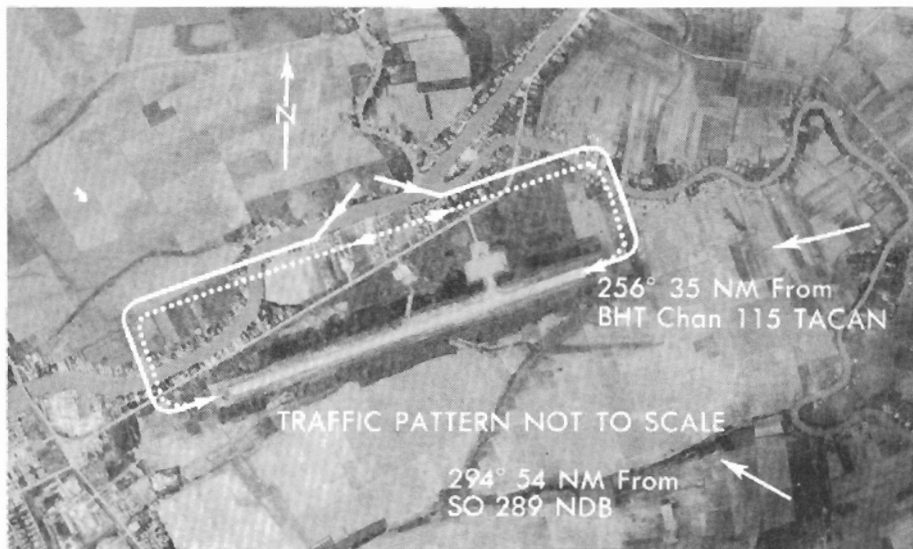
MACV 1400 35 (M8A1) 60' 15-33

RCR- 20 dry

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. Rwy fair with depressions in vic E twy. 150' laterite ovrn NW, 100' laterite SE end. 150' X 150' M8A1 turnaround ea end. Two M8A1 access twys 50' wide to 150' X 755' debris cluttered prkg area. Twys and prkg area in poor condition, clsd to 7AF Airlift act. No windsack. 200' touchdown and end mkr Rwy 33 only. **HAZARDS** - App Rwy 15 over moderate upslope, road, and 2' ditch 150' fr end of rwy. App Rwy 33 over sharp upslope, road, and a 3' lip 100' fr end of rwy. Open barrels in-bedded in ovrn edges aprx 5' fr ea rwy. Livestock have access to rwy. Lateral c/lnc-ditch, embankment, culvert and drop-offs in lateral safety zones both sides of rwy. Shoulders ruf. Rwy and prkg area used by large truck convoys as a marshalling yard. Not recommended for ngt ops.

**RADIO-** Ctc as per MACV II M.R. SOL.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



*RACH SOT*

**KIEN GIANG**, VIETM 09°57'15''N 105°08'09''E (WS149004)

VDC A 13 H37 (ASP) 100' 08-26 Type 2 C-130, C-123, C-7

(VYKG)

AMMO- 7.62 2.75

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Occasional copter t/c. 150' ovrn W, 200' ovrn E end. 60' X 250' twy to 190' X 300' prk area. Windsock midfield N. ICAO rwy mkr. HAZARDS-Apch Rwy 08 over 50' ants in village. 80' ants and poles 1000', 3' drop-off 150' fr thld. Apch Rwy 26 over 5' fence 500', 8' grd shack ea side (65' fr rwy edge) and 2' drop-off 165' fr thld. 6' ammo berms, 6' bunkers and copter pads 60'-75' fr rwy edges. 40' bldg adj N side of ramp. Lateral safety zone: 6' fence 27' fr N edge of rwy prior to entrance into prk area surrounds POL area and fuel bladders. Watch for vehicles and pedestrians on rwy.

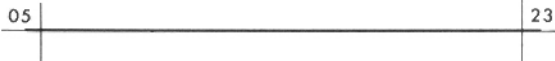
**RADIO-** Ctc as per IV M. R. SOI.-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





GRADE PROFILE



GRADE CROSS-SECTION



**KIEN LONG, VIETM** 09°30'00"N 105°15'30"E (WR286505)

MACV 5 17 (PSP) 60' 05-23

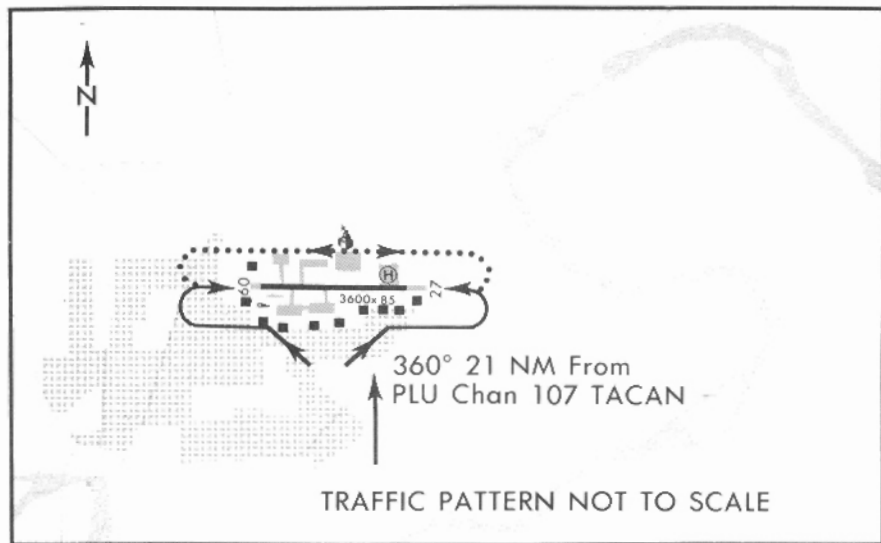
AMMO- 7.62 2.75 40MM

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. FM rdo ctc rqr prior to entering tfc for small arms firing information in area. Rwy fair, some panels loose due to warping. Silt subgrade settled up to 6" in several places. 150' ovrn NE end, ruf and rutted. No rwy mkr. HAZARDS—Apch Rwy 05 over village and 50' trees 600' fr thld. Apch Rwy 23 over 50' ants, 10' huts 300' and 30' trees rgt of centerline, 200' fr thld. 6' fences 10' and 20' fr SE edge, SW end. Drainage ditches 10'–20' fr both edges, SW end. Large metal obst on NE rwy. 6' fence 40' fr both edges for almost entire length. 4' hydrant 6' fr SE edge, NE end. 75' ant 150' SE of rwy in compound. Uncontrolled pedestrian tfc on rwy.

**RADIO-** Ctc as per IV M. R. SOI.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

INTENTIONALLY  
LEFT  
BLANK



GRADE PROFILE



GRADE CROSS-SECTION

**KONTUM**, VIETM 14°21'15''N 108°01'17''E (AR790890)

VDCA 1804 H36 (ASP) 85' 09-27 Type 2 C-130, C-123, C-7

(VYKT)

**FUEL - J4**

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Occasional copter tfc. 100' sod ovrn ea end, W ovrn ruf, unusable. 60' wide M8A1 turnaround E end, N side. 60' X 110' ASP twy to 160' X 350' ASP ramp, S side, W end. E of ASP prk area a 50' X 110' M8A1 twy leads to 95' X 250' M8A1 prk ramp, twy and ramp not anti-skid treated and clsd to 7AF Airlift acft. Reful ramp W end N side, clsd to 7AF Airlift acft. Windsock S of rwy W end. Std rwy mkr. HAZARDS-Apch Rwy 09 over ditch 350', fence 250' fr thld. Apch Rwy 27 over river, road 300', and two C-47 wrecks (N of centerline) 230' fr thld. 6' fence 100' prior to thld. Watch for vehicles crossing W ovrn. 15' bunker 50' S and 10' E of SE corner of Rwy 27. Tanglefoot wire and claymore mines extend to within 15' of ovrn fr bunker. 5' concertina fence 75' N side of rwy. Copter prk S of E end of rwy, E of twy.

**TRAFFIC PATTERN-** CAUTION: Tfc ptn over high trees and populated areas.

**ARTILLERY ADVISORY-** 44.65 57.3



GRADE PROFILE



GRADE CROSS SECTION



**LAI KHE, VIETM** 11°11'41''N 106°37'23''E (XT772381)

VNA 121 35 (MX19) 60' 05-23

(VVLE)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Rwy unsafe for F/W acct. Laterite ovrrn, 150' SW, 200' NE end. 80' X 100' MX19 turnaround SW end. Three 30' X 200' twy to 380' X 150' PSP prk area, NE of rwy, several depressions, matting sticking up at edges. Windssock S adj to twy to revetments. Std rwy mkr. HAZARDS—Apch Rwy 05 over artillery 1 mile, helipads 1000' and 75' rubber trees 500' fr thld. Apch Rwy 23 over drop-off 300' fr thld. Copter sometimes parked 60'—75' fr SE edge of rwy. 4''—5'' lip where shoulder and rwy edge meet. Unlgt'd twr 0.9 mile S of S end of rwy. 242' unlgt'd twr 0.8 mile E. (U) Anti-skid treated, extremely poor cond.

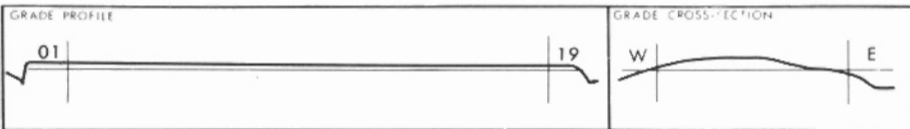
**TRAFFIC PATTERN-** F/W 1200', R/W 700'. Maintain 700' MSL on app Rwy 05 til clear of Stinger Heliport 1.4 NM SE. Do not overfly Stinger Heliport on tkof fr Rwy 23.

**TOWER** (U) - 64.0 37.75

**ARTILLERY ADVISORY-** BINH DUONG 286.1 40.3

**RADIO/NAV REMARKS-** (U) VNAF acct ctc 37.75; USAF acct ctc 64.0.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**LAM SON, VIETM** 10°59'18"N 106°41'05"E (XT840150)

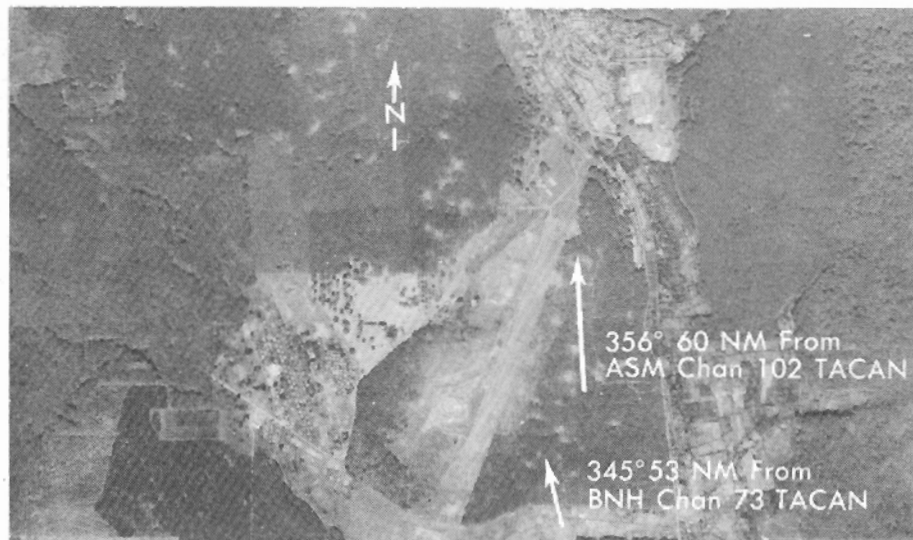
VNA 98 L9 23 (LATERITE) 60' 01-19

**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. Opr SR-SS. Exty copter and unct VNAF lgt acft tlc. Rwy very poor cond. 115' ovrn N end, 100' S end, both late-rite. 3 twy to 840' X 88' PSP prk area N end, E side. Helipad 220' X 125' PSP used for addn prk. Windsck W of midfield. Rwy end, outline and touchdown mkr. HAZARDS-Apch Rwy 19 over 3' ditch 130' fr thld. Apch Rwy 01 over 4' ditch and debris 100' fr thld. Watch for copter running up on helipad. Vehicles, people and livestock occasionally on rwy. 5' fences 10' fr W edge, S end and 20' fr E edge, S end. 12' lgt posts 65' fr E edge, S end. 30' grd twr 100' fr E edge S end. 15' windsck pole in W safety zone. Ditches along both edges of rwy. Mine fld W of W perimeter.

**TRAFFIC PATTERN-** Land Rwy 19, 1kof Rwy 01 wind permitting.

**ARTILLERY ADVISORY-** BINH DUONG 286.1 40.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**LOC NINH.** VIETM 11°49'54''N 106°35'33''E (XU733084)

VNA 492 H31 (ASP) 60° 02-20

(VVLN)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acft. Extv copter tfc. Unctl copter tfc opr fr S ramp. Rwy fair, upslope ldg ea rwy. 120' ovrn N, 215' S end. 120' X 90' avbl for turnaround N end. Two 45' X 120' twy leading to 200' X 500' M8A1 ramp lctd adj to S ramp. N and extreme S ramps clsd to F/W. 200' X 500' M8A1 ramp and twy not anti-skid treated. Windssock W of Rwy 02 and E of Rwy 20, opposite hangars. Rwy mrk obscured. HAZARDS—Opposite ends of rwy not visible fr touchdown pt. Steep drop-offs beyond both ovrn. 5' fence 75' fr W edge of rwy. Road 30' fr W edge of rwy. 3' ditch 10' fr W edge of rwy. Shoulders eroded and unusable W side of rwy. 2' fence 20' fr W edge of rwy. Pedestrians and vehicles have uncontrolled access to rwy.

**ARTILLERY ADVISORY-** BINH LONG 297.4 39.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



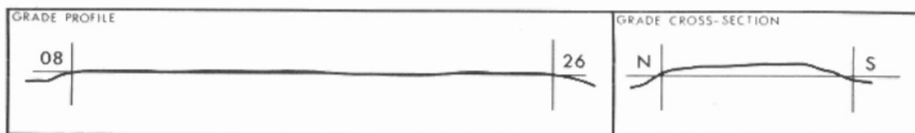
GRADE CROSS-SECTION

**LONG AN, VIETM** 10°32' 35" N 106°23' 36" E (XS524656)

VNA 7 H15 (ASP) 60° 10-28 Type 2 C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct, etc 7AF (DOL) 924-4062. 630' ASP ovrn E end, 190' X 130' M8A1 ovrn/turn-around W end. Dual 50' X 125' twy to 250' X 77' M8A1 prk area, metal buckling. Prk ramp clsd to 7AF Airlift acct. Windsock W of ramp. Std rwy mkr. Hr of OPS 7AF Airlift acct SR-SS. HAZARDS - Apch Rwy 10 over road, ditch and 6' fence 200' fr thld. Apch Rwy 28 over bldg, 8' bunkers and 20' poles 900' prior to thld. Shoulders ruf and overgrown, ruf terrain adj to both edges. Barb wire, mine fld 120' fr S edge midfield. Helipads 100' fr N edge. Revetments 50' fr S edge E end. Helipad along N edge of E ovrn. 162' twr 1.5 NM SE (XS547647) lgt'd O/R. 160' twr 2.1 NM aligned with Rwy 28, lgt'd O/R.

**ARTILLERY ADVISORY - LONG AN 256.4 40.4**



**LONG HAI**, VIETM 10°24'28''N 107°13'20''E (YS432512)

VNA 7 21 (M8A1) 60' 08-26 Type 1 C-123, type 2 C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. PPR for 7AF (DO-235)

Airlit acft. W ovrn 150' M8A1 and 80' sand/peneprime. E ovrn 100' sand/ASP. 150' X 150' (M8A1) turnaround W end. Two 40' X 120' twy to 190' X 450' M8A1 prk area. Windssock N side, E end. End and 200' touchdown mkr. Strong prevailing crosswinds. HAZARDS-Apch Rwy 26 over 1073' hill 1½ miles, 6' fence 300', road 270' prior to thld. 6' lip E end btn matting and ovrn, 1' drop-off at end of E ovrn. 6'-12' drop-off fr rwy level to shoulder level ea side. Low area ea side of rwy, 40' fr rwy edge S side, 30' fr rwy edge N side. Bldg, concertina wire and grd shack adj to prk area. Livestock and pedestrians on ramp and rwy.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





LONG KHOT #2. VIETM 10°55'10''N 105°50'19''E (WT912069)  
VNA 6 12 (CLAY) 50' 06-24

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



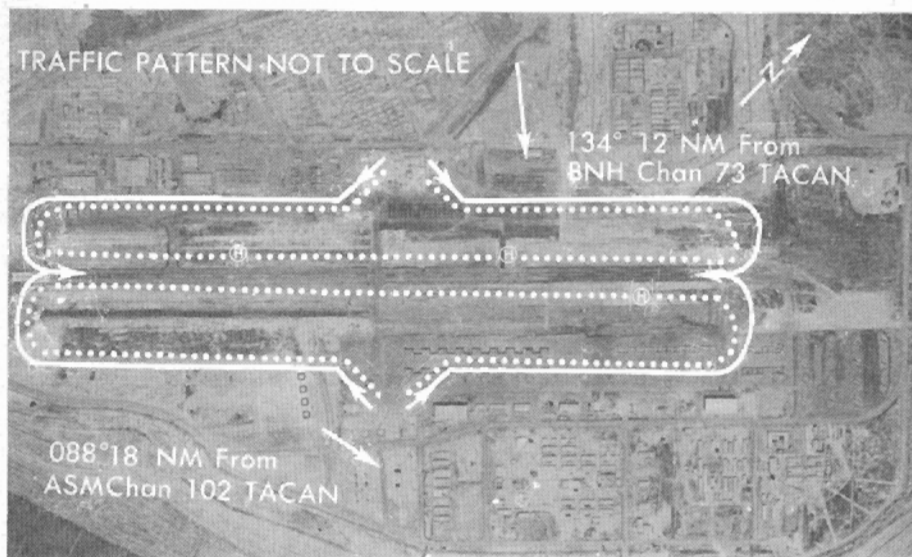
**LONG THANH, VIETM** 10°47'38''N 106°57'10''E (YS135935)

A 33 18 (LATERITE/GRASS) 50' 05-23 (AUW-22)

**AERODROME REMARKS-** Coordinate thru VDCA. Dry only. No rwy markers.

**LONG THANH NORTH TOWER-** 271.1 122.0 66.75 For ttc advisories.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**LONG THANH NORTH, VIETM** 10°50'10"N 106°57'50"E (YS145982)

VNA 140 L4 H50 (ASP) 80' 05-23 Type 3 C-130, C-123, C-7

(VVL2)

**AERODROME REMARKS-** For Security, see III M.R. AASW AREA MAP. 524' ovrn SW end, 450' ovrn NE end. 40' wide twy midfield SE to 425' X 400' prk area. Windssocks lctd rgt side of thld both ends. Std rwy mkr. CAUTION-Drop Zone to 10,000' AGL and demolition range lctd ¼ mile NNW. Depressions in rwy aprx 1500' fr thld apch end Rwy 23. Heliport names: #1-White H, #2-Cav Patch, #3-Circle H.

**TRAFFIC PATTERN-**F/W 1200' MSL, R/W 700' MSL.

**ARTILLERY ADVISORY-**BIEN HOA 290.0 46.7



GRADE PROFILE



GRADE CROSS-SECTION



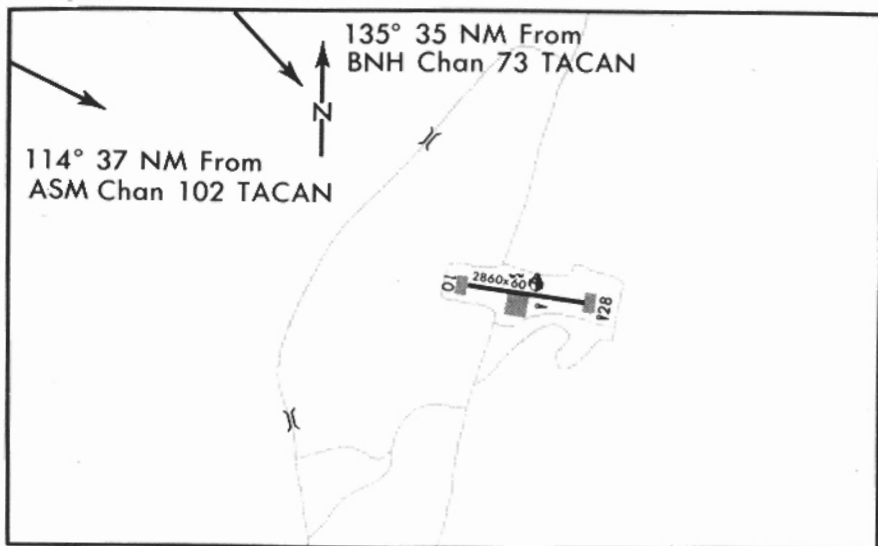
*RACH SƠI*

**LONG XUYEN, VIETM** 10°19'38''N 105°28'43''E (WS521416)

VNAF 16 34 (DBST) 95' 08-26 Type 2 C-123, C-7

**AERODROME REMARKS** - For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. 100' ovrn ea end (80' laterite, 20' sod). 40' X 300' twy to 160' X 270' prkg area midfield N side of rwy. Windsock N of midfield. End and boundary rwy mkr. HAZARDS - 4' lip 180° fr both thids. Prkg ramp congested. Rwy shoulders and ovns soft and unusable when wet. Livestock vic of rwy. Moderate risk ngt ofld.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



◇ LUSCOMBE, VIETM 10°33'32''N 107°13'43''E (YS437681)

VNA 115 H29 (ASP) 80' 10-28 Type 1 C-130 (U), type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct. Extv copter ffc. Rwy good cond. 130' X 130' PSP ovrn/turnaround W end plus 120' dirt ovrn. 279' X 114' PSP turnaround plus 300' ASP ovrn E end. Adj S side 400' X 450' ASP prk area partially matted, taxi on mat if possible. Windsock W end, N side. Std rwy mkr. **HAZARDS-** Apch Rwy 10 over 15' upslope, 5' fence and road with culverts 250' fr thld. Apch Rwy 28 over 75' trees and 20' embankment 950' fr thld. 8' revetments S side 740' fr thld. 15' p-lines and poles in N lateral safety zone, 72' ctl twr 112' N of rwy. 60' ant 100' N side, mid-field. 2' ditch S side 13' fr rwy. 3' ditch N side 35' fr rwy. 10' embankment N side, E end 70' fr rwy. 30' water twr 110' N rwy midfield. Moderate risk ngt afld. (U) Ldg Rwy 28 not recommended for C-130.

**ARTILLERY ADVISORY-** PHUOC TUY 369.6 40.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**MAI LOC**, VIETM 16°44'17''N 106°57'43''E (YD092516)

VNA 348 32 (LATERITE) ① 55' ② 18-36

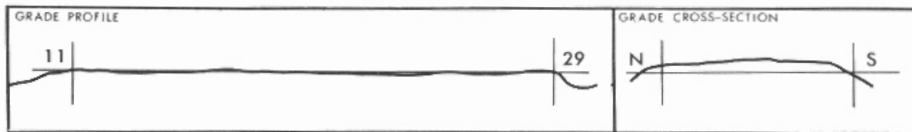
**AERODROME REMARKS**- For Security, see I M. R. AASW AREA MAP. Opr SR-SS. 100' ovrn ea end, turnaround on ovrn. No prk area. Windsock S end, W side. Std rwy mkr PSP. HAZARDS- 10' drop-off 30' fr E edge, S end. Road crosses Rwy 36, 500' fr thld. ① Peneprime treated. ② 55' wide N end. 80' wide S end.

**TRAFFIC PATTERN**- Recommend land Rwy 18, wind permitting.

**RADIO**- Ctc as per I M. R. SOI-73.40

**ARTILLERY ADVISORY**- HN 67.85 59.50

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**MANG BUK, VIETM** 14°50'05''N 108°11'55''E (AS983417)

RF/PF 4068 20 (EARTH/PSP) (U) 50' 11-29 Type 1 C-7

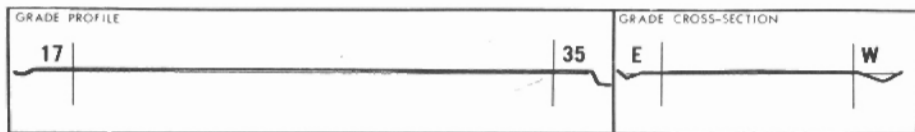
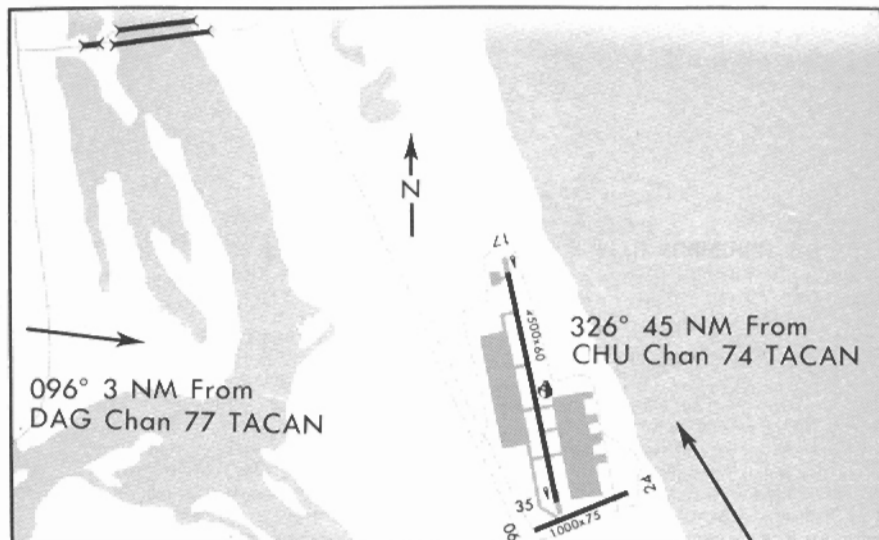
(VYNB)

**AERODROME REMARKS** - For Security, see II M. R. AASW AREA MAP. Opr SR-SS.

100' dirt/sand ovrn ea end; E ruf and rutted, W fair. No twys or turnarounds. 300' X 150' ramp SW end, fair condition. Windssock W end, S side. Std rwy mkr. Radio ctc mandatory for 7AF Airlift acct. HAZARDS - Aflld surrounded by mts. Hills ½ mi out fr either end. App Rwy 11 over 200' ravine and 4' fence 250' prior to thld. App Rwy 29 over 15' lip 200' prior to thld. 4' fence 150' prior to thld. Use extreme ctn, hazards N edge rwy, remain S of white line N edge of rwy to maintain lateral clnc. 15' camp wall 45' fr N edge. 5' and 20' embankment 35' and 60' fr N edge, E end. Tanglefoot 30' fr edge. Concertina wire 35' fr edge of rwy. 4' fence 45' fr S edge of rwy. 40' ant 50' fr N edge of rwy midfield; two 100' ants in camp. 8' bunker oja to ramp SE corner. Uncontrolled pedestrians and vehicles on rwy. (U) 500' PSP ea end, penprime treated earth midfield.

**RADIO** - Ctc as per CORDS SOI-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**MARBLE MOUNTAIN, VIETM** 16°01'46''N 108°15'24''E (BT065738)

VNA 29 B (I) H45 (ASP) 60' 17-35 Type 2 C-130, C-123, C-7

(VVDN)

**AERODROME REMARKS-** For Security, see 1 M. R. AASW AREA MAP. PPR for 7AF (DO-235)

Airlift acct. 500' ovrn ea end. Ea twy only 30' wide. CAUTION-Parachute flares all quad.

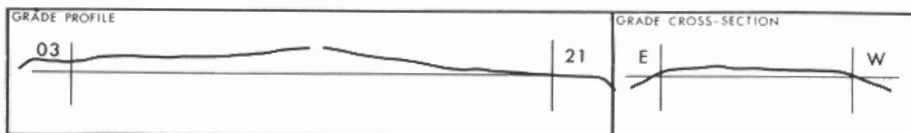
Avoid overflying Danang afd 3 NM WNW. HAZARDS-Marble Mt 344' MSL, lctd 1.2 NM S of afd, not lgt. Apch Rwy 17 over 15' lip 550' prior to thld. 30' grd twr lctd 150' either side of centerline apch end. Rwy 06-24 clsd to 7AF Airlift acct. (I) Opr IFR cond only.

**TRAFFIC PATTERN-**Rwy 17-35: F/W 700'; R/W 500'. Rwy 06-24: All acct 300'.

**ARTILLERY ADVISORY-** RED HORSE 37.8

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





**MINH LONG, VIETM** 14°55'42''N 108°42'31''E (BS534514)

VNA 250 20 (MBA1) 60' 03-21

**AERODROME REMARKS:** For Security, see I M. R. AASW AREA MAP. Opr SR-SS. First 180' Rwy 03 72' wide, use for turnarounds. 80' laterite/RC-3 ovrn S end, 100' untreated MBA1 N end; only N ovrn may be used for turnaround. 120' X 220' MBA1 off/onload area aja NW side rwy. Windssock W side midfield. Std rwy mkr. HAZARDS-Mts all quads. Opposite end of rwy not vis fr touchdown point. Steep drop-offs end of ovns, both sides of rwy either end. Adequate clnc may not be aval when acct in off/onload area. App Rwy 03 over 300' hills ½ mi, 150' hills ¼ mi, 30' lip 120' prior to thld. App Rwy 21 over 200' hill 1 mi, 40' trees 500', 10' lip 120', 2½' fence 105' prior to thld.

CAUTION-30' grd twr aja SE corner of ramp.

**RADIO-** Ctc as per I M. R. SOI - 47.30

**ARTILLERY ADVISORY-** BC 65.45 58.90

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**MINH THANH,** VIETM 11°27'10''N 106°29'47''E (XT630664)

VNA 164 31 (LATERITE) 60' 04-22

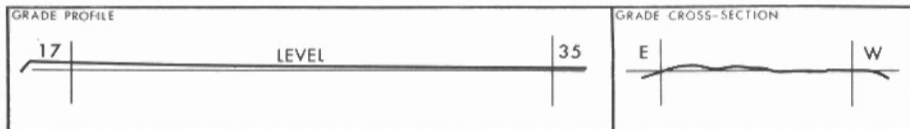
(VVMT)

**AERODROME REMARKS-** For security, see III M.R. AASW AREA MAP. Opr SR-SS. 860' ovrn NE, 1164' SW. Three 50' wide twy to 140' X 300' peneprime prk area, fair cond. Windsack at thld NE, btm twy. **HAZARDS-** Apch Rwy 04 over 75' trees 2500' fr thld. Apch Rwy 22 over 50' trees, 1200', 15' bldg, road 700' fr thld. Extremely ruf shoulders. People and livestock in vcnty of rwy.

**TRAFFIC PATTERN-** Recommend Idg Rwy 04, tkof Rwy 22, wind permitting.

**ARTILLERY ADVISORY-** BINH LONG 297.4 39.7

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**MOC HOA**, VIETM 10°46'05''N 105°56'20''E (XS029902)

MACV 10 29 (LATERITE) ① 60' 17-35 Type 2 C-123, C-7

FUEL ②-A+J4 AMMO-7.62 2.75

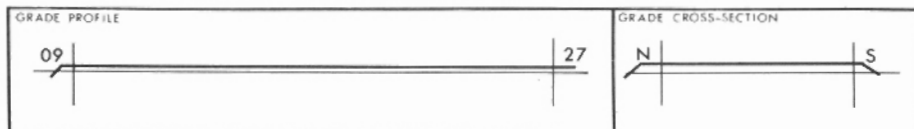
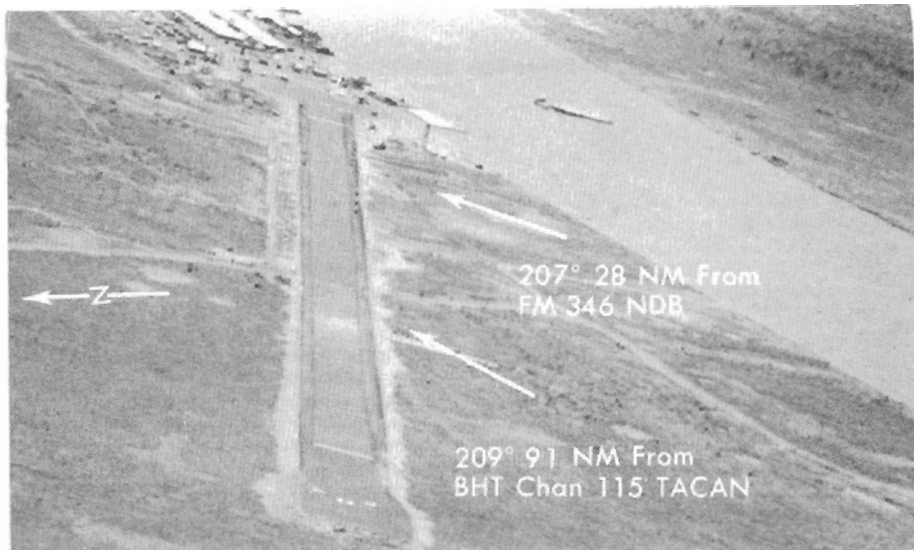
**AERODROME REMARKS** -For Security, see IV M. R. AASW AREA MAP. Aflld uncontrolled.

Occasional extv copter tfc. F/W acft will not land when copter are opr at the aflld unless first establishing positive rdo ctc. 150' X 115' ovrn/turnaround ea end. 30' X 290' twy to 200' X 245' M8A) prk/storage area. Twy and ramp clsd for 7AF Airlift acft, ltd to one acft on gnd at a time. Windsock E side btn twy. Std rwy mkr. Hr of OPS 7AF Airlift acft 2300-1000Z. HAZARDS - Apch Rwy 35 over 6' fence 425' fr thld. 5' bunker 50' rgt of centerline 230' prior to thld. Apch Rwy 17 over village, road and 8' fence 525', 40' ant 150' E 300' prior to thld. 2' ditch 220' prior to thld. Numerous 30' ant and one 250' ant 200' E of centerline 500' fr end. O-1 ramp 90', re-ventments 140' fr E edge. 6' stacked cargo and conex 75' E of rwy edge, S end. 6' fence 40' fr edge of rwy, W side. 6' fence 6' fr W edge of ea ovrn. Numerous 30' ant and twr E and W of rwy. Watch for personnel and cattle on rwy. ① Penneprime treated. ② Ltd.

**RADIO** - Ctc as per DRAC SOI

**TRAFFIC PATTERN** - Recommend land Rwy 35, tkof Rwy 17

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**NAM CAN, VIETM** 08°45'N 104°59' E (VQ988674)

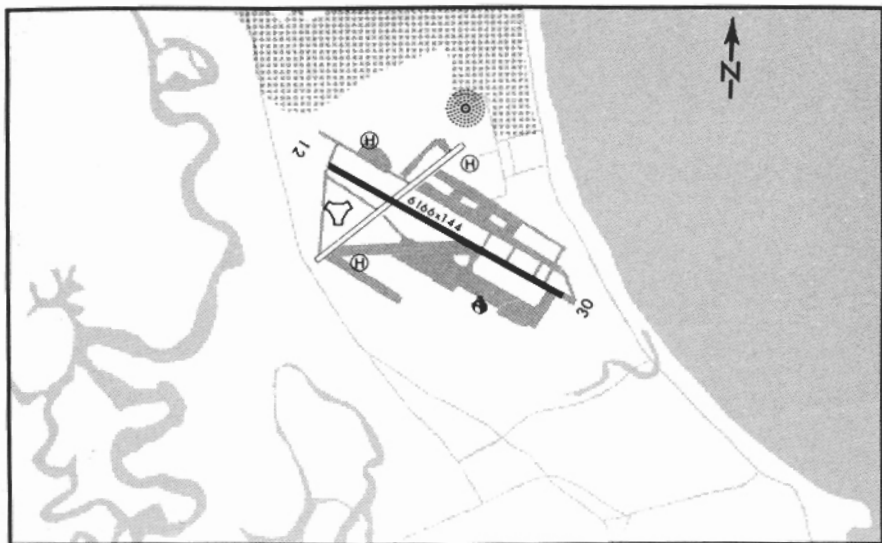
N 6 28 (MBA1) 71' 09-27 Type 2 C-7

**AERODROME REMARKS-SECURE.** All acct ctc Navy Nam Can NOC. Opr SR-SS. Acft will not land over active heli ops without direct radio ctc. Ltd to one 7AF Airlift acct on gnd at a time. Helipad 135' prior to thld. Prevailing winds May-Dec westerly, Jan-Apr easterly. 100' X 100' ovrn/turnaround W end, 205' X 135' E end. Windsack E end, N side. Std rwy mkr. Heli refueling points on S side helipad, all prior to thld. Do not block access to fueling pod. HAZARDS-App Rwy 09: 75' trees 200' and 4' lip prior to thld. App Rwy 27 (steep app rard): 150' ants 500', 100' ant 150', 50' ants and poles in camp area, 7' concertina wire 135', all prior to thld. 20' bunker, 8' concertina wire, 15' windsack oja to offload. 20' bunker oja to E ovrn 145' prior to thld. 4' drop-off 20' fr rwy edge N and S sides.

**TRAFFIC PATTERN-** Recommend land Rwy 09, tkof Rwy 27, winds permitting. Overhead let down to avoid possible gnd fire. Navy Attack and Air Cav Pac Helis have priority over other acft.

**NAVY NAM CAN NOC-47.3 IAW DRAC 501**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



⊙ **NHA TRANG**, VIETM 12°13'40" N 109°11'38" E (CP039520) (AOE)

VNAF (A) 16 L (1)4, 5 H61 (ASP) 144' 12-30 Type 3 C-130, C-123, C-7

(VYSN)

JASU-1(MA-1), 1(MD-3)

FUEL ⊕- A·J4, SP, O-128-148-156

**AERODROME REMARKS**- Twr opr by VNAF controllers. CAUTION-Reduced rwy separation stds are in effect. Jet crash recovery svc not aval for acct carrying 3600 gallons or more fuel. Use caution when ldg Rwy 12-30, hvy vehicular tfc on perimeter road. Rwy 05-23 clsd to F/W acct. Helis ldg and tkof fr Rwy 05-23 are not con by twr due to ltd vis. Helis ctc twr for advy only. PPR for C-124, C-133 and C-141 24 hr dly. Tran maint not aval. Tran Alert not aval btwn 1100-2245Z dly. C-130 maint ltd. Hvy stu trng in progress 2330-0330Z, 0630-0830Z Mon-Fri, exp 30 min delay in ldg and tkof. Convl and turbo-prop acct roll out on final apch at or below 1000' MSL due to jet tfc on initial at 1300' MSL. Four eng acct taxi with outboard eng shutdown. Do not land on ovrn. All acct requiring CSTMS will call Base Ops prior to ldg. Use caution when taxiing, control twr has ltd vis due to revetments. Copter will not overfly U-17 prk area. CH-47 and CH-54 copter will fly opch to and land on the active rwy. ⊕ Opr 2200-1400Z, OT ctc twr 10 min prior to ldg and tkof. ⊕ Exp refuel delays btn 0300-0500Z.

**TRAFFIC PATTERN**- Left tfc Rwy 12, rgt tfc Rwy 30. Ptn alt-500' heli, 700' lt acct, 1000' convl acct, 1300' A-37 acct, 1600' other jet and turbo-prop acct.

**COMMUNICATIONS**

**RADIO**- 295.9 122.5 36.1 Opr SR-SS. VFR flt flw.

**APP CON**- 256.0 135.9

**TOWER** ⊕- 259.7 236.6 118.7 34.2 (E) **GND CON**- 275.8

**PFSY** ⊕: **METRO**-

**ALCE** ⊕- 30.7

**ARMY OPERATIONS**- Call RED BARON OPS 40.05

**DUST-OFF OPS**- 46.9

**ARTILLERY ADVISORY**- 63.5 44.65

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## RADIO AIDS TO NAVIGATION

TACAN AGT Chan 105 At Field Out 0100-0200Z Sat and Sun.

TACAN unusable

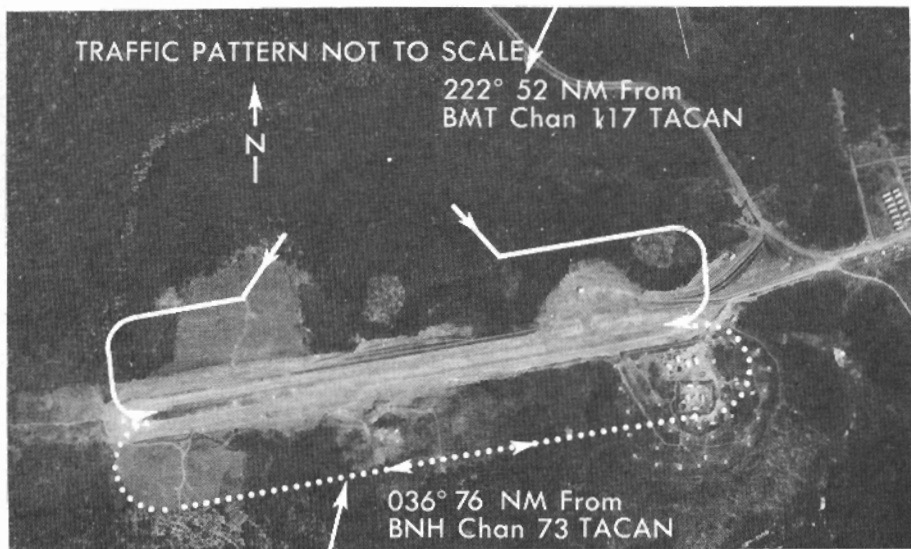
|                                      |                                      |
|--------------------------------------|--------------------------------------|
| 350°-025° beyond 13 NM below 12,000' | 260°-275° beyond 9 NM below 24,000'  |
| 025°-040° beyond 34 NM below 8000'   | 275°-285° beyond 21 NM below 12,000' |
| 090°-105° beyond 16 NM below 11,000' | 285°-315° beyond 13 NM below 10,000' |
| 125°-160° beyond 25 NM below 11,000' | 315°-325° beyond 20 NM below 16,000' |
| 160°-220° beyond 9 NM below 28,000'  | 325°-350° beyond 12 NM below 16,000' |
| 220°-260° beyond 8 NM below 20,000'  |                                      |

NDB (H) (HW) (AO/A2) KH 400 At Field

RADAR (E) - Call TOWER 335.8x 289.4x 286.6x 270.6x 134.1x 125.1x (E x)

|                         |            |                 |                       |            |                 |
|-------------------------|------------|-----------------|-----------------------|------------|-----------------|
| <b>ASR</b>              | <u>RWY</u> | <u>CATEGORY</u> | <u>MDA</u> <u>RVR</u> | <u>HAA</u> | <u>CEIL-VIS</u> |
|                         | 30         | A               | 920-1¼                | 904        | (1000-1¼)       |
|                         | 30         | B               | 920-1½                | 904        | (1000-1½)       |
|                         | 30         | C               | 920-1¾                | 904        | (1000-1¾)       |
|                         | 30         | D               | 920-2                 | 904        | (1000-2)        |
| <b>PAR (f)</b>          | <u>RWY</u> | <u>CATEGORY</u> | <u>DH</u> <u>RVR</u>  | <u>HAT</u> | <u>CEIL-VIS</u> |
|                         | 30         | A, B, C, D      | 216-¾                 | 200        | (200-¾) GS 3°   |
| <b>CIRCLING (g) RWY</b> | <u>RWY</u> | <u>CATEGORY</u> | <u>MDA</u> <u>VIS</u> | <u>HAA</u> | <u>CEIL-VIS</u> |
|                         | 30         | A               | 920-1¼                | 904        | (1000-1¼)       |
|                         | 30         | B               | 920-1½                | 904        | (1000-1½)       |
|                         | 30         | C               | 920-1¾                | 904        | (1000-1¾)       |
|                         | 30         | D               | 920-2                 | 904        | (1000-2)        |

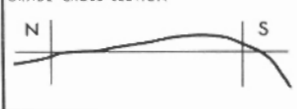
**RADIO/NAV REMARKS-** (a) Acft dual equipped with UHF and VHF radios utilize 259.7 for VFR t/c control. (b) PFSV eqpt opr by VNAF. (c) Airlift acft ctc 15 min prior to ldg. On stand-by 1400-2200Z 5 min ntc thru twr. (d) Rstd beyond 40 NM as follows - 150°-230° MRA 8500'; 230°-270° MRA 11,500'; 270°-300° MRA 11,000'. (e) CAUTION -High terrain all quad. Possible loss of Radar ctc on final dur hvy rain, pilots must be alert for possible missed apch. MP 1300-1600Z. (f) 1234' obst 353° 4.9 NM fr missed apch pt and .6 NM left of missed apch crs. Rate of climb to provide 500' clnc is: KIAS 60, V/V FPM 350; KIAS 120, V/V FPM 700; KIAS 180, V/V FPM 1050; KIAS 240, V/V FPM 1400; KIAS 300, V/V FPM 1750. (g) Circling not auth SW of Rwy 12-30.



GRADE PROFILE



GRADE CROSS-SECTION

**NHON CO, VIETM** 11°58'36''N 107°34'10''E (YU800261)

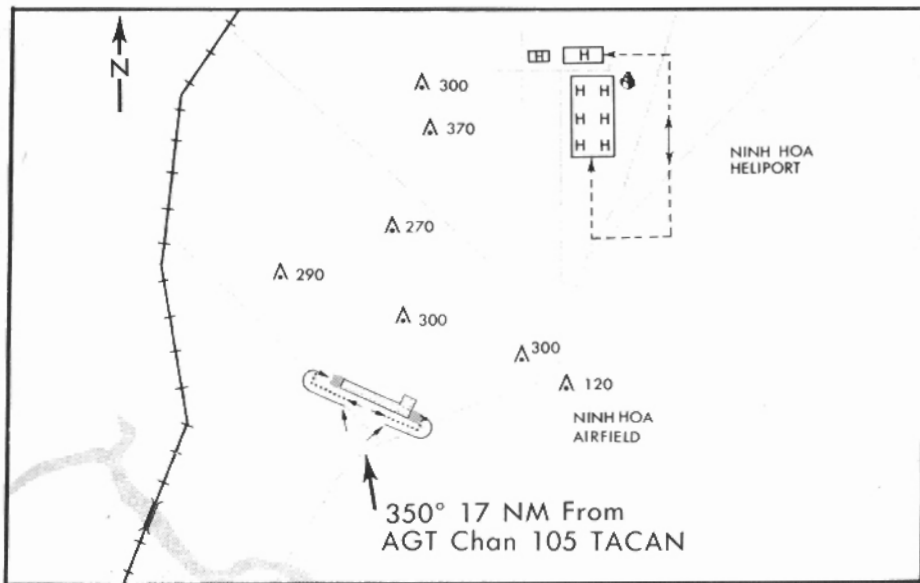
VDCA (VNA) 2230 H42 (ASP) 110' 08-26 Type 2 C-130, C-123, C-7

(VVNC)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr 0030-0830Z. 200' ovrn E, 190' W end. 52' X 140' twy to 185' X 525' prk area. 20 min ntc fr Gio Nghia 66.20 for off-load. Windsock W of twy. Std rwy mkr E end only. HAZARDS—Opposite end of rwy not visible fr touchdown pt. Low ridge with trees and shallow ravine 1500' out; sharp upslope prior to Rwy 08. Slight upslope to Rwy 26. Remains of 2½ ton truck 90' and numerous broken down vehicles 5' hi 45' N of apch end Rwy 26. 5' lip btn rwy and ovrn E end. 40'-60' drop-offs and embankment 50' fr both edges of rwy W 2/3. 8' concertina fence both sides E end, 25' S of rwy edge and 72' N of rwy edge. 12' bunker 40' fr N edge, E end. Pedestrians and vehicles have free access to rwy.

**RADIO-** Ctc Gio Nghia 66.20 for advy and CORDS SOI 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**NINH HOA.** VIETM 12°30'16"N 109°08'48"E (BP983830)

ROKA (A) 20 L4 16 (M8A1) (1) 47' 11-29

FUEL - J4 (2) AMMO (2) - 7.62 2.75

**AERODROME REMARKS - SECURE.** 75' M8A1 ovrn W; 64' M8A1, 40' dirt E end. 94' X 227' M8A1 prk area E end. Windsock NW corner of prk area. 500' touchdown mkr, no 200' mkr. HAZARDS - Hills N of ofld. Apch Rwy 11 over 5' fence 260', 3' drop-off 100' prior to thld. Apch Rwy 29 over 5' fence and road 250' prior to thld. Five bunkers 61' fr N edge of rwy. Six O-1 re-ventments NE of rwy. Claymore mine fld 75' S of rwy edge. (1) No anti-skid. (2) Avbl at heliport only.

**TRAFFIC PATTERN -** Left tfc Rwy 18, rgt tfc Rwy 36. Pat alt 500'.

**COMMUNICATIONS**

**TOWER -** 282.9 246.9 118.1 66.15 Opr A/D times

**ARMY OPS - GHOSTRIDER** 66.2 64.0

**ARTILLERY ADVISORY - NHA TRANG ADVSY** 63.5 44.65

**RADIO AIDS TO NAVIGATION**

NDB (HW) FM 392 At Field

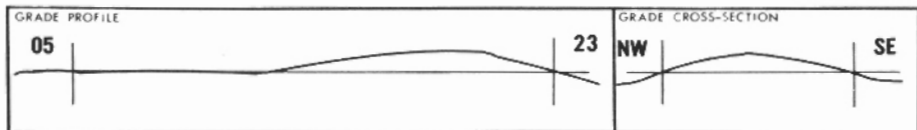
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



NO PHOTOGRAPH AVAILABLE. USERS ARE ENCOURAGED TO FORWARD A PHOTOGRAPH OF THIS AERODROME TO COMMANDER DMAAC, FLIGHT INFORMATION OFFICE, PACIFIC, APO SAN FRANCISCO 96553.

215° 15 NM From  
PLU Chan 107 TACAN

HÀM RÔNG



**OASIS**, VIETM 13°48'00"N 107°52'16"E (ZA104274)

VNA 1770 35 (LATERITE) 60' 05-23

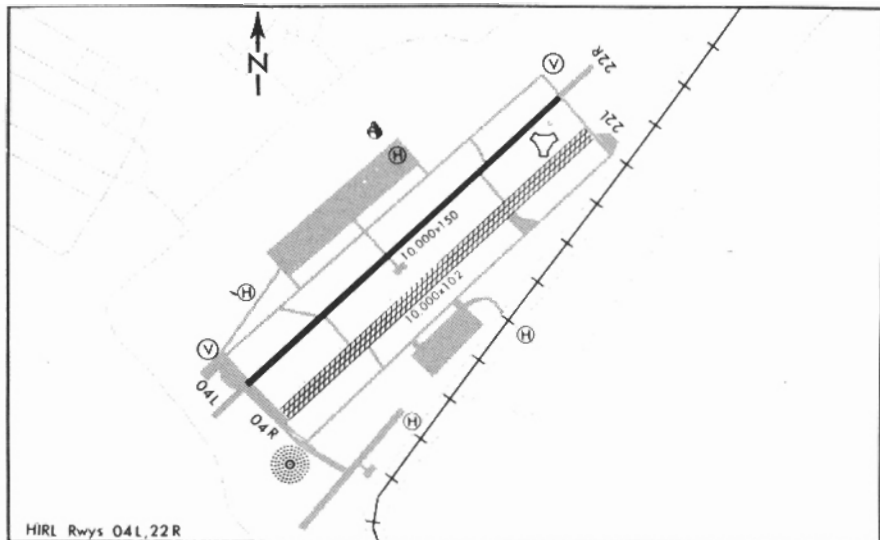
**FUEL** (U) - A + J4

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Insecure ngt. Rwy outside perimeter. Opr SR-SS. Extv copter t/c at times. 300' ovrn ea end. 100' X 100' turnaround SW end of rwy. Two 40' wide twys to pkg area 750' X 150' MBA1. Windsck aja W end of ramp. Std rwy mks. HAZARDS - 2516' mtn 020° 2.5 mi fr fld. App Rwy 23 over road 5' fence 400' fr thld. Rifle range and EOD area SE of rwy frequently active. Ditch 30' fr SE edge of rwy.

(U) Emerg only for F/W acft.

**ARTILLERY ADVISORY**-PLEIKU ADVSY 62.55 55.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



◇ PHAN RANG, VIETM 11°37'47"N 108°57'20"E (BN772862)

VNAF 102 L6, 8(1), 9(2) H100 (CON) 150' 04L-22R (S-100, T-220, TT-318)

(VVPA)

Type 3 C-130, C-123, C-7

JASU-3(MD-3A), 2(MC-1), 1(MC-2A) FUEL- A+J4, O-128-133-148

**AERODROME REMARKS-** CAUTION-Reduced rwy separation std in eff. 4 eng acft will taxi with outboard eng shutdown. All R/W acft will coll Phan Rang Gnd Con for ldg instr. AM-2 rwy clsd. All twy E of rwy clsd exc extremely ruf twy leading to Buu Son. PN for mil acft to use Buu Son twy. Ltd maint. Hosp pad lctd ½ mile NW of the ctl twr, rstd to Medical Evac use only. 5 hot refuel pt avbl for copter on SW ramp. Obst lgt out on 600' hill 1 mile NW of afld. (1) Rwy 04 only. (2) Caution-At ngt, pilot could be induced to descend on path which intcp terrain beyond 9 NM.

**TRAFFIC PATTERN-** Tfc ptn alt 1100' convl and turbo-prop (ex OV-10), 800' lt convl (including OV-10), 1600' jet. Turbo-prop and lt acft rgt to Rwy 04, left to Rwy 22.

**COMMUNICATIONS (PTD 372.2)**

**TOWER-** 265.6 124.7 47.25 (E)

**GND CON-** 305.9 131.0

**PFSV: METRO-**

**RADIO AIDS TO NAVIGATION**

TACAN PRG Chan 75 At Fld MP 0500-0600Z Sat-Sun

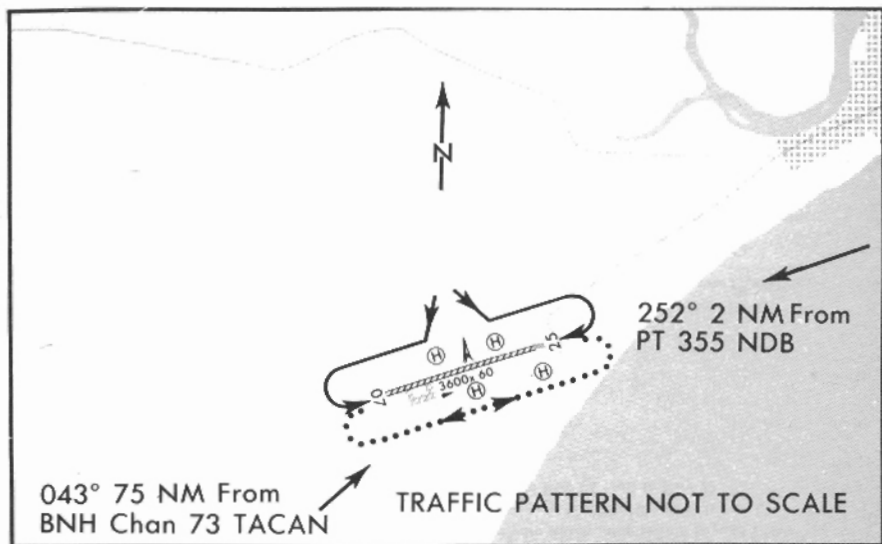
TACAN unusable

|  |  |
|--|--|
| 020° - 080° beyond 15 NM below 12,000' | 200° - 340° beyond 25 NM below 10,000' |
| 080° - 130° beyond 15 NM below 10,000' | 340° - 020° beyond 15 NM below 17,000' |
| 160° - 200° beyond 30 NM below 5000'   |  |

NDB (H) (AO/A2) AV 202 11°37'N 108°57'E At Fld

**RADIO/NAV REMARKS-** In case of airborne com failure, tune LF rcvr to 202 and listen for instr.

(2) Unusable 230°-060° below 12,000' beyond 25 NM.



GRADE PROFILE

07

25

GRADE CROSS-SECTION

N

S

**PHAN THIET, VIETM** 10°54'15"N 108°04'24"E (AN801068)

VDCA 203 36 (M8A1) (1) 60' 07-25

(VVPT)

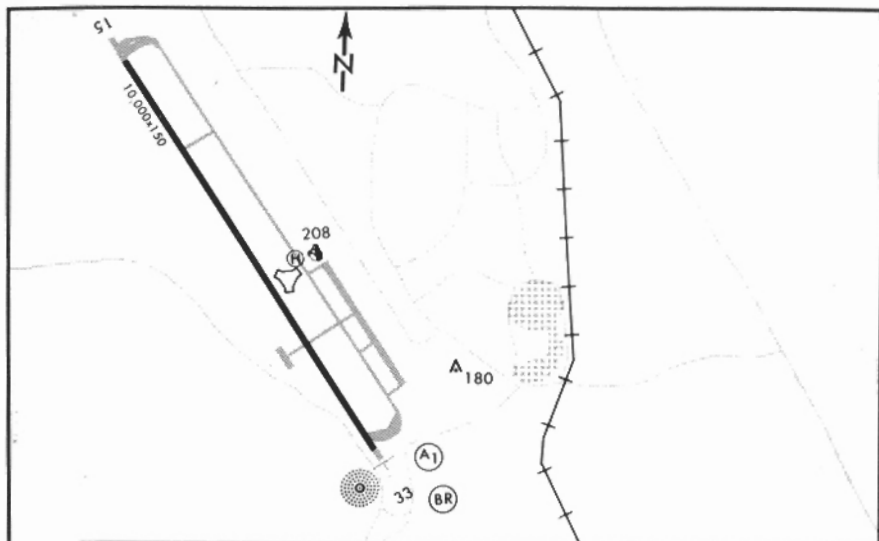
**FUEL** (2) - J4 **AMMO** - 7.62 .30

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr 2300-1100Z. Ltd to one acft on gnd at a time. Clsd to US Army F/W acft. 300' ASP ovrn NE end, 125' M8A1 SW end, not anti-skid treated. 188' X 747' clsd untreated M8A1 prk area W end S side. E half of E prk area poor cond. Addn prk areas at E end both sides. Windssock atop bldg E end N side. 5rd rwy mkr. HAZARDS-Apch Rwy 07 btn 12' bunkers 100' either side of centerline, 200', 15' grd twr 50' N of rwy edge 500' and 1000' fr thld. Apch Rwy 25 over 200' cliff and 12' bunker 520' fr thld (possible downdrafts). Road, stacked cargo and fence 360', 40' bldg 55' rgt of apch centerline, 360' prior to thld. 4' fence 42' fr N edge of rwy. Numerous bldg 100' N of rwy edge. 5' deep ditch 165' N of Rwy 07 thld. 3' deep ditch 10' fr rwy edge S side. Copter pad lctd 500' N of rwy mid-field. 8' dirt revetments 70' fr N edge, W end. 300' twr 325' S of rwy E end. (1) Not anti-skid treated. First 1560' of Rwy 25 has sections of M8A1 protruding upward, other parts of M8A1 have become recessed and separated. (2) Ltd.

**TRAFFIC PATTERN-** Recommend land Rwy 07, tkof Rwy 25 wind permitting.**APP CON-** Crc SAIGON CONTROL 353.7 255.4 125.9 120.1**ARTILLERY ADVISORY-** 63.25 60.9**NDB (HHW) (A2) PT 355** 10°55'N 108°07' E 254° 2.1NM to end Rwy 25

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**INTENTIONALLY  
LEFT  
BLANK**



◇ **PHU CAT**, VIETM 13°57' 12" N 109°02' 48" E (BR896412)

AF 101 L6, 7(1) H100 (CON) 150' 15-33 Type 3 C-130, C-123, C-7

(VVPU)

JASU-1(MD-3), 1(MA-1A), 1(MC-2A)

FUEL (2) - A (3) J4, SP, O-148

**AERODROME REMARKS**-CAUTION-Reduced rwy separation standards are in effect. 500' terrain 1 mi W app end Rwy 15. 180' lgt'd twr 1850' rgt app end Rwy 33. All multi eng acft taxi with outboard engines at idle. Acft on break for Rwy 15 and in tfc ptn E of rwy not vis fr twr. Low level or hovering flt over prkg ramp or bldgs proh. Very ltd prkg space. VFR jet tfc on Rwy 33 ctc twr 10 NM prior to initial entry. Acft requiring steps, security, customs or other special handling ctc PTD 15 min prior to ldg. All of the crew and passengers arriving or departing RVN must complete MACV Form 40-R for customs. No parts or maint avail for tran acft. CAUTION-Tran prkg ramp have extreme undulatin effect on taxiing acft. HAZARDS-Two unlgt'd 345' twrs 385' apart lctd at 13°52' N 109°09' E. (1) Rwy 33 only. (2) Reful capability ltd, exp delay. (3) A \* ltd.

**TRAFFIC PATTERN**-Jet tfc ptn 1600', turbo-prop and conyl 1100'. Heli tfc ptn 400' over parallel twy.

**COMMUNICATION (PTD-372.2)**

(B) APP CON-Ctc Saigon ACC 308.4 265.9 125.3 120.7

TOWER-252.9 126.2 (E) GND CON-387.1 117.5

DEP CON-307.1

PFSV (0): METRO

ARTILLERY ADVISORY-CRYSTAL ADVSY 63.45 56.75

**RADIO AIDS TO NAVIGATION**

TACAN PHJ Chan 87 At Field

TACAN unusable

320°-020° beyond 25 NM below 6000'

085°-135° beyond 25 NM below 3000'

020°-045° beyond 15 NM below 12,000'

135°-155° beyond 25 NM below 4500'

045°-060° beyond 15 NM below 8000'

155°-320° beyond 25 NM below 8000'

060°-085° beyond 15 NM below 6500'

NDB (H) (A2/A3) SW 364 13°56' N 109°03' E At Field

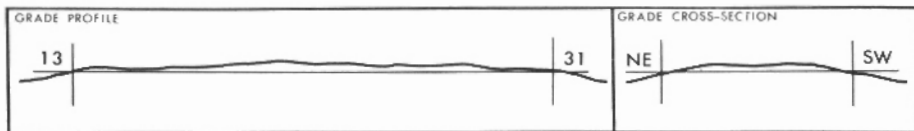
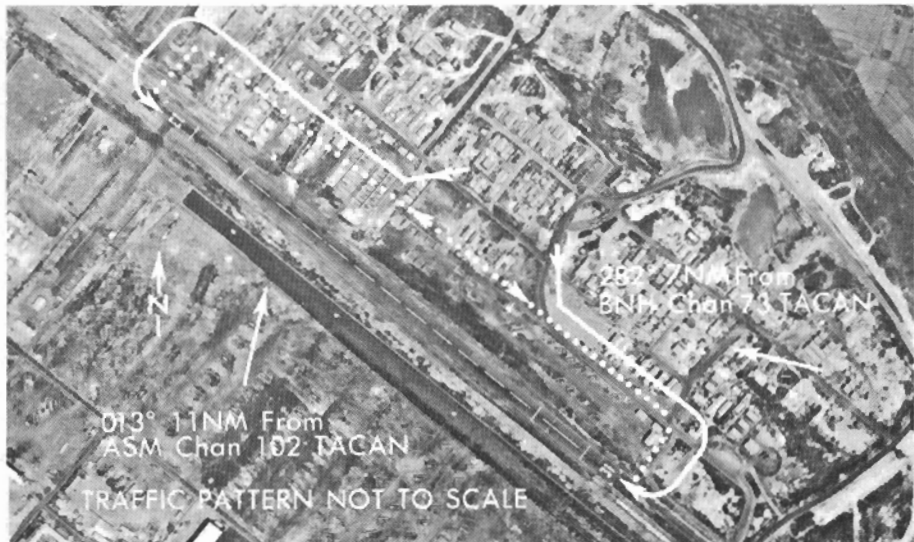
(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## RADAR (c) - Call TOWER 252.9 126.2 (E)

| ASR (d)      | RWY    | CATEGORY      | MDA RYR             | HAT | CEIL-VIS                    |
|--------------|--------|---------------|---------------------|-----|-----------------------------|
|              | 33     | A, B          | 360- $\frac{1}{2}$  | 266 | (300- $\frac{1}{2}$ )       |
|              | 33     | C, D, E       | 360- $\frac{3}{4}$  | 266 | (300- $\frac{3}{4}$ )       |
|              | 15     | A, B, C       | 700-1               | 604 | (600-1)                     |
|              | 15     | D, E          | 700- $1\frac{1}{4}$ | 604 | (600- $1\frac{1}{4}$ )      |
| PAR (e)      | RWY    | CATEGORY      | DH RYR              | HAT | CEIL-VIS                    |
|              | 33     | A, B, C, D, E | 294- $\frac{1}{2}$  | 200 | (200- $\frac{1}{2}$ ) GS 3° |
| CIRCLING (f) | RWY    | CATEGORY      | MDA VIS             | HAA | CEIL-VIS                    |
|              | 15, 33 | A, B          | 800-1               | 699 | (700-1)                     |
|              | 15, 33 | C             | 800- $1\frac{1}{2}$ | 699 | (700- $1\frac{1}{2}$ )      |
|              | 15, 33 | D, E          | 800-2               | 699 | (700-2)                     |

**RADIO/NAV REMARKS-** (g) PFSV eqpt opr by VNAF. Forecaster occasionally unavailable due to out of station briefings. (h) MP 0001-0200Z Sat. (i) Opr 2200-1000Z. VFR trng only. Possible loss of radar etc on final dur hvy rain, pilots must be alert for possible missed apch. (j) Primary MP 0300-0500Z, altn MP 1700-1900Z. (k) Rwy 33 missed apch climb rate as follows: KIAS 60, V/V 200 FPM; KIAS 120, V/V 400 FPM; KIAS 180, V/V 600 FPM; KIAS 240, V/V 800 FPM; KIAS 300, V/V 1000 FPM; KIAS 360, V/V 1200 FPM. Primary MP 2300-0100Z, altn MP 1400-1600Z. (l) Circling not outh E of rwy.



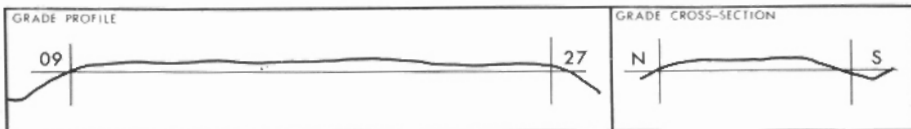
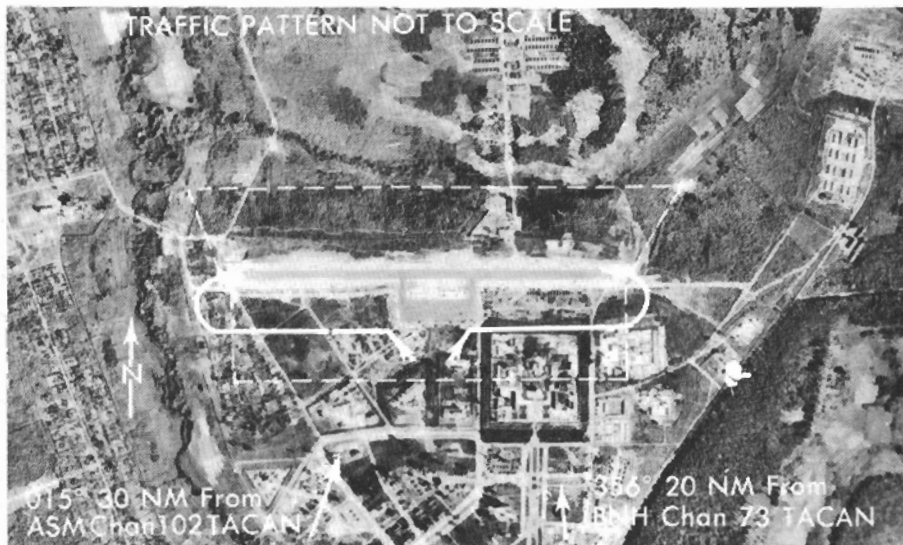
**PHU LOI.** VIETM 10°59' 57" N 106°42' 10" E (XT862158)

VDCA 95 L4 H28 (ASP) 85' 13-31 Type 1 C-130 (U), type 2 C-123, C-7

(VVPI)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Extv copter t/c.

585' ovrn SE end, 200' NW end. 45' wide twy to old rwy used as twy and offload area. Prk area 190' X 450' (laterite/penepime). Windssocks SE of rwy. Std rwy mkr. HAZARDS—Apch Rwy 13 over copter prk area 500' fr thld. Shallow 2' ditch 10' fr both rwy edges. 160' rdo twr and numerous 100' ant 1000' NE of apch end Rwy 31. 2' wide ditch on prk ramp parallel to and N of ramp entrance. Copter operating very close, on pad 40' fr NE edge of rwy. (U) Not recommended for ngt OPS. N twy and N portion of prk ramp clsd to C-130's.



**PHUOC VINH, VIETM** 11°17'53''N 106°47'43''E (XT960495)

VNA 180 H37 (ASP) 59' 09-27 Type 2 C-130, C-123, C-7

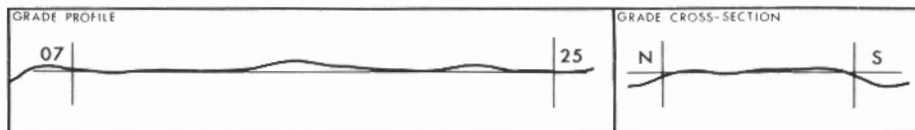
(VVPV)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. For 7AF Airlift acft, W twy clsd, S parallel twy E and W end clsd. 215' ovrn W end, 200' E end. Four 96' wide twy (three laterite/RC-3, one M8A1) to 740' X 215' laterite/RC-3 ramp. Std rwy mkr. HAZARDS- Apch Rwy 09 over road and 30' lip 285' fr thld. Apch Rwy 27 over copter revetments 1000' and road 650' prior to thld. Upslope fr road to rwy. 3' ditch S of rwy. CAUTION-On apch to Rwy 27, road aligned with rwy and aprx same width. One 204', one 150' unlgtd ant ½ mile S of Rwy 27. 40' radar twr 450' N of rwy.

**TRAFFIC PATTERN-** R/W app to Downtown or Med-Evac Pad straight-in fr S at 300' or less. Depart to S.

**ARTILLERY ADVISORY-** BINH DUONG 286.1 40.3





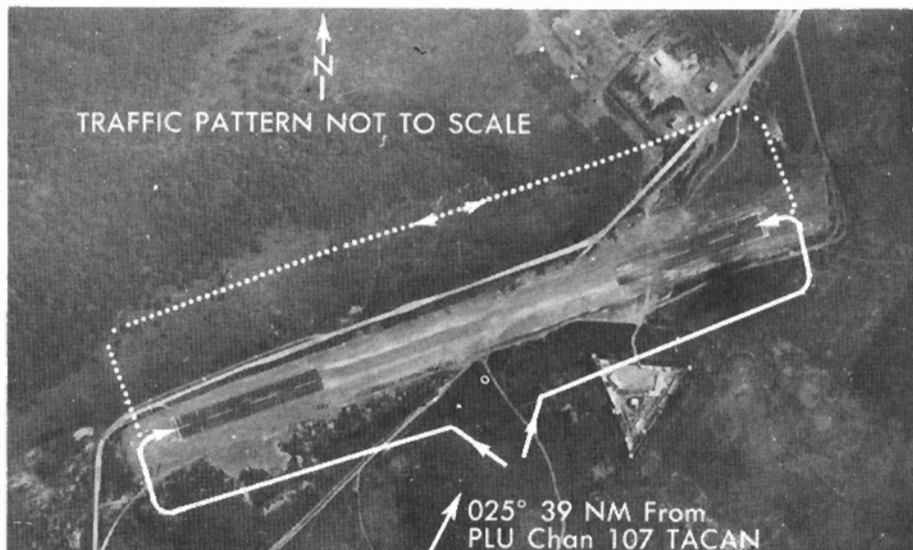
**PHU TUC**, VIETM 13°11'46" N 108°41'52" E (BQ504598)

RF/PF 450 31 (LATERITE) 60' 07-25 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS**- For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acft, etc SRAG TALO 941-3122/2755. Ctc 10 min prior to ldg and rwy will be cleared. 180' clay ovrn E end, 415' laterite/peneprime ovrn W end, fair condition. 90' X 140' turnaround W end; 100' X 135' turnaround E end. Two 40' wide access twys to 730' X 146' prkg area. Windsock lctd S side, midfld. Std rwy mkr. Rwy varies in width fr 60' to 71'. HAZARDS-Lateral clnc-6' fence S first 900' E end varies fr 90' to 62' fr rwy. 5' fence 63' fr S edge W end and a bunker 75' fr N edge of rwy. 1' ditch 10' fr rwy, both sides. Deep ditch 10' S side W ovrn and 6' fence S side of W ovrn 36' fr edge. 8' trees and brush 70' S of rwy midfld. Uncontrolled personnel and animals have access to rwy. Not recommended for ngt ops.

**RADIO**- Ctc as per Cords SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**PLATEAU GI**, VIETM 14°35'22" N 108°17'26" E (BS081145)

RF/PF 3875 25 (LATERITE/PSP) 95' 07-25 Type 2 C-123, C-7

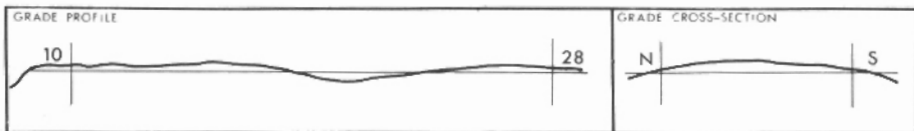
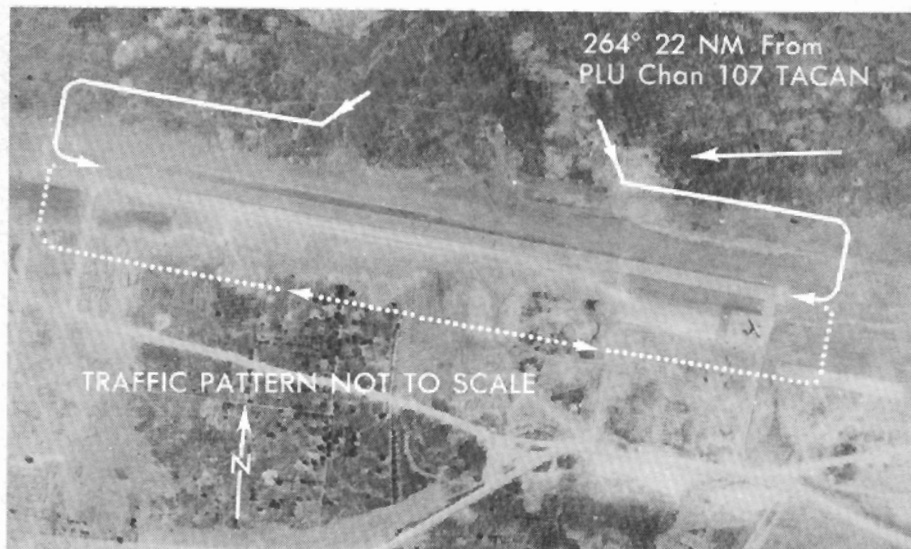
(VVPG)

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acft. First 650' ea end PSP, Rwy 25 matting starting to buckle and separate 200' fr E end of rwy. 40' X 40' access twy to 290' X 100' PSP prk area. Ramp and twy PSP ruf and loose. Windsock ea end of rwy N side. Std rwy mkr. HAZARDS-Apch Rwy 07 over valley, 20' lip 230' fr thld. Apch Rwy 25 over valley, 15' embankment slopes up to rwy level 220' prior to fr N edge of rwy, E end. 3' concertina fence 60' fr both edges of rwy.

thld. Prk ramp extremely close to rwy. 6' embankment 65' fr N side of W half of rwy. 12' O-I revetment 100' fr N edge of rwy, E end. 3' concertina fence 60' fr both edges of rwy.

**RADIO-** Ctc as per CORDS. SOI-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



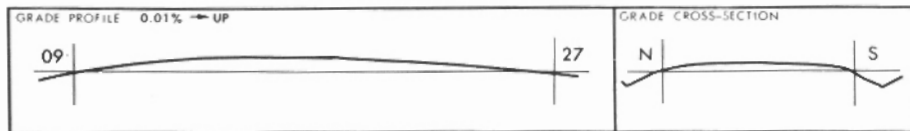
**PLEI DJERENG NEW, VIETM** 13°58'01''N 107°38'44''E (YA859457)

VNA 955 35 (MX19) 60' 10-28 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. First 500' Rwy 28 clsd not m/k, 7AF Airlift acft ltd to one acft on gnd at a time. Extv copter tfc. 300' ovrn ea end. 100' X 100' MX19 turnaround W end. Two 80' access twy 39' wide to prk area 758' X 140' (M8A1), copter revetments S side prk area. 15' windsock 75' N of W ovrn. 15' windsock 75' S of E ovrn. Std rwy mkr. **HAZARDS-**Apch Rwy 28 over sharp upslope 325' prior to thld. 5' bunker and fence 210' prior to thld. 8' high embankment with one bunker 100' S of rwy W end. 3' high concertina fence on SW corner of ramp. 1' lip ea end where ovrns join rwy. Prkg area very close to rwy. Watch for livestock on rwy.

**ARTILLERY ADVISORY-**PLEIKU ADVSY 62.55 55.65

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**PLEI DO LIM**, VIETM 13°48'33''N 108°07'24''E (AR890284)

VNAF 2180 28 (LATERITE) 85' 09-27

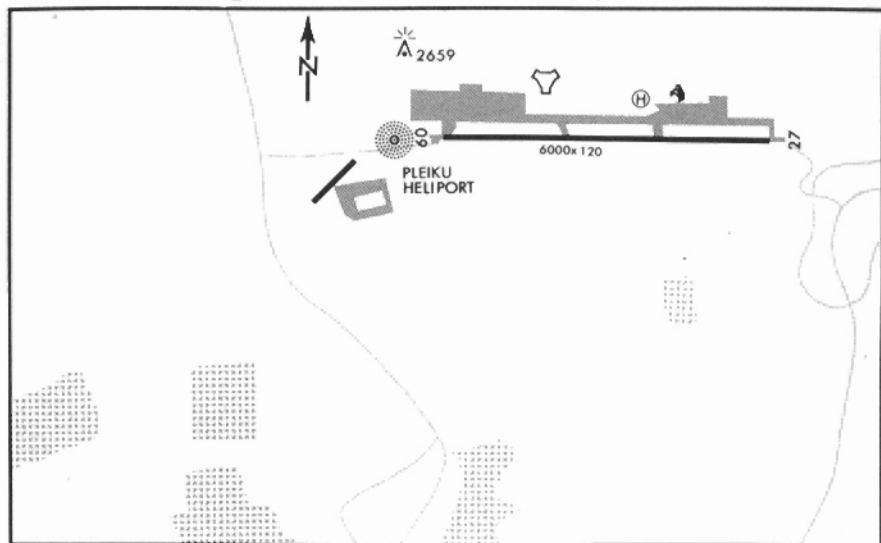
RCR- 16 dry

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Both apch clear. Rwy fair condition, will erode in rainy season. Laterite ovrn-265' W end, 285' E end. 90' X 350' loading/unloading area W end, S side on grassy area, unusable when wet. No windsock. Rwy outline mkr installed on embankments beyond drainage ditches both sides of rwy. One acft on gnd at a time. **HAZARDS-** Opposite end of rwy not vis fr touchdown point. Sharp upslope prior to app end ea rwy. 3% upslope ldg Rwy 09, 5% upslope ldg Rwy 27. Drainage ditches taper steeply on outer edges. Not recommended for ngt ops.

**RADIO-** Ctc as per MACV SOI.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

See VCTS 78359C1



◆PLEIKU, VIETM 14°00'11''N 108°01'17''E (AR783500) (VVPC)  
 VNAF 2436 B(1)L4,10 H60 (ASP) 120' 09=27 (SWL 37, S-70, T-100, TT-170) Type 3 C-130, C-123,  
 C-7

JASU-1(MA-1), 1(MD-3), 1(MD-3M), 2(MC-2A), 1(MC-1) FUEL ②-A+J4  
 J-BAR

|        |        |        |        |
|--------|--------|--------|--------|
| RWY 09 | MA-1A  | MA-1A  | RWY 27 |
|        | (THLD) | (THLD) |        |

**AERODROME REMARKS-** PPR exc 7AF (DOL) Airlift, MAC sked, Scotback sked and Sweep-wing acft. Cross Pleiku Area (Holloway) at or above 4500' due to hvy copter tfc. Avoid overflying the VNAF housing area located 1800' brg 290° fr the apch end of Rwy 09 and II M. R. HQ located 2.5 NM fr fld on the 308 rod of "PLU" TACAN. CAUTION-Bright lgt ¼ mile prior and ¼ mile to left apch end Rwy 27 could be mistaken for Rwy 27 dur low vis apchs. CAUTION-Reduced rwy separation standards are in effect. Congested taxiing cond. Copter max gnd time 5 min. Ltd tran prk. Minor tran prk avbl fr 2200-1400Z; ltd or no parts avbl. No POL svc avbl for cargo acft. Use extreme caution dur apch and dep due to extv copter OPS in lcl area not controlled by twr. Rwy PO apch end acft prk on ovrn intermittently. Use extreme caution while taxiing, hvy uncontrolled veh tfc on all ramp areas. ALL MULTI-ENGINE ACFT WILL TAXI WITH OUTBOARD ENGINES SHUTDOWN. Report specific location of gnd fire encountered to twr. Ctc PLEIKU APP CON for location of ordance jettison areas. Radar vectoring to these areas provided by PLEIKU GCA. Acft over 20,000 lbs gross wt with ldg gear malfunctions should not land exc in extreme emerg, no eqpt avbl to remove larger acft fr rwy. 1000' ovrn W end, 750' ovrn E end. Ovrns suitable for touchdown and rollout. 100' lgt 2600' left and 1500' before apch Rwy 09. SEE SPECIAL NOTICE. ① O/R. ② Avbl 2300-1030Z, OT 1 hr PN thru twr or ext 3407. No tran acft refuel.

**TRAFFIC PATTERN-** Rwy 09 left, Rwy 27 rgt, due to close proximity Pleiku Area (Holloway). 360° overhead app at 4000' all acft. Cct B and C rectangular ptn 3500', Cat A rectangular ptn 3200'.

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## COMMUNICATIONS

RADIO- 260.0 122.6 36.1 Opr 2300-1100Z. VFR flt flw.

APP CON- 232.4 124.7 (E)

TOWER- 286.6 118.3 (E) GND CON- 227.4 121.7 DEP CON- 232.4 124.7 (E)

PFSV (E): METRO -

## RADIO AIDS TO NAVIGATION

(H) TACAN PLU Chan 107 At Field MP 0700-0900Z Mon and Thu

TACAN unusable

beyond 22 NM below 7000' 355°- 030° beyond 22 NM below 11,500'

150°- 170° beyond 22 NM below 10,000' 170°- 190° beyond 22 NM below 8000'

NDB (HW) (AO/A2) PK 333 13°58'N 108°01'E 074° 1.0 NM to Holloway O/S

NDB (E) (HW) (AO/A2) PU 230 At Field

RADAR (E) - Call PLEIKU APP CON 335.8x 289.4x 259.7x 236.4x 131.0x 127.2x (Ex)

| ASR      | <u>RWY</u> | <u>CATEGORY</u> | <u>MDA</u> | <u>RYR</u> | <u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-----------------|------------|------------|------------|-----------------|
|          | 27         | A, B, C, D, E   | 2820-1     |            | 384        | (400-1)         |
|          | 09         | A, B, C, D, E   | 2880-1     |            | 444        | (500-1)         |
| PAR      | <u>RWY</u> | <u>CATEGORY</u> | <u>DH</u>  | <u>RYR</u> | <u>HAT</u> | <u>CEIL-VIS</u> |
|          | 27         | A, B, C, D, E   | 2734-¼     |            | 300        | (300-¼) GS 3°   |
| CIRCLING | <u>RWY</u> | <u>CATEGORY</u> | <u>MDA</u> | <u>VIS</u> | <u>HAA</u> | <u>CEIL-VIS</u> |
|          | 09, 27     | A               | 2920-1     |            | 484        | (500-1)         |
|          | 09, 27     | B               | 2980-1     |            | 544        | (600-1)         |
|          | 09, 27     | C               | 2980-1½    |            | 544        | (600-1½)        |
|          | 09, 27     | D               | 3180-2     |            | 744        | (800-2)         |
|          | 09, 27     | E               | 3620-2½    |            | 1184       | (1200-2½)       |

RADIO/NAV REMARKS- (E) PFSV eqpt opr by VNAF. (E) Unusable 350°-090° beyond 20 NM below 6500'. (E) Opr 2300-1100Z. Cont dur IFR. Due to extv artillery firing within 15 miles of fld dur hr of darkness, GCA may not be able to provide PAR or ASR apch clear of firing. Possible loss of radar ctc on final dur hvy rain, pilots must be alert for possible missed apch.



**PLEIKU/NANSTEPH.** VIETM 14°02'09'' N 107°59'12'' E (ZA228536)

VNA 2580 11 (GRADED EARTH) 60' 06-24

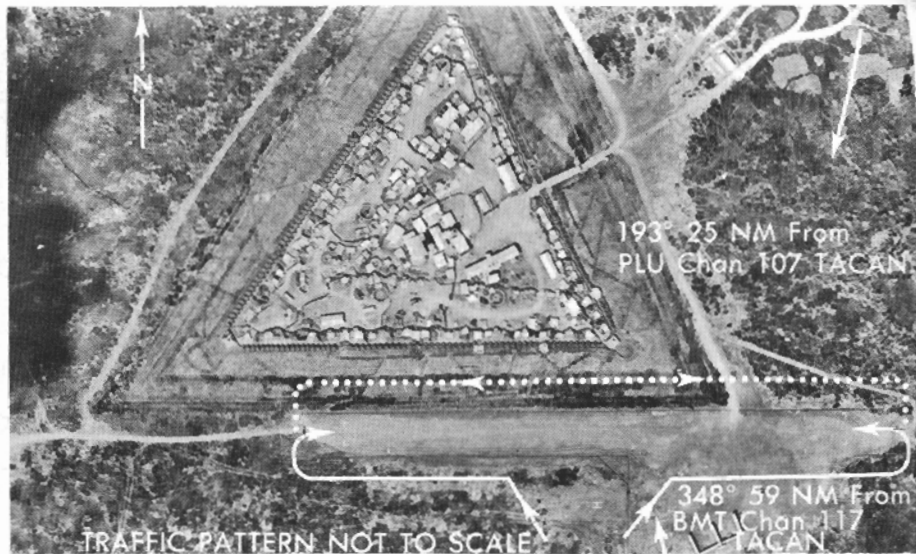
**FUEL - A+**

**AERODROME REMARKS-** Dry only. Mine field at E end. No rwy markers

Ⓡ **PEACOCK CONTROL-** 248.6 133.2 (E)

**ARTILLERY ADVISORY-** PLEIKU ADVSY 62.55 55.65

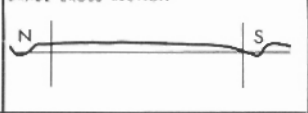
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**PLEI ME.** VIETM 13°36'13"N 107°55'23"E (ZA163057)

VNA 1214 12 (CLAY/LATERITE) 60° (1) 11-29

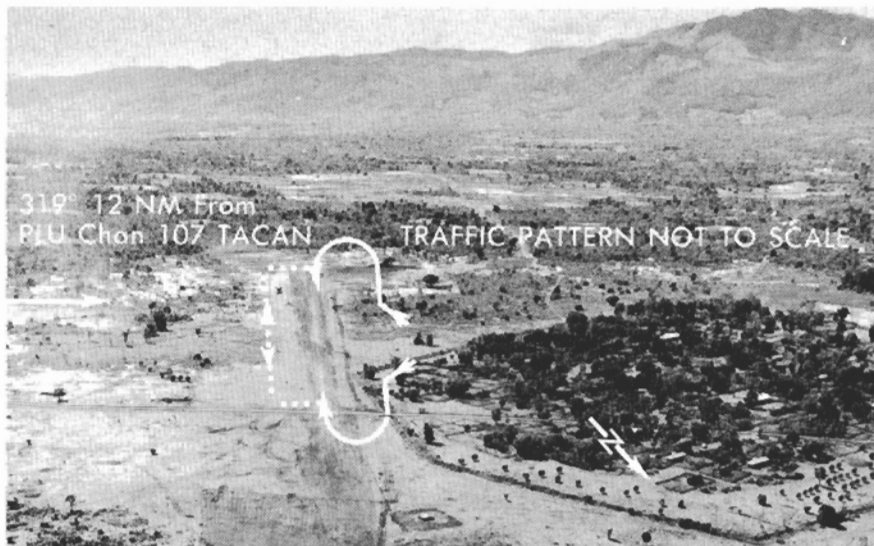
**AERODROME REMARKS** - For Security, see II M.R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct, ctc SRAG TALO 941-3122/2755. Rwy sfc ruf. Ovrn 100' E, 70' W end. Turn-around on rwy. 185' X 350' prkg area S side, E end adjoins rwy. Windssocks E end N side, W end S side. Std rwy mkr. HAZARDS—Opposite ends of rwy not vis fr touchdown point. App Rwy 29 over gully 200' fr thld. Ruf terrain 70' fr Rwy 11 thld, first 200' Rwy 11 moderately eroded. 3' ditches aja to shoulders. 2' concertina wire in ditch N side W end, mine fld behind concertina. 6' concertina fence 25' N edge, W half. Road to N edge of rwy. Road enters at W end of rwy. Adequate lateral clnc may not be aval with acct prkd on ramp. 4' poles along S side prkg ramp. (1) Rwy widens to 80' E' end.

**TRAFFIC PATTERN**- Recommend ldg Rwy 29 due to erosion first 200' Rwy 11, Wind permitting.

**RADIO**- Ctc as per II M.R. SOI- 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





GRADE PROFILE



GRADE CROSS-SECTION

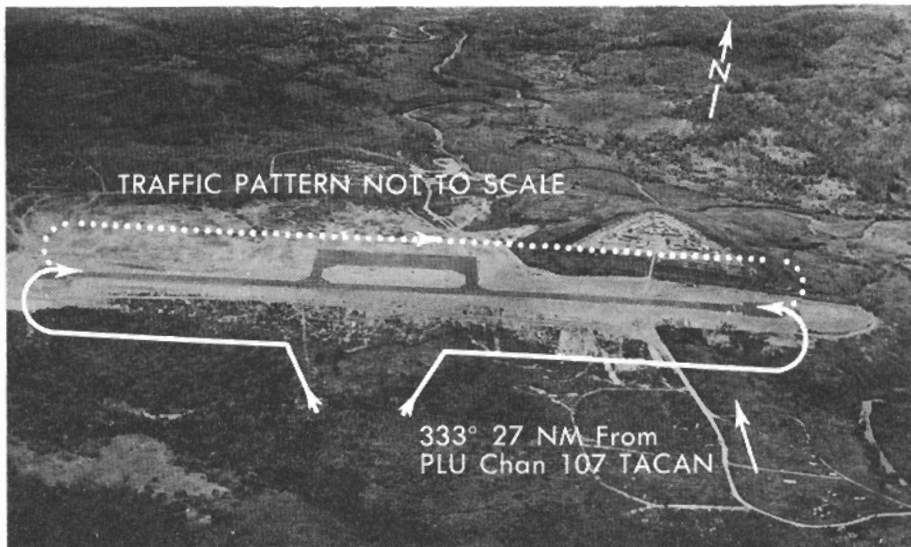


**PLEI MRONG**, VIETM 14°09' 27'' N 107°53' 04'' E (ZA114670)

VNA 2100 14 (CRUSHED STONE/CLAY) 70' 05-23 Type 1 C-7

**AERODROME REMARKS**—For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acft, ctc SRAG TALO fone 941-3122/2755. 300' clay ovrn SW, 400' clay ovrn NE end. Turnaround on rwy. No prk, offload on rwy or NE ovrn. Windsock S of NE end of rwy. Outline, touchdown and end mkr, bdry mkr are short sections of PSP 1' high 30' fr rwy edge. One 7AF Airlift acft on gnd at a time. **HAZARDS**—Apch Rwy 05 clear, apch Rwy 23 over dirt road 600' prior to thld. 40'–60' trees 50' rgt of rwy edge 260' fr thld. 2'–3' ditch 35' fr rwy edge NW side, 30' fr rwy edge SE side. Watch for livestock on or near rwy. ☹ Peneprime treated.

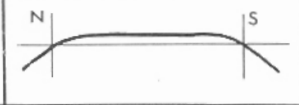
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**POLEI KLENG.** VIETM 14°23'41''N 107°48'36''E (ZA029933)

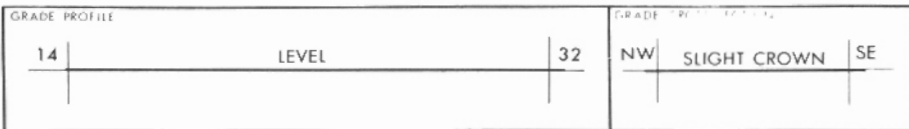
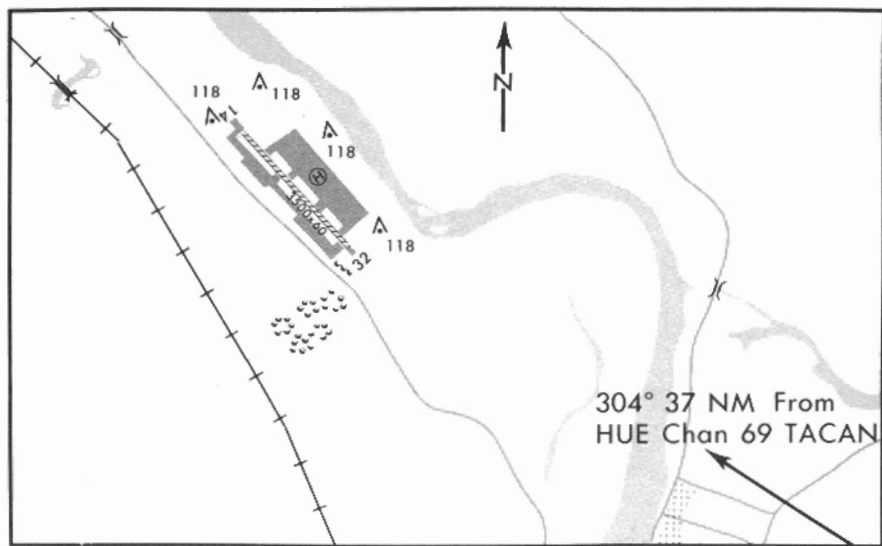
VNA 1870 35 (M8A1) (1) 59' 08-26 Type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acct. 100' laterite ovrn ea end. 154' X 154' M8A1 turnaround ea end. Dual 47' wide rwy to 750' X 189' M8A1 prk area. Windsocks-N side, W end and S side, E end. Std rwy mkr. HAZARDS- Opposite end of rwy not visible from touchdown pt. Road crosses rwy E end. Apch Rwy 08 over 20' deep gully 300' prior to thld. 1' lip btn Rwy 08 ovrn and rwy. Rwy 08 has 2% uphill gradient. Apch Rwy 26 over abrupt upslope 360' prior to thld. 3' fence 48' fr S edge E end. Copters may prk S side rwy E end. Rwy shoulders ruf and rutted. Watch for vehicles on rwy.

(1) Anti-skid treated first 1000' ea end.

**RADIO-** Crc as per II M. R. 501-47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**QUANG TRI**, VIETM 16°46'28"N 107°09'58"E (YD309556)

VNAF 36 L6 35 (AM-2) 60' 14-32 (T-29, TT-130) Type 2 C-130, C-123, C-7

(VVQT)

**FUEL**-A + (1) J4(2)

**AERODROME REMARKS**- For Security, see I M. R. AASW AREA MAP. Extv copter tfc. 300' ovrn ea end. Four eng acft taxi outboard eng off. Extv pkr avbl. Windssock at ea end of rwy. All acft refuel ctc twr on 124.7 stating acft numer and amount of fuel rqr. HAZARDS-Apch Rwy 14 over 50' trees 2000', 50' p-line 1000' prior to thld. Apch Rwy 32 over road and 5' fence 670' prior to thld. Shoulder very ruf. (1) A+ avbl for lgt acft only. (2) J4 avbl for copter only.

**TRAFFIC PATTERN**-R/W tfc W, 750'; F/W tfc, E, 1000'.**TOWER**-360.2 340.2 121.8**ARTILLERY ADVISORY**-QT 64.65 59.95

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**QUANG TRI/LA VANG**, VIETM 16°43'40"N 107°11'55"E (YD343509)

40 19 (LATERITE) 50' 11-29

**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. Rwy good cond. 100' ovrn ea end. Loading and unloading area 300' X 100' S side midfield. Windssock W side of W loading ramp. HAZARDS—Apch Rwy 11 over road and 3' fence 150' fr thld. Apch Rwy 29 over 3' fence 150' fr thld. 3' fence parallel N side of rwy 35' fr edge. 5' concertina wire along S side of rwy, 15' fr edge. 6' concrete bunkers 20' fr S side of rwy, W end.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**QUAN LOI**, VIETM  $11^{\circ}40'07''N$   $106^{\circ}40'08''E$  (XT816907)

VNA 508 39 (LATERITE) ① 90' 05-23

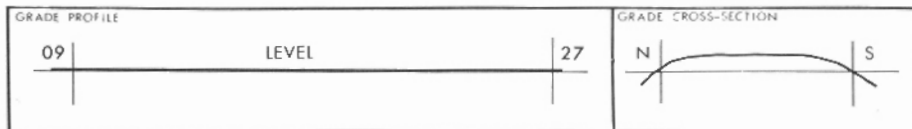
(VVQL)

**JASU-1(C-26) FUEL** ② - A+J4

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Extv copter tfc. 362' X 318' ovrrn/turnaround NE end, soft when wet. 1150' ovrrn SW end. Large undefined prk area ea side of SW ovrrn. Windsock NW of rwy at SW end. Std calvert touchdown mkr. HAZARDS - Apch Rwy 05 over 50' trees, 30' bldg, four 75' ant 1300' (rgt side), 4' fence 1250' prior to thld. Apch Rwy 23 over road, 4' embankment and 3' fence 420' prior to thld. 60' grd twr 300' prior to thld, 350' SE of centerline. 9' revetments 95' fr NW edge, 8' revetments 110' fr SE edge of rwy. 65' ctl twr 250' fr NW edge of rwy SW end. Large trees on both sides of rwy, 300' fr edge. 30' twr adj to ctl twr NW side. Copters may prk as close as 60' fr edge of rwy. CAUTION - Adequate clnc may not be avbl when copter parked along edge of rwy. ① Penneprime treated. ② Ltd. Emerg only to C-7 and larger acft.

**ARTILLERY ADVISORY - BINH LONG 297.4 39.7**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



◇ **QUAN LONG.** VIETM 09°10'32''N 105°10'46''E (WR196142)

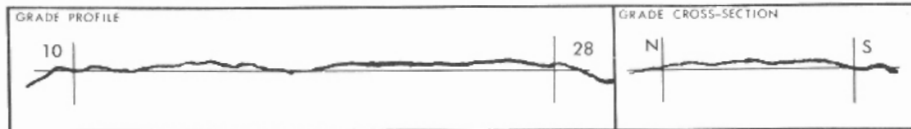
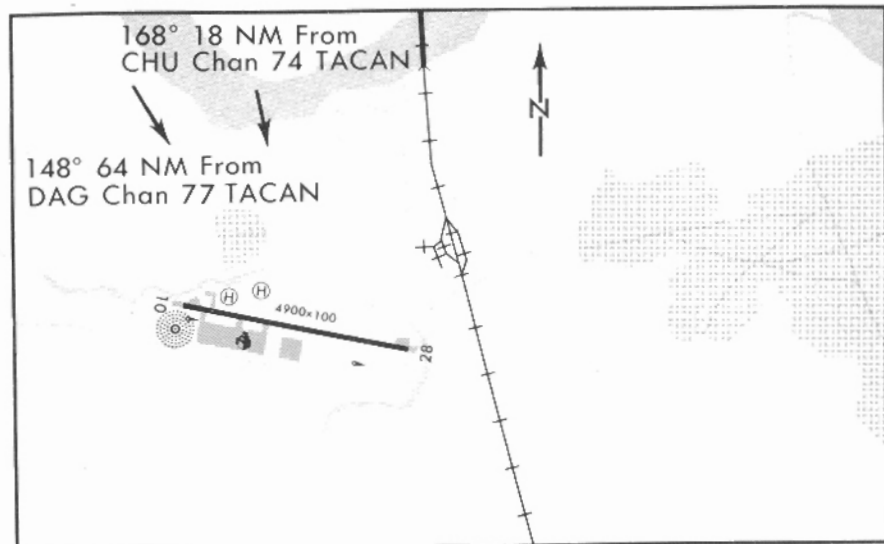
VDCA 16 H32 (ASP) 60' 09-27 Type 2 C-130, C-123, C-7

(VVAX)

**FUEL**- A + (1) J4 **AMMO**- 7.62

**AERODROME REMARKS**- For Security, see IV M. R. AASW AREA MAP. AFLD UNCONTROLL-  
ED. Extv copter t/c. 150' X 100' ovrn/turnaround with addn 250' ovrn ea end. 100' X 500' prk  
area both sides rwy ea end. 50' X 280' twy to 200' X 330' prk area. Windsock S edge of prk ramp.  
Std rwy mkr. Hr of OPS for 7AF Airlift act SR-SS. **HAZARDS**-Short fence 200' fr thld Rwy 09.  
Re-arm pads 27' fr N edge W end, 50' fr S edge W end. Reful pads 60' fr S edge E end. 15' bldg  
S and W side of ramp. Inadequate clnc with copter on pads. (1) A + ltd.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.

**QUANG NGAI.** VIETM 15°06'49''N 108°46'33''E (BS610720)

VNA 36 H49 (ASP) 100' 10-28 Type 2 C-130, C-123, C-7

(VYQG)

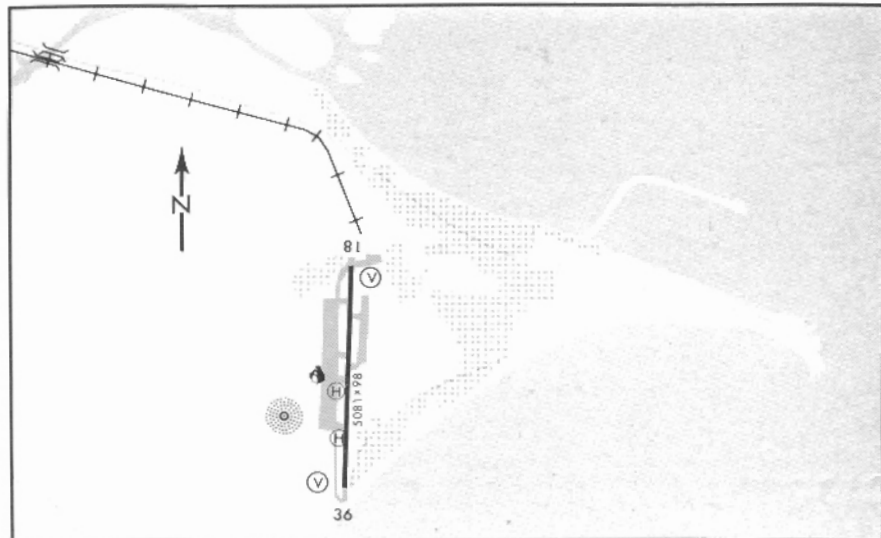
**FUEL-J4(1)**

**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc Senior TALO 951-2196/3176. Afd uncontrolled. Opr 2300-1000Z. Extv copter tfc. C-130 acft taxi with outboard eng shutdown. 150' laterite ovrn ea end. 180° X 180° turnaround ea end. Four 75' wide twy to 2 ASP prk areas S side, 1445' X 135' and 260' X 150' (civil), adj bldg limit use. Windsack ea end of rwy, S side. Std rwy mkr. CAUTION-Rwy dist remaining mkr marked in M. CH-47 loading operation on ramp and area N of rwy W end. Copter refuel area N of rwy midfield. HAZARDS-Apch Rwy 10 over 6' drop-off 160' fr thld. Apch Rwy 28 over 2' lip 150', road and 3' fence 200', 50' trees aprx 700' prior to thld. 20' bldg 80' fr S twy edge, mid-field. 20' bldg 100' fr N rwy edge, E end. O-1 revetment ramp 75' fr S rwy edge. Prk ramp only 62' fr rwy edge, adequate clnc may not be avbl when in use. One 25' lgtd pwr pole 107' rgt side apch end Rwy 10; two 45' lgtd ant 137' rgt side Rwy 10. Unlgtd 358' twr 060° 1.5 NM fr ctl twr. Watch for pedestrians on rwy. (1) Copter only.

**COMMUNICATIONS****RADIO-**46.55 Advsy svc**ARTILLERY ADVISORY-**BC 65.45 58.90**RADIO AIDS TO NAVIGATION**

NDB (HW) QG 227 15°08'N 108°49'E Opr 0001-1200Z On Test

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**QUI NHON**, VIETM 13°45'58" N 109°13'35" E (CR082225)

VDCA 25 BL4, 9, 10 H51 (ASP) 98' 18-36 (S-65) Type 3 C-130, C-123, C-7

(VVQN)

**FUEL** - (NC-A1)

**AERODROME REMARKS** - For Security, see II M. R. AASW AREA MAP. Opr 2300-1100Z.

158' ovrn S, 190' ovrn N end. 2400' X 250' ASP prk area W side. Due to lcl terrain features, acft may be subject to high cross wind component and turbulence on final both directions. Wind direction and gust intensity change rapidly. Ck windsock N and E side and S midfield W side. All armed acft and copter advise twr of the status of weapons prior to entering tfc pat. 7AF Airlift acft land 500' down Rwy 36. HAZARDS - High terrain S, W, and NW of fld. 965' hills W apch end Rwy 18. Apch Rwy 18 over bldg, roads, and a 5' fence 225' prior to thld. 28' unlgtd grd twr at N end 129' fr cntr twy. Apch Rwy 36 over water, abrupt upslope, road, and 5' fence 174' fr thld. Two 4' bunkers 30'-70' fr E side of Rwy 36 first 500'. 8' fence 85' fr E edge of rwy S end. Copter OPS 100' fr E edge rwy midfield. 5' POL berm 60' W of rwy at midfield. Two 320' twr 1½ NM SSW of fld.

#### COMMUNICATIONS

**RADIO** - 293.0 122.5 36.1 VFR flight following

① **PHU CAT APP CON** - Ctc Saigon ACC 308.4 265.9 125.3 120.7

**TOWER** - 285.9 124.3 118.7 (E) **GND CON** - 309.1 121.9

**ARTILLERY ADVISORY** - 63.45 56.75

#### RADIO AIDS TO NAVIGATION

NDB ② (HHW) (AO/A2) XYK 262 13°47' N 109°13' E At Field.

**RADIO/NAV REMARKS** - ① Opr 2300-1100Z, OT 15 min ntc rqrtd thru Phu Cat APP CON or Lane Twr. ② Enroute Navaid only. Rstd to all ops 5 NM rad Qui Nhon A/D.





**RACH GIA CITY, VIETM** 09°59'47''N 105°05'48''E (WS105048)

VDCA 5 \*L 14 (EARTH) 20' 05-23

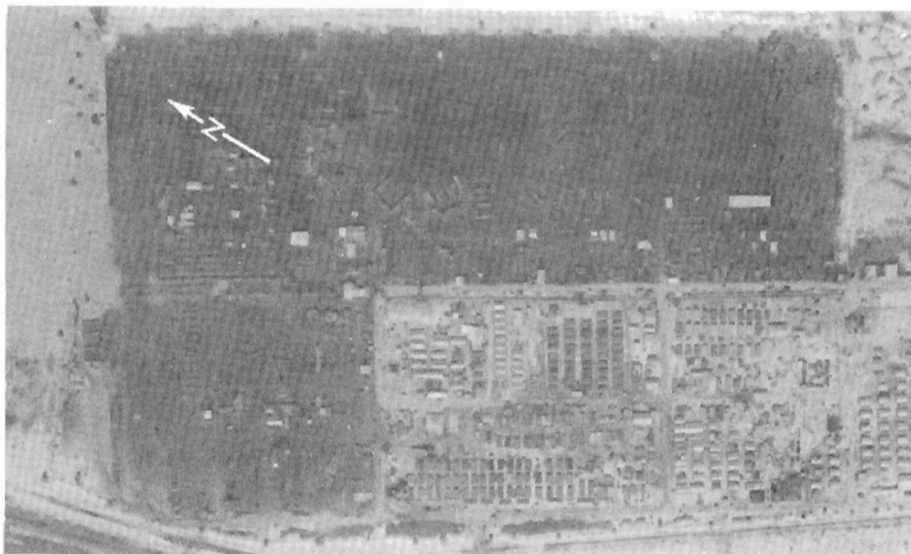
FUEL- A+J4① AMMO- 7.62 2.75

**AERODROME REMARKS-** SECURE. Opr O/R, light acft only. Potholes on SW end. 248' ovrn NE end. Road crosses rwy. ① J4 tanker.

RANG RANG

112LN 10702E Y/T 218555

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**RED BEACH.** VIETM 16°05'50"N 108°08'50"E (AT946812)

VNA 3 18 (M8A1) 100' 14-32

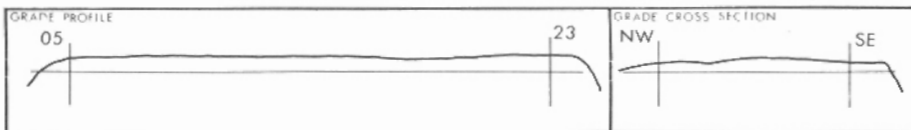
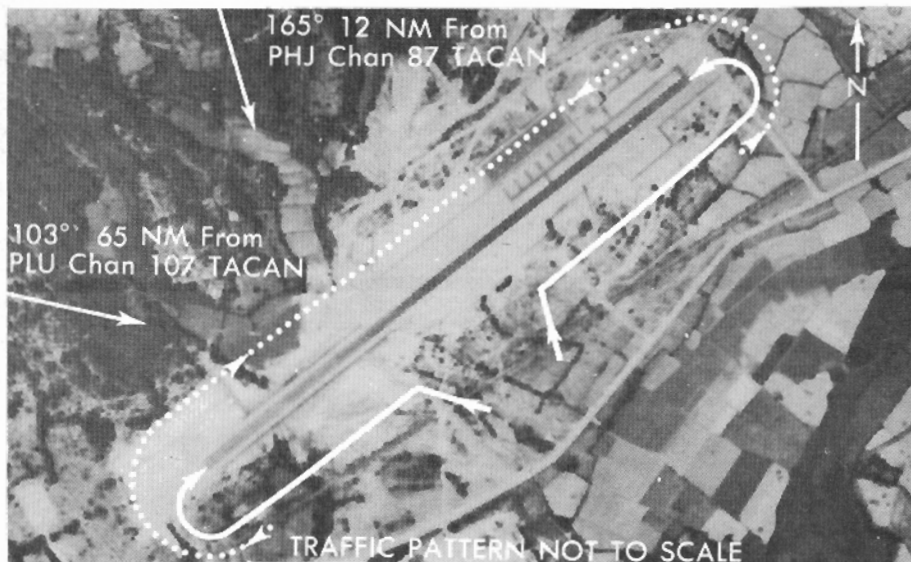
16 (M8A1) 100' 05-23

**AERODROME REMARKS-** For Security, see I.M.R. AASW AREA MAP. Unctl. Two lgt'd heliports on Rwy 14-32 for copter OPS only. Afl'd clsd to all F/W acft larger than U-6A. F/W acft ldg proh fr SS-SR. CH-47 runup area S side opch end Rwy 05. Extv acft maint and copter run up adj to rwy, use extreme caution while ldg, hovering and taxiing. HAZARDS-Grd twr and bunkers on opch end Rwy 05 and 14, tactical barb wire on opch ends of all rwy. 12' bunker left side 25' fr thld 60' fr Rwy 05 centerline. 8' bunker rgt side 40' fr thld 60' fr Rwy 05 centerline. Rwy 14-32 has washboard effect, clsd to F/W tfc.

**VFR ADVISORY SVC-** Call MARBLE MOUNTAIN TWR 261.6 119.5 41.3

**ARTILLERY ADVISORY-** RED HORSE 37.8

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**ROK AAF.** VIETM. 13°44'57''N 109°06'03''E (BR948209)  
ROKA 60 L4(1) 30(MBA1) 59' 05-23 Type 1 C-123, type 2 C-7

**FUEL** - A + ③

**AERODROME REMARKS**-For Security, see II M. R. AASW AREA MAP. PPR for 7AF Airlift acft, ctc 7AF ALCC 924-4533/4514. Opr 2330-0930Z. 50' Clay ovrn W end, 50' laterite ovrn E end. 60' X 64' rwy to 82' X 190' prk area S side NE end, 5' drop-off, 3 sides. N ramp for lt acft only. Windsock midfield S side. Std rwy mkr. Ltd to one 7AF Airlift acft on gnd at a time. HAZARDS-Hills to N and W. Apch Rwy 05 over 20' guard twr 500', 5' fence 75' fr thld. Apch Rwy 23 over 6'-10' lip 60' and road 40' fr thld. 10' bunkers and berms 30' fr rwy edges midfield. Bldg, re-ventments, and 40' ctl twr 150' fr rwy edge N side, first 1/3 of Rwy 23. 1' ditch 20' fr both edges NE 2/3 of rwy; 10' drop-off 15' fr both edges SW 1/3 of rwy. 4' concertina fence placed across rwy SS-SR, stored on edges of rwy SR-SS. ① Cen 1/3 of rwy. ② Not anti-skid treated. ③ Emerg only.

**TIGER TOWER**-61.2 47.3 Ctc Lane Twr 295.1 for advsy. Opr 0001-0900Z.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.

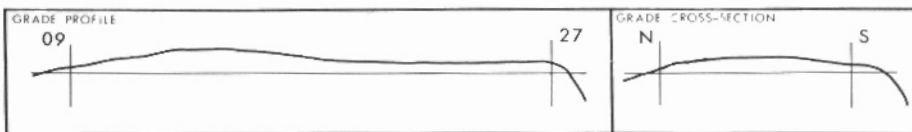
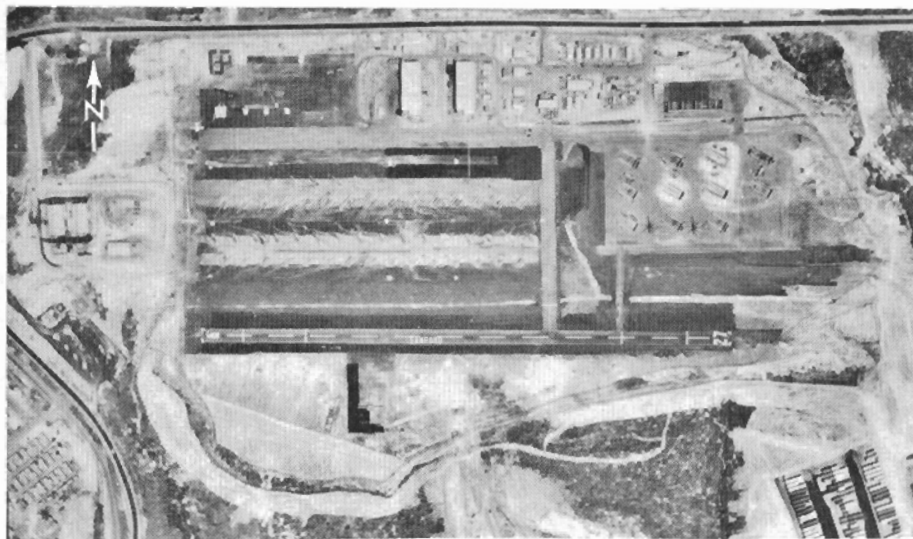


SADEC, VIETM. 10°17' 12" N 105°45' 12" E (WS830373)

20 H16 (ASP) 15' 05-23

**AERODROME REMARKS-** Dry only. F/W acft will not land on roads.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**SANFORD AAF, VIETM** 10°55'00" N 106°54'00" E (YT074067)

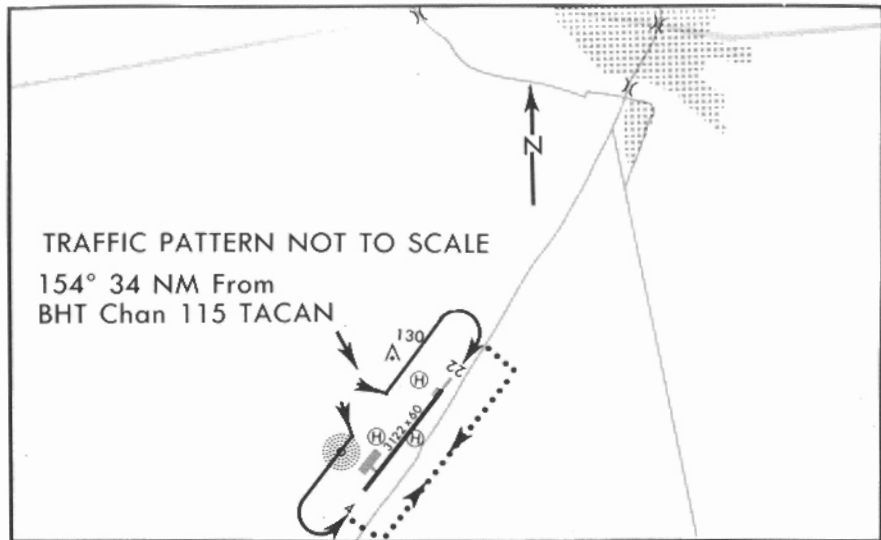
VNA 120 H32 (ASP) 60' 09-27 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. AFLD UNCONTROLLED. 150' X 150' turnaround W end rwy. Windsock S at midfield and SW corner. Std rwy mrk.

**TRAFFIC PATTERN-** Helis 600' N and S tfc ptn, F/W 1100' N and S ptn.

Ⓜ **SAIGON APP CON-** 363.8 134.1 125.5x

**ARTILLERY ADVISORY-** BIEN HOA 290.0 46.7



GRADE PROFILE



GRADE CROSS-SECTION

**SOC TRANG.** VIETM 09°34'45" N 105°57'52" E (XR058591)

VNAF 13 L4(1) H31 (ASP) 60' ② 04-22 Type 2③ C-130, C-123, C-7

(VYBX)

**FUEL**-A + ④ J4 **AMMO**-7.62 2.75

**AERODROME REMARKS**- For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Clsd to MED EVAC copters recommended to use MED PAD ¼ NM NE of fld, etc Soc Trang Twr for use and assistance. Extv copter tfc. 290' ovrn (90° ASP, 200' ruf sod-soft when wet) SW end, 735' ovrn (50° ASP 185' M8A1, 500' penepripped sod) NE end. 150' X 190' C-130, C-123 offload area adj to Rwy 22 thld, good cond. 120' X 180' offload area adj to rwy poor cond. Windsock midfield E side. Std (faded) rwy markers. 7AF Airlift acct recommend land Rwy 04. Do not land on Rwy 22 if acct parked adj to rwy. **HAZARDS**-Apch Rwy 04 over trees, bldgs, 30' pole 600', 15' fence 500', 4' concertina wire 20' SE of rwy edge 140' prior to thld; 6' bunker 50' SE 140' fr thld. Two 4' ditches 200', ammo berm 50' SE fr thld. Apch Rwy 22: Acft may be parked in clear zone, 200' fr thld, 45' fr apch. 25' watch twr 100' fr SE edge, NE end. Numerous copter revetments 92' fr rwy edge NW, 77' fr SE edge. Rqr lateral clnc may not be provided when F/W and copter acct are parked on either side of rwy. 130' twr 482' fr NW edge behind cil twr. 165' unlgtd twr 1¼ NM NE and 1000' rgt of apch end Rwy 22. 341' unlgtd twr 1½ NM SE of fld. Ammo stor area 200' SE and 300' rgt of apch end Rwy 04. Not recommended for ngt F/W OPS. ① Rwy lgt ore 32.5' fr rwy edge. ② Marked by broken lines. ③ Rwy 04 ovrn clsd to C-130, C-123 acct for normal taxi, one C-130, C-123 on gnd at a time. ④ A+ ltd.

**COMMUNICATIONS****RADIO**-255.0 within 20 NM, or etc DELTA RADIO. VFR flt flw.**TOWER**-282.9 255.0 122.6 (E)**ARTILLERY ADVISORY**-255.0 282.9 Soc Trang Tower**RADIO AIDS TO NAVIGATION**

NDB (HW) (A2/A3) SO 289 At Fld

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION



**SONG BE.** VIETM 11°49' 05" N 106°58' 09" E (YU141070)

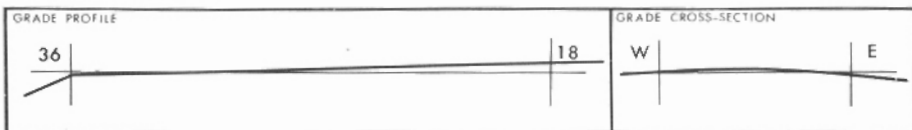
VNA 797 34 (AM-2) 60' 06-24 Type 2 C-130, C-123, C-7

(VVPL)

FUEL - J4 (1)

**AERODROME REMARKS** - For Security, see III M. R. AASW AREA MAP. Opr SR-SS. 100' AM-2 avrn ea end with additional 825' avbl E end. 150' turnaround ea end. E rwy 60' X 165', W rwy 50' X 165' to 535' X 225' prk area N side. Concertina fence crosses twy at ngt. Windsock NE end, S side. Std rwy mkr. HAZARDS—Opposite end of rwy cannot be seen fr touchdown pt. Avoid hill SE of ofld. Road and 25' bldg 1000' fr thld Rwy 06. 2372' hill 2.3 miles E of apch end Rwy 24. CAUTION—Prk ramp has bldg, berms and stacked supplies around edges. Tanglefoot and concertina wire 20' fr S side rwy. 6' concertina wire 35' fr N rwy edge. Unctl vehicles and pedestrians have access to rwy. (1) J4 lrd.

**ARTILLERY ADVISORY** - PHUOC LONG 338.9 39.5



**SONG BE CITY.** VIETM 11°51'04" N 107°00'11" E (YU182109)  
 VNA 722 H22 (ASP) 25° 18-36

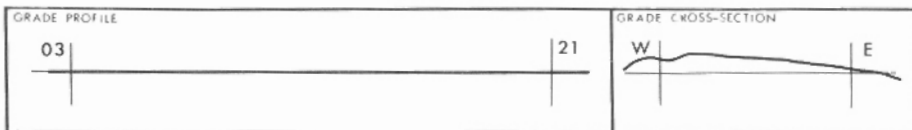
**FUEL - A·J4** **AMMO - 7.62 2.75**

**AERODROME REMARKS -** For Security, see III M. R. AASW AREA MAP. Extv copter tfc. Normal OPS for acft only. C-45 and larger acft use Song Be, 1.5 NM W of mt. Prk area N and E side for 6 O-1 acft. HAZARDS-2400' mt 1 NM prior to apch end Rwy 36. Apch Rwy 18 over city hall 300', 20' p-line and barricades 100', 200' prior to thld. Public road crosses apch end Rwy 36. 189' unlgtd microwave twr midfield W side 1000' fr rwy. 130' rdo twr NE of fld. Copter prk and reful close to rwy W side midfield. Unctd vehicle and pedestrian tfc. **J4** tanker.

**ARTILLERY ADVISORY - PHUOC LONG 338.9 39.5**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.





**SONG CAU**, VIETM 13°27'38" N 109°13'48" E (CQ084886)

VDCA 10 23 (LATERITE/SAND) 94' 03-21

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. NE end soft when wet.

Small prk area for lgt acft adj to rwy. Windssock midfield, W side adj to ramp. No rwy mkr. HA-

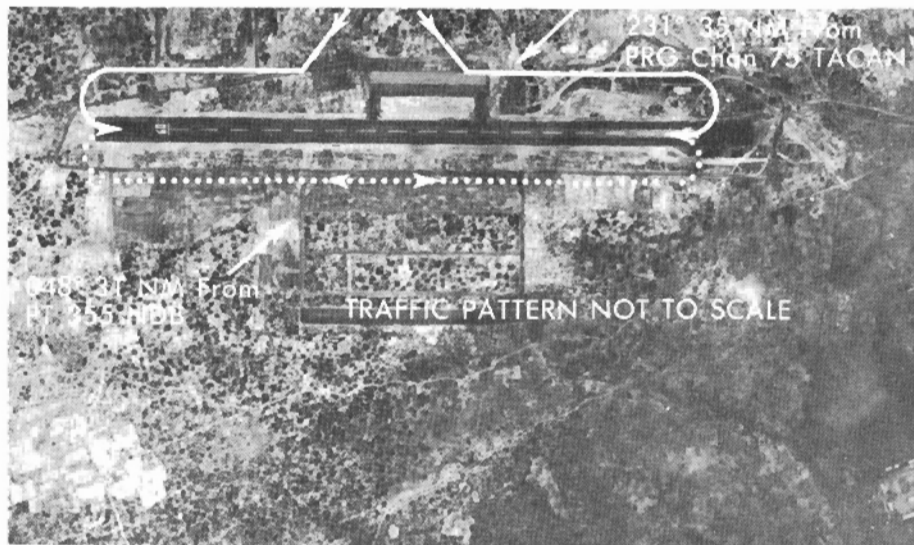
ZARDS-SW end ruf with grass mounds. 250' hill adj apch Rwy 03. 50' trees 500' off N end.

Seawall, embankment E side, recommend land W of rwy centerline.

**TRAFFIC PATTERN-** Recommended land Rwy 03, tkof Rwy 21

**RADIO-** Ctc Subsector radio 10 min prior to ldg on FM freq MACV II M.R. SOI.

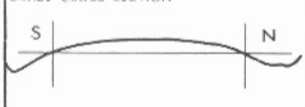
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**SONG MAO, VIETM** 11°15'25" N 108°29'40" E (BN264456)

VNA 85 35 (M8A1) 60' 09-27 Type 1 C-130(1), type 2 C-123, C-7

(VVSM)

**FUEL-J4(2)**

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Peneprism/ Laterite ovns 325' E end, 350' W end, poor cond. 100' X 100' M8A1 turnarounds both ends of rwy. Two M8A1 twy to 740' X 140' PSP prk area midfield. Std rwy mkr with 500' touchdown mkr missing. HAZARDS-Road crosses clear zone to E. 3' ditches 45' fr N side and 70' fr S side. Bldg 70' fr rwy edge, N side W twy. Uncontrolled personnel and animals have access to rwy. (1) Not recommended when wet. (2) Copters only.

**RADIO-** 47.3 Ctc early to allow time to reach fld. 75 HOTEL 41.30 tfc advsy.

**ARTILLERY ADVISORY-** 63.25 60.9



**TAM KY, VIETM** 15°32' 02" N 108°29' 22" E (BT309186)

VNA 33 H40 (ASP) 100' 11-29 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acct. Rwy ASP beginning to break up. Drainage is poor at E end and rwy will soften dur rainy season. Hvy acct should avoid making turns on rwy whenever possible, especially at E end when soft. 500' laterite ovrn E end, 200' laterite ovrn W end. Single ASP twy 67' wide to 215' X 344' partially revetted ASP prk area, capacity 2 C-130's. C-130's use caution, lgt acct, bldg and eqpt lctd in area. Windssock W of twy. Number, centerline rwy mkr. **HAZARDS-** Apch Rwy 11 over 1' lip when ovrn joins rwy. Apch Rwy 29 over 10' berm 500' prior to thld. 5' fence 60' fr S edge, W end. 3' fence 40' fr N edge W end. Shoulders ore 1' above rwy level at E end. Pedestrians, livestock and vehicles on fld.

**TRAFFIC PATTERN-** At ptn alt, stay N and W of fld to avoid gnd fire.

**ARTILLERY ADVISORY-** VN 66.80 56.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



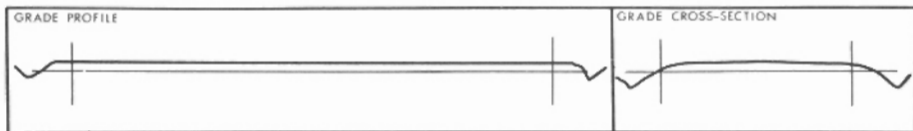
**TAM KY ALT, VIETM** 15°34'32"N 108°28'30"E (BT302245)

16 6 (SOD) 65' 04-22

**AERODROME REMARKS-** Recommend ldg to SW. Telephone wire across rwy 10' above ground.

**ARTILLERY ADVISORY-** VN 66.80 56.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**TANH LINH**, VIETM 11°04'40" N 107°41'20" E (YT935256)

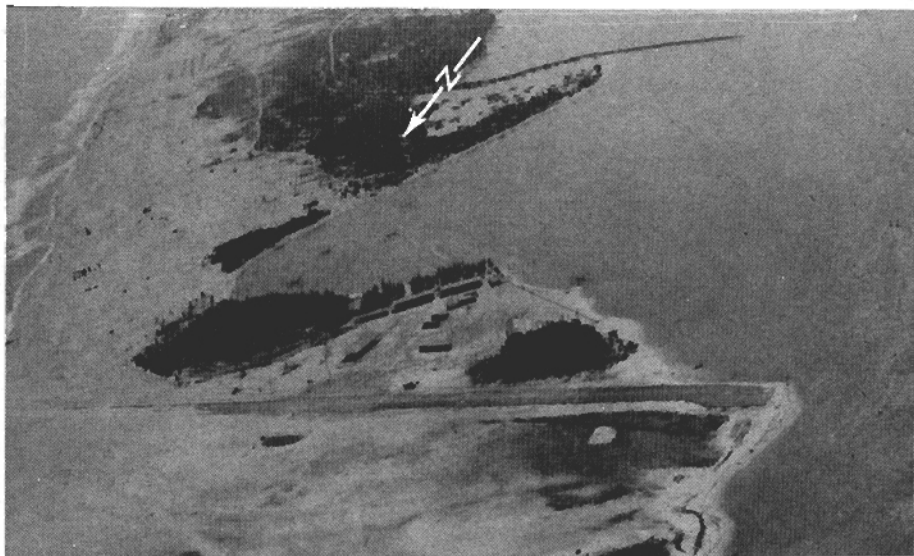
VNA 420 20 (M8A1) 60' 17-35 Type 1 C-123(1), type 2 C-47

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift a/c. Extv copter t/c. 130' ovrn N end, 115' ovrn S end. 56' wide twy to 135' X 160' dirt prk area. Windsock E of midfield. Std rwy mkr. HAZARDS-AFld surrounded by mountainous terrain. Apch Rwy 17 over road 150', ditch 140', 4' fence 130' prior to thld. Road and ditch below rwy level. Apch Rwy 35 over 50' trees 1000', 25' trees 500', 3' ditch 140', 4' lip 115' prior to thld. 70' and 110' unlgtd ant lctd in camp NW of rwy. 16' hi windsock 30' fr W edge of rwy. 4' fence and 30' trees 75' fr W edge of rwy. Terrain very ruf 15' ea side of rwy.

(1) Not recommended when wet.

**RADIO-TANH LINH CON** 39.25

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**TAN MY, VIETM** 16°33'58" N 107°38'06" E (YD815332)

PVT 3 H25 (ASP) 60' 05-23 (C-47)

**AERODROME REMARKS-** Restricted to Raymond, Morrison and Knudson const company.  
625' twr 2 NM SE.

**ARTILLERY ADVISORY-** HN 67.85 59.50

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS SECTION

**TAN PHAT, VIETM 11°34'N 107°50'E (ZT100810)**

VDCA 2800 H42 (ASP) 100' 07-25 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see II M. R. AASW AREA MAP, Opr 2300-1000Z. PPR fr Directorate of Civil Aviation 24 hr in advance. PPR for 7AF Airlift acft, ctc SRAG TALO 941-3122/2755. Bao Loc tfc in area. Laterite ovrrns, 400' W end, 240' E end. 185' X 235' ASP turn-arounds lctd at ea end of rwy. 52' X 364' ASP twy to 210' X 395' ASP prkg romp. Windscock mid-field S side. Intl rwy mkr. HAZARDS—Opposite ends of rwy cannot be seen dur ldg. App Rwy 07-60' lip 400' prior to thld. App Rwy 25-12' -14' lip 240' prior to thld. Pedestrians and vehicles have free access to rwy.

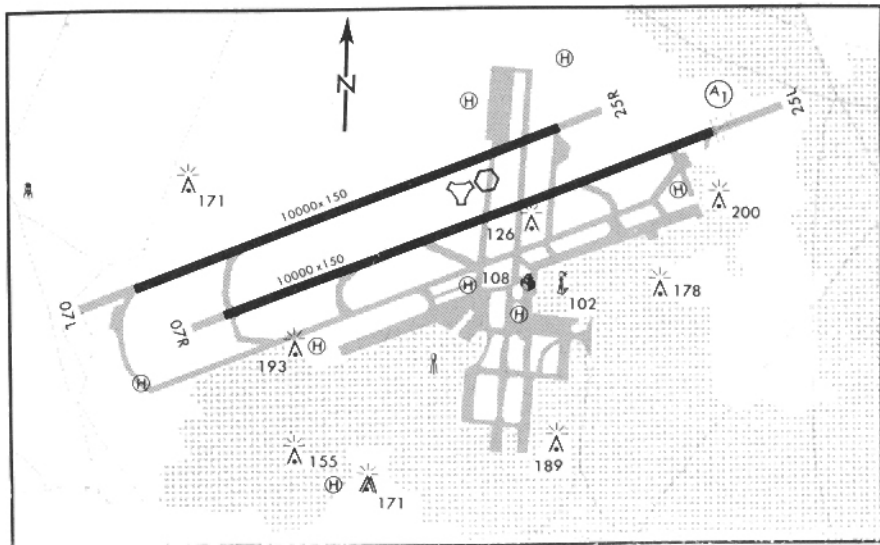
**RADIO-** Ctc as per II M. R. SOI - 47.3

**ARTILLERY ADVISORY-** LAM DONG ADVSY 67.9 46.25

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

INTENTIONALLY  
LEFT  
BLANK





◆ **TAN SON NHUT**, VIETM 10°49' 02'' N 106°39' 02'' E (XS819962) (AOE) (VVVS)

P (A) (AF) (N) 33 BLS (1), 6 (2), 7, 8 (1) H100 (CON) 150' 07R-25L (S-89, T-189, TT-400)

H100 (CON) 150' 07L-25R Type 3 C-130, C-123, C-7

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

FUEL (3) - A+ J4, SP, ADI, O-117-128-132-133-148, LHOX OXR B

**AERODROME REMARKS-** Proh to non-radio acft. CAUTION-Acft may be arr/dep trml area at greater than normal rates of descent/ascent for possible weapon/small arms avoidance; Extv copter and lgt acft activity all quads; Parachute flares all quads; Reduced rwy separation stds in effect; Hvy vehicle tfc on twy and ramps. Due to peak tfc periods, req tran acft plan their arr/dep times b/n 0330-2300Z. Tran US Forces acft carrying armament of any type are proh fr ldg at Tan Son Nhut unless such acft cannot safely be diverted to another base, such pilots will rpt armament IAW AFR 55-14, AR 95-27 and OPNAVINST 3710.31B. Ltd ramp space precludes RON of acft larger than C-47. Acft will not fly over Saigon or Cholon VFR below 5000' unless directed by ATC. After ldgs, all 4 engine prop driven acft will shut down outboard eng as soon as practical after clearing rwy. Turbojet 4 eng acft will taxi with outboard eng at idle to minimize FOD. IFR dep acft will not taxi until IFR clnc is rcvcd. Acft will not turn out of tfc until reaching fld bdry. Copter will land Saigon Heliport H3 (PPR for CH-47 and CH-54, call TSN 2711/2258) H2 PPR, call TSN 4267. PPR for CH-47 tfc at copter pad 7. Copter pad H-7 reduced to only that portion S of the road mkr with 2H. No copter prk N side of road. Only 2 copter on pad at a time. Used for supply pickup only fr 34th General Support Group. All tran acft utilizing Base Ops ramp, ctc Base Ops (PTD) 15 min prior to ldg. All personnel arr fr out of country must complete a MACV Form 40R CSTMS Certificate. Tran alert/maint avbl H24. (1) Rwy 25L. (2) Dur hr of darkness, Rwy 07L-25R lgt avbl O/R or when twr deems necessary. (3) All tran acft exp at least 30 min delay on fuel and oil.

**TRAFFIC PATTERN-** Overhead tfc ptns break S; tac jets enter 3 mi initial at 2000', convl fighters use 1500'. Rectangular tfc ptns to all rwys will be made N of fld at 1500' for acft with downwind speeds exceeding 141 knots and 1000' for speeds of 140 knots or less. When the ceiling and vis is 1000' and 3 mi, or above, transition to the parallel rwy may be directed.

(CONTINUED BELOW)

## (CONTINUED FROM ABOVE)

## COMMUNICATIONS- (PTD 372. 2)

SAIGON RADIO- 126.9 8868(9) 8840 5624

CAPITAL CENTER- 295.9 128.6 58 95 VFR flt flw. Opr 2300-1100Z.

(8) SAIGON CONTROL- 353.7 331.8 255.4 234.4 231.2 125.9(9) 125.7(9) 125.3(9) 123.3(9)  
120.9(9) 120.7(f) 120.1(9) (E)

(8) SAIGON APP CON(9)- 363.8 134.1

SAIGON TOWER(9)- 236.6 118.7 (E) SAIGON GND CON(9)- 275.8 121.9

(8) SAIGON DEP CON- 261.4 125.5

CLNC DELIVERY- 369.1 123.6 Use is mandatory.

AIRLIFT COMMAND POST- 349.4 128.0

PFSV(9): METRO

ALCE(9)- 291.8 148.0

ALCC- 8133 USB 4677 7587

ARTILLERY ADVISORY- 239.0 46.0

VOLMET- See Bangkok ACC

## RADIO AIDS TO NAVIGATION

(H) VORW XVH 115.5 10°50'N 106°40'E At Field Unreliable below 5000'

(H) TACAN ASM Chan 102 At Field MP 0200-0300Z dly

NDB (HW) (AO/A2) SV 305 10°44'N 106°39'E 004° 4.0 NM to Field

NDB (LMMW) (AO/A2) GN 343 10°50'N 106°40'E At Field

NDB (LOMW) (AO/A2) SG 326 10°51'N 106°45'E 249° 5.2 NM to Field

ILS(9)

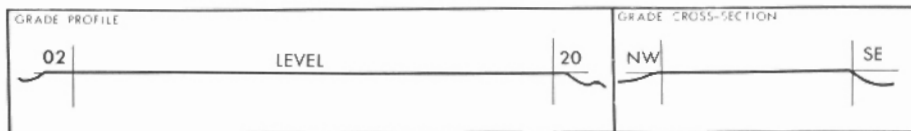
RADAR(9)- Call SAIGON APP CON 335.8x 266.0x 263.6x 260.1x 127.1x 124.7x 119.9x

| ASR(9) | RWY | CATEGORY      | MDA RVR  | HAT | CEIL-VIS  |
|--------|-----|---------------|----------|-----|-----------|
| 07L    |     | A, B, C, D, E | 300- 3/4 | 275 | (300-3/4) |
| 07R    |     | A, B, C, D, E | 320- 3/4 | 293 | (300-3/4) |
| 25L    |     | A, B, C, D, E | 360- 3/4 | 327 | (400-3/4) |
| 25R    |     | A, B, C, D, E | 360- 3/4 | 328 | (400-3/4) |

| PAR(9) | RWY | CATEGORY      | DH RVR   | HAT | CEIL-VIS          |
|--------|-----|---------------|----------|-----|-------------------|
| 25L    |     | A, B, C, D, E | 133- 1/4 | 100 | (100-1/4) GS 2.5° |
| 25R    |     | A, B, C, D, E | 132- 1/2 | 100 | (100-1/2) GS 2.5° |

| CIRCLING(9)        | RWY | CATEGORY | MDA VIS    | HAA | CEIL-VIS    |
|--------------------|-----|----------|------------|-----|-------------|
| 07L, 07R, 25L, 25R |     | A, B     | 500- 1     | 467 | (500-1)     |
| 07L, 07R, 25L, 25R |     | C        | 500- 1 1/2 | 467 | (500-1 1/2) |
| 07L, 07R, 25L, 25R |     | D, E     | 600- 2     | 567 | (600-2)     |

**RADIO/NAV REMARKS:** (9) Intl flts. (9) Sector 4. (9) Sector 1. (9) Sector 3. (9) Sector 5. (9) Sector 2. (9) Vietnamese controllers 2315-1100Z, US controllers 1100-2315Z. (9) Vietnamese controllers. US Advisors on duty 2300-1500Z. (9) Arr and departing copter com with Gnd Con. (9) PFSV eqpt opr by VNAF. (9) Airlift acct etc 15 min prior to ldg. (9) ILS not recommended for coupled apch due to unpredictable out of tolerance excursions. Pilots should monitor ident throughout apch to observe possible freq interference. ILS LCZR unrel btn MM and end Rwy 25L. CAUTION-Advs due to presence of short duration LCZR roughness when dep acct passes over ant. (9) Possible loss of Radar etc on final dur hvy rain, pilots must be alert for possible missed apch. (9) ASR apch emerg only. MP 0001-0200Z ev Sun. (9) VNAF controllers with US Advisors on duty. MP 0200-0400Z ev Sun. (9) Circling not auth S of Rwy 07-25.



**TAY NINH CITY, VIETM** 11°18'55''N 106°06'08''E (XT203510)

(VYTC)

VNA 39 19 (PSP) 100' 02-20

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

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. AFLD UNCON-

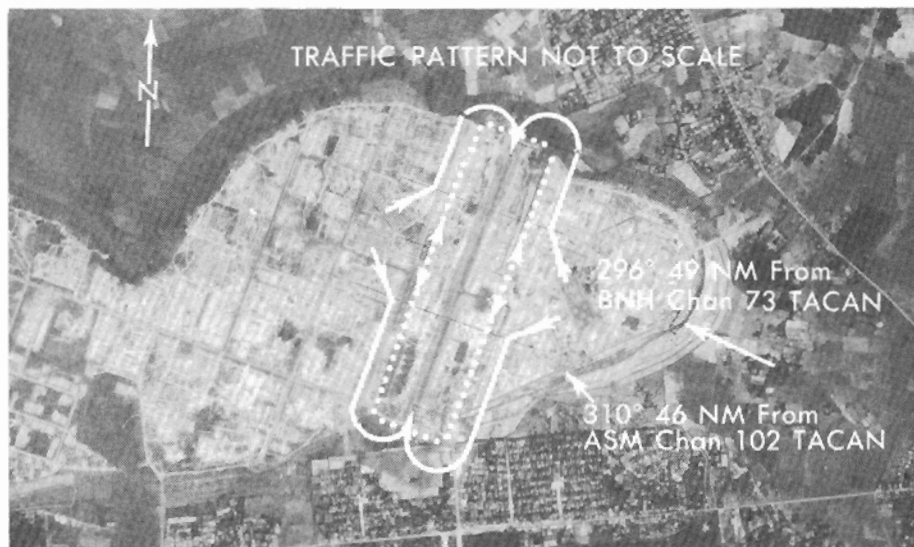
TROLLED. Rwy PSP poor cond, broken and warped in several places. No ovrn. Loading and unloading area 151' X 66' PSP in poor cond E side, S end. Windssock W of midfield. HAZARDS—Apch Rwy 02 over city, 50' trees 300', 4' fence and road 10' fr thld. Apch Rwy 20 over 30' trees 300' and a 4' fence 50' fr thld. 300' twr 600' fr W edge of rwy, S end. O-1 revetments 34' fr W edge, S end. 4' barrels on edge, 10' bldg 31' fr E edge, S end. 6' copter revetments E side, 15' fr edge. 4' fence around afld. Not recommended for ngt OPS.

**TRAFFIC PATTERN-** Recommend land Rwy 20, tkof Rwy 02, wind permitting.

**EAST TOWER-** 37.75 Opr 2300-1100Z

**ARTILLERY ADVISORY-** 250.2 41.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**TAY NINH WEST, VIETM** 11°19'25''N 106°04'13''E (XT168518)

VNA 26 H38 (ASP) 80' 02-20 Type 2 C-130, C-123, C-7

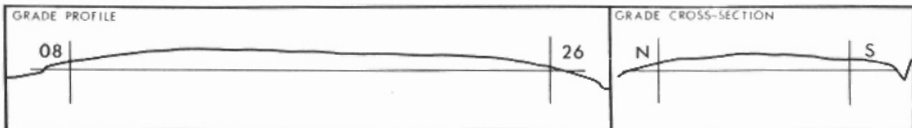
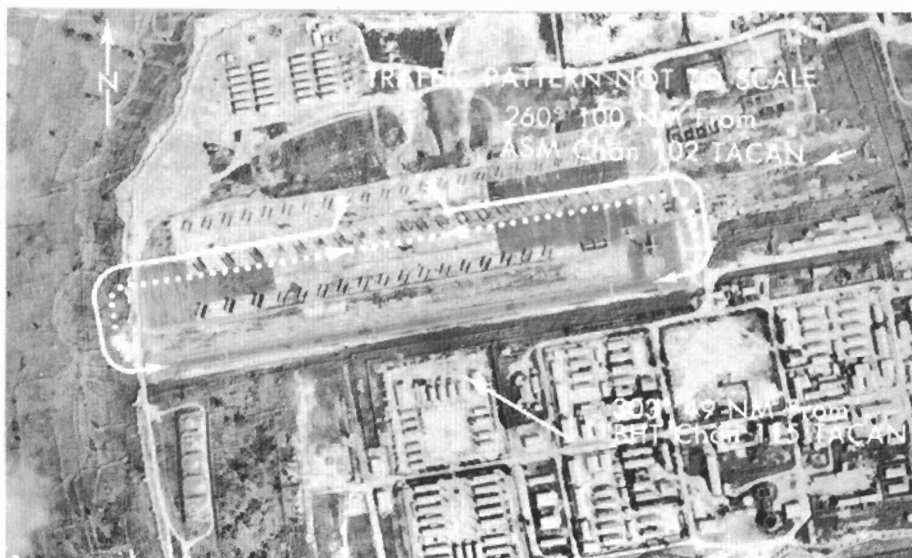
(VVTN)

**FUEL**- A + J4(1)

**AERODROME REMARKS**- For Security, see III M. R. AASW AREA MAP. 150' X 150' turnaround ea end. 160' ovrn S, 165' ovrn N end. 47' X 240' twy to 180' X 390' ASP prk area, two 25' bldg on E edge. Copter prk NW side of rwy. Windsock E of midfield adj to twy. Std rwy mkr. HAZARDS-Apch Rwy 20 over 5' embankment 364' and road 274' fr thld and two 6' bunkers either side of centerline 300' fr thld. Apch Rwy 02 over berm, road and drainage ditch 458' fr thld. 3235' mt 7 NM NE. A few twr and ant. 40' twr adj to prk ramp E side. 3 cement walls 43' fr E edge of rwy 5' high. Copter revetments 120' fr E edge of rwy, N end. Copters load btn revetments and rwy. CAUTION-Copters in clear zone and debris blowing onto Rwy 20 touchdown area. Unctl vehicles and pedestrians crossing on rwy. (1) J4 emerg only.

**TRAFFIC PATTERN**- No 360° overhead approaches authorized.

**ARTILLERY ADVISORY**- 250.2 41.3


**THAT SON, VIETM** 10°31'38"N 105°01'29"E (WS027635)

VNA 100 20 (M8A1) 53' 08-26 Type 1 C-123 (1), type 2 C-7

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. Occasional hvy copter OPS. M8A1 fair, anti-skid deteriorating. 100' X 175' M8A1 turnaround/ovrn ea end. Two 60' X 85' twy E end to 125' X 212' prk ramp (only 125' X 148' usable), twy and ramp not anti-skid treated. E twy clsd. E end of ramp clsd. Windssock midfield, N side. Std rwy mkr. Hr of OPS 7AF Airlift acft 2300-0900Z. HAZARDS-Mt 1 mile SW. Opposite ends of rwy not visible fr thld. Apch Rwy 08 over terrain that slopes up to rwy, bunkers, 4' concertina fence 140', 1' lip 100' prior to thld. Apch Rwy 26 over trees, houses, 20' concrete gate S, 8' guard shack 200', 4' concertina wire 180', 1' lip 100' prior to thld. 4' fence 55', 3' drainage ditch 20' fr S edge of rwy. 30' utility poles 150' S of rwy midfield. Small arms range S side. Shoulders unusable. 1' lip 100' prior to ea thld. Drop-offs adj to prk ramp. (1) Not recommended when wet.

**TRAFFIC PATTERN-** Fly t/c ptn to N side. Avoid over flt of small arms range on S side.

**RADIO-** 47.3

**ARTILLERY ADVISORY-** DELTA RADIO-227.1 118.3 56.55

SERVES CHI LANG  
NCO ACADEMY

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

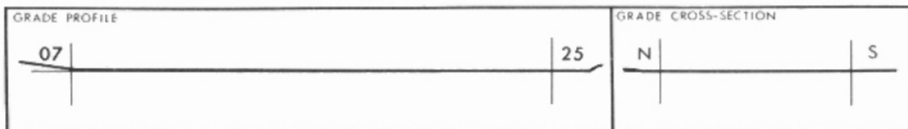
**THIEN NGON, VIETM** 11°35'31" N 105°59'38" E (XT084815)

VNA 66 29 (LATERITE/M8A1) (1) 60' 17-35 Type 1 C-130, type 2 C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF Airlift acct 928-5712/926-3276. 100' M8A1 ovrn ea end. Laterite turnaround S end W side, usually soft. Three 160' long laterite/penneprime twy (N twy 30' wide, others 40') to 160' X 750' laterite/penneprime prk area. Std rwy mkr. HAZARDS- Apch Rwy 17 over 80' trees 600', little used road and ruf terrain prior to thld. Apch Rwy 35 over road and ruf terrain. 4' fence 22' fr E side, runs along S half of rwy. Copter rearm pad E of thld Rwy 35. 15' bunker 36' fr edge N twy. N twy clsd to 7AF Airlift acct. 2' fence 125' prior to both thld. 50' unlgd ont in camp E of rwy. Shallow ditches both sides of rwy. Shoulders poor cond. Concertina wire in ditch. Concertina wire and 4' fence below rwy level. CAUTION- Watch for vehicles on rwy. (1) Penneprime treated. Rwy widens at midfield. 450' M8A1 N end, 550' M8A1 S end.

**TRAFFIC PATTERN-** Recommend land Rwy 35, rkof Rwy 17, wind permitting.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**THUY DONG**, VIETM 10°39'08''N 106°10'20''E (XS283777)

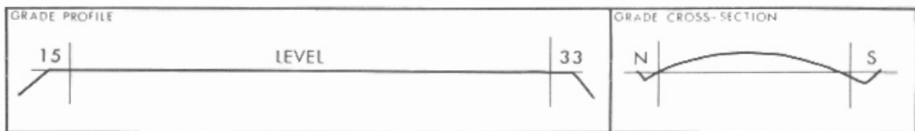
VNA 13 L( ) 20 (LATERITE/CLAY) 75' 07-25

**AERODROME REMARKS-** For Security, see IV M.R. AASW AREA MAP. No avrn. Windsock S of midfield. Std rwy mkr. HAZARDS—Apch Rwy 07 over S. F. camp. Unlgt'd 78' twr on canal bank 800' fr thld, on centerline Rwy 07. App Rwy 25 over huts, trees, 10' poles 50' rgt of centerline. 2' lip at thld on Rwy 25. 12' windsock pole 55' fr S edge midfield. Shoulders soft. Uncontrolled pedestrian tfc on road oja N shoulder. ( ) 20 min ntc reqd.

**TRAFFIC PATTERN-** Recommend ldg Rwy 25.

**RADIO-** Crc as per IV M.R. SOI - 55.05

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**TIEN PHUOC**, VIETM 15°29'16''N 108°18'36''E (BT116128)

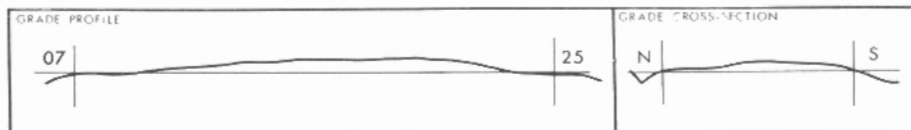
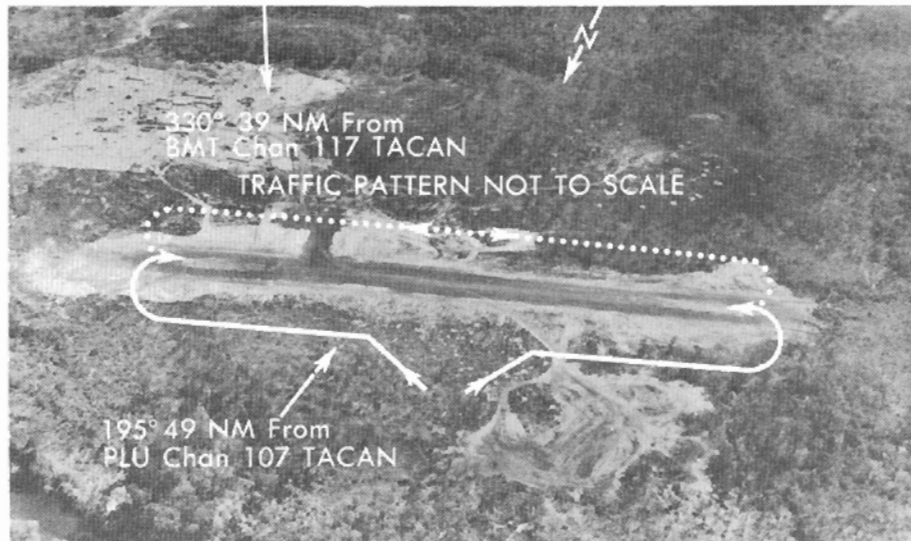
VNA 197 20 (M&A1) 60' 15-33

**AERODROME REMARKS**- For Security, see I.M.R. AASW AREA MAP. Opr SR-SS. Clay copter unloading area, midfield E side, rwy clnc not adequate when in use. 165' X 175' M&A1 prk ramp NW corner of fld adj to rwy, watch for acft parked too close to the rwy. Std rwy mkr. HAZARDS-Do not attempt apch and ldg or tkof when cargo copter are in operation at fld. Apch Rwy 15 over 20' trees 400'. 10' lip 150', 2½' fence 115' prior to thld. Apch Rwy 33 over 40' lip 220', 2½' fence 160' prior to thld. 3' high embankment adj to shoulder W side. 4'-7' fence 40' fr SW edge. Parallel ditch 20' fr rwy both sides S end. 50' ant 500' NE of rwy, 40' ant 200' SW of rwy. Pedestrians, livestock and vehicles on fld.

**ARTILLERY ADVISORY**-VN 66.80 56.35

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.




**TIEU ATAR, VIETM** 13°12'48"N 107°47'02"E (ZV020622)

VNA 588 15 (LATERITE) 60' 07-25 Type 1 C-7

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. Opr SR-55. First 200' Rwy 07 clsd to 7AF Airlift acct. Copter prk N side of rwy. Touchdown pt is optical illusion due to wide shoulders. 100' ovrn W end, 250' ovrn E end. 44' X 210' twy to 180' X 160' silt/clay prk area, edges of twy soft. Windssock adj to W edge of prk ramp. Std rwy mkr. 7AF Airlift acct—dry fld OPS only. **HAZARDS**—Opposite ends of rwy not visible fr touchdown pt. Apch Rwy 07 over swamp area filled with tree stumps and logs 175' fr thld and 4'—6' bamboo 100' prior to rwy. Apch Rwy 25 over 6' ditch 300' fr thld. 80' trees 1000' fr both thlds. 3' ditch 35' fr rwy edge both sides W end. 80' ant 1000' S of E end of rwy, in camp area. 4' concertina fence 35' N 100', 8' tent complex 75' N 300'; 40' ant 100' N 300' fr apch end Rwy 25. Ditches, swamp in clear areas. Pers, livestock and unctl vehicles have access to rwy. Prk area may have cargo on E side.

**TRAFFIC PATTERN-** Recommend land Rwy 07, tkof Rwy 25, wind permitting.

**RADIO-** Ctc as per SRAC SOI - 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**TRA BONG.** VIETM 15°15'16'' N 100°31'17'' E (BS338878)  
VNA 131 10 (M8A1) 54' 09-27

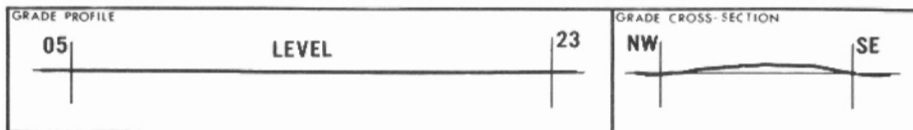
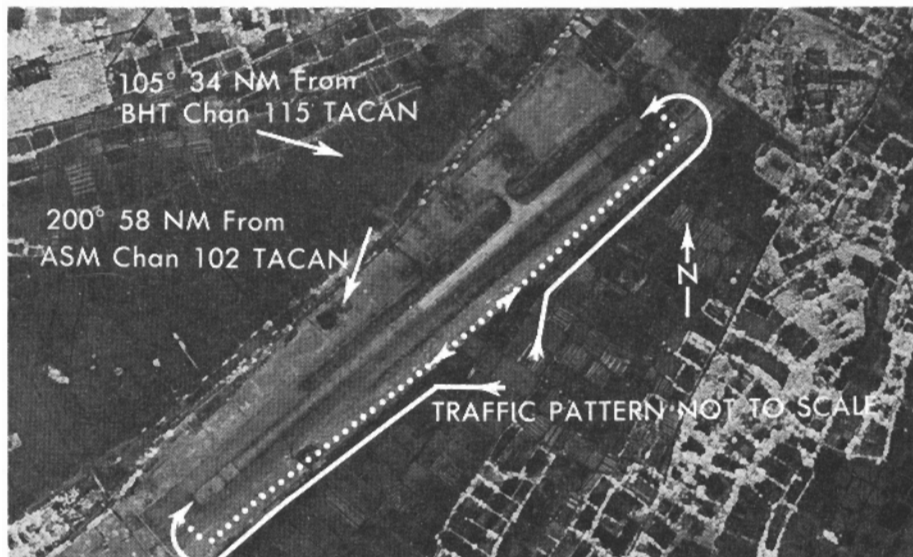
**AERODROME REMARKS-** For Security, see I M. R. AASW AREA MAP. Opr SR-SS.

Do not land short. 100' M8A1 ovrn/turnaround ea end. 100' X 225' M8A1 prkg area N side, midfield (2 C-7's). Windsock midfield N side. Std rwy mkr. HAZARDS—Mountains surround afd. Acft may be subject to turbulence on final both directions. App Rwy 09 over hills 1 mi, 50' trees ¼ mi, 30' lip 124' prior to thld. App Rwy 27 over 50' trees ½ mi, village below level of rwy, 20' lip 127' prior to thld. 6'—7' wire fence 37' S of rwy, midfield. 8' high bldgs 90' S of rwy, W end. 6' fence N of prkg area, fence comes within 4' of NE corner of prkg area. 5'—10' drop-offs ea side of rwy both ends. 4' drop-off at W edge of prkg ramp. Public road 20' S of rwy edge, midfield. Road and fence veer away to E or W. 2' drainage ditches on ea side of rwy.

Adequate clnc may not be aval when vehicles on road S of rwy. Pedestrians on or near rwy at times.

**ARTILLERY ADVISORY-** BC 65.45 58.90

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.


**TRA VINH,** VIETM 09°55'05" N 106°19'57" E (XR459975)

VDCA (MACV) 7 H36 (ASP) 100' 05-23 (SWL 13) Type 2 C-123, C-7

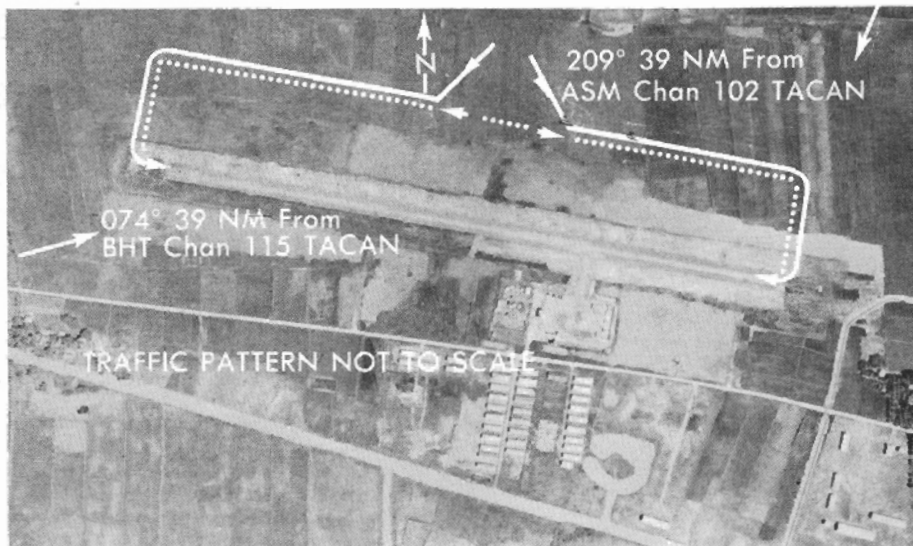
(VVTV)

**FUEL** (1) - A + J4 **AMMO** - 2.75

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. 150' NE ovrn, sod with hi grass. 95' ruf ovrn SW end. 50' X 200' ASP twy to 180' X 380' ASP prk area, bldg, revetments ltd use. Windssock N side, midfield. ICAO rwy mrk. HAZARDS-Apch Rwy 05 over 40' trees 1000', 2' ditch and two 7' bldgs 300' fr thld. Apch Rwy 23 over 75' trees 1000' prior to thld. Re-arm pads SW end. 1 refuel pad 60' fr W edge of rwy. 10' POL stor 80' fr N edge, NE end. Dirt road S side as close as 20' to rwy. 8' POL stor 100' S of E ovrn. Adequate clnc may not be avbl when copters prk along side of rwy. (1) A + J4 ltd.

**RADIO-** Ctc as per DRAC SOI -47. 3 Opr 2330-0930Z.

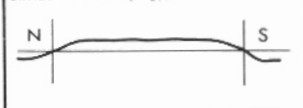
AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS-SECTION

**TRUC GIANG, VIETM 10°15'46''N 106°21'03''E (XS480347)**

VNA 10 L 28 (AM-2) 60' 10-28 Type 2 C-123, C-7

(VVTG)

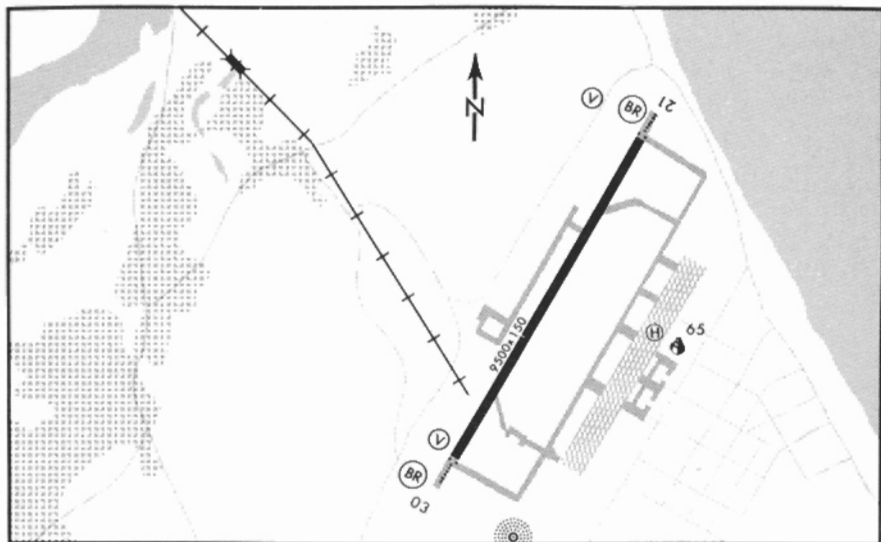
**FUEL - A+(1)**

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acct. 150' X 150' ovrn/turnaround ea end. 42' X 240' AM-2 rwy to 200' X 295' prk area S side midpoint of rwy, area ruf with numerous rocks on ramp. Bldgs and revetments surround prk area. Windsock midfield N side. Std rwy mkr. **HAZARDS-**Apch Rwy 28 over 8' bunker 80' N of centerline 425', 15' bunker 60' S of centerline 280' prior to thld. 10' ammo dump 60' S of rwy midfield. 20' bunkers 42' S of rwy, midfield. POL area 100' S of rwy E end surrounded by 5' fence. 3' fence 60' N of rwy, E end. 6' bunkers 65' S of rwy, W end. 9' revetments 42' S of rwy W end. Copter pads 45' S of rwy, E end. Lateral clnc may be inadequate when copters are opr adj to rwy. Uncontrolled pedestrians and vehicles on rwy. (1) Ltd.

**TRAFFIC PATTERN-** Recommend Idg Rwy 28, wind permitting.

**ARTILLERY ADVISORY-** DONG TAM ARTY - 222.7 42.6

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



◆ **TUY HOA**, VIETM 13°02'46" N 109°20'18" E (CQ200428)  
 VNA 28 L6,7 H95 (CON) 150' 03-21 (S-150, T-220, TT-310)

(VVTH)

Type 2 C-130, C-123, C-7

JASU(1)-1(A-1), 1(59B2-1B)

FUEL(2)-A+J4, O-148-156

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. SW end of ramp has 1td  
 copter tfc at all alt vcnty of A/D. 7AF Airlift acft use NE twy to enter/leave prk ramp. Unrel  
 braking action on AM-2 and N ramp (M8A1) when wet. All 4 eng acft taxi with outboard eng at idle;  
 unstabilized sand adj to all twy and ramp. Jet overhead pat 1700' rgt break to Rwy 21, left break  
 to Rwy 03. Convl and tran RON. Revetments very ltd for F/W maint. FOD in vcnty of revetments.  
 clnc. Unlgtd 300' twr 334° 3.5 NM fr fld. Exercise extreme caution dur apch and dep due to extv  
 Hr of OPS for 7AF Airlift acft SR-SS, exc for SEA sked which is as rqr. (1) Availability to tran acft  
 ltd by lcl operational needs. (2) No fuel avbl for acft that need external pwr to refuel.

VAGABOND CROSSING-235.1

ARTILLERY ADVISORY-55.3 58.45

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
 FORCE PRIOR TO USE.



GRADE PROFILE

16

34

GRADE CROSS SECTION

NE

SW

**TUY HOA NORTH.** VIETM 13°05'40"N 109°17'49"E (CQ154481)

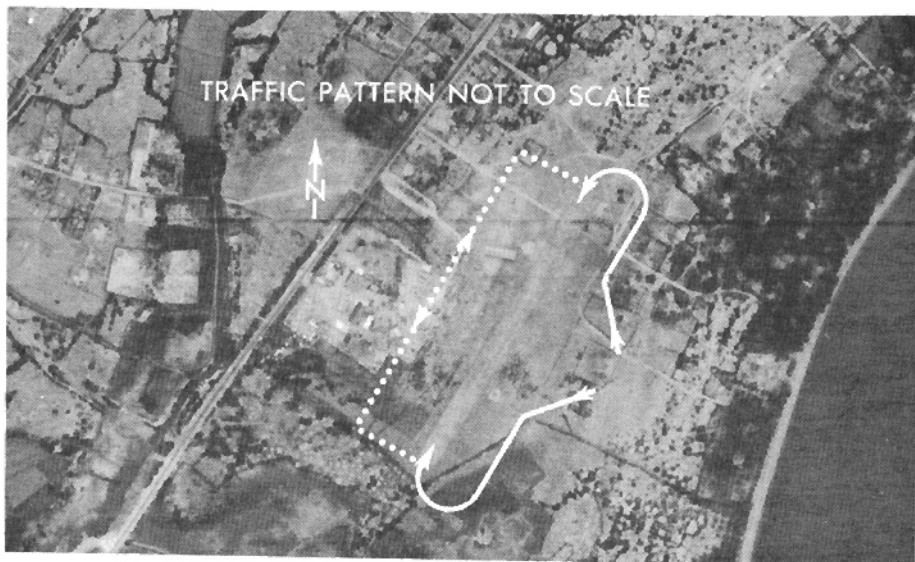
VNAF 30 37 (M8A1) (1) 70' 16-34

**AERODROME REMARKS-**For Security, see II M. R. AASW AREA MAP. Opr SR-SS. Copter use rwy for helipad. Rwy, ovrn (PSP) ruf. 100' ovrn NW end. PSP turnaround NW end of rwy. Prk area 160' X 217' (PSP) fair cond. O-1, O-2 prk W side N end. Windssock avbl. HAZARDS—Possible turbulence on final. Apch Rwy 16 over road and 20' dirt piles 260' fr thld. 1283' hill W of apch. Two 25' bunkers 34' and 75' fr W edge of rwy. 5' fence, road 45' fr E edge of rwy. Road 5' fence, and 5' hill 30' fr edge of rwy. Unctl pedestrians and vehicles crossing rwy.

(1) Aprx 1/3 of ea end of rwy anti-skid treated.

**ARTILLERY ADVISORY-TUY HOA ADVSY 55.3 58.45**

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



**VAN NINH**, VIETM 12°41'21''N 109°13'40''E (CQ075032)

VNA 10 II (LATERITE) 82° 03-21

**AERODROME REMARKS.** For Security, see II M.R. AASW AREA MAP. Emerg use only. 100' ovrn N end, 65' ovrn S end. No windsock or rwy mkr.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.



**VAN XA,** VIETM 16°30' 58" N 107°28' 18" E (YD639275)

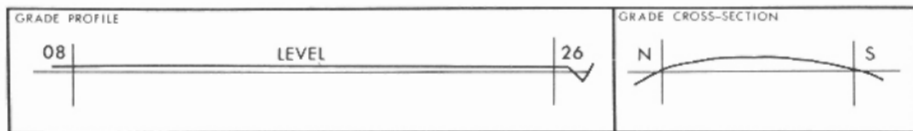
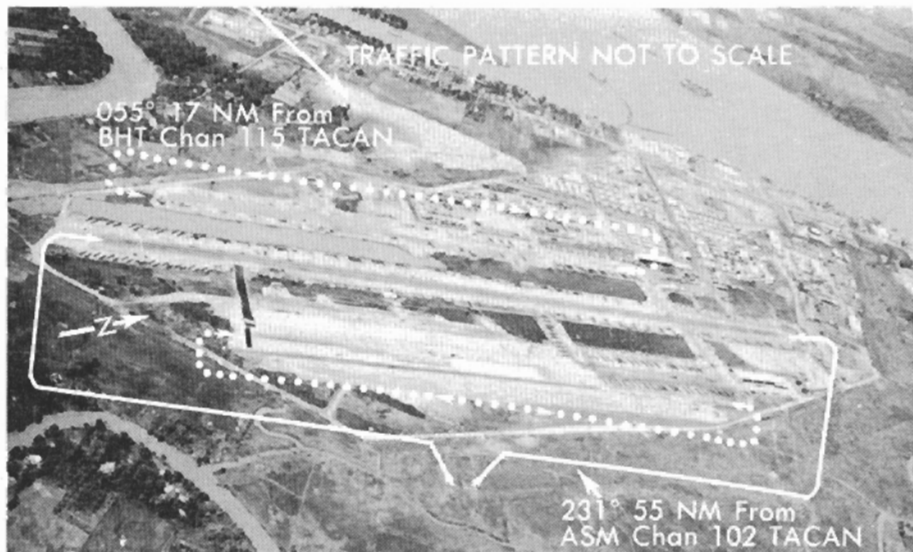
VNA 100 11 (LATERITE) 102' 15-33

**AERODROME REMARKS-** Clear approaches. Dropoff at ovrn/rwy ends.

**ARTILLERY ADVISORY-** HN 67, 85 59, 50

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.





**VINH LONG, VIETM** 10°14'51''N 105°56'53''E (XS040331)

VDCA (A) 10 L H30 (ASP) 80' 08-26 Type 2 C-130, C-123, C-7

(VVVL)

**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Extv copter tfc. 150' ovrrn E end, 50' ASP 100' crushed rock. 550' M8A1 ovrrn W end. 60' X 170' ASP twy N side, E end to 200' X 320' ASP prk area. Use W end of ramp for offload. Windssock E end, N side. Std rwy mkr. Hr of OPS 7AF Airlift acft SR-SS. HAZARDS-Apch Rwy 08 over 25' bunker 1500', 20' hill N side 1000' prior to thld. Apch Rwy 26 over 50' trees, 20' power lines, road ¼ mile, and 4' ditch 160' prior to thld. Inadequate clnc when copter pads 50' fr N edge rwy used. Power pole and flag poles E of ramp.

**TRAFFIC PATTERN-** Small F/W acft maintain rwy hdg til 700' AGL.

**ARTILLERY ADVISORY-** DELTA RADIO 227.1 118.3 56.55

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS SECTION



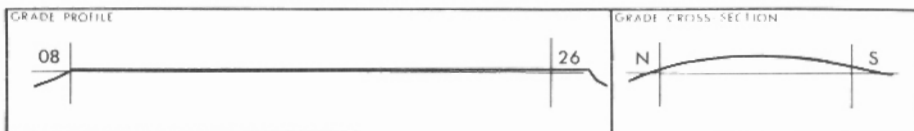
**VINH THANH, VIETM** 14°06'26''N 108°47'23''E (BR614606)

VNA 190 L H19 (ASP) 60' 17-35

**AERODROME REMARKS-** For Security, see II M.R. AASW AREA MAP. Opr SR-SS. 200' ASP ovrn ea end. ASP prkg area 474' X 220' SE end of rwy. No windsock. Yellow end and touchdown mks. HAZARDS - Mountainous terrain surrounds fld. Opposite end of rwy not vis fr touchdown pt. App Rwy 35 over 5' fence 296' fr thld. 30' embankment 45' fr E edge, S end. 4' erosion ditch E side of S ovrn. HIGH RISK NGT AFLD.

**RADIO-** Ctc as per II M.R. SOI.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR  
FORCE PRIOR TO USE.


**VI THANH**, VIETM 09°47'25''N 105°29'24''E (WR537822)

VNA 7 23 (M8A1) (1) 60' 08-26 Type 2 C-123, C-7

(VYVH)

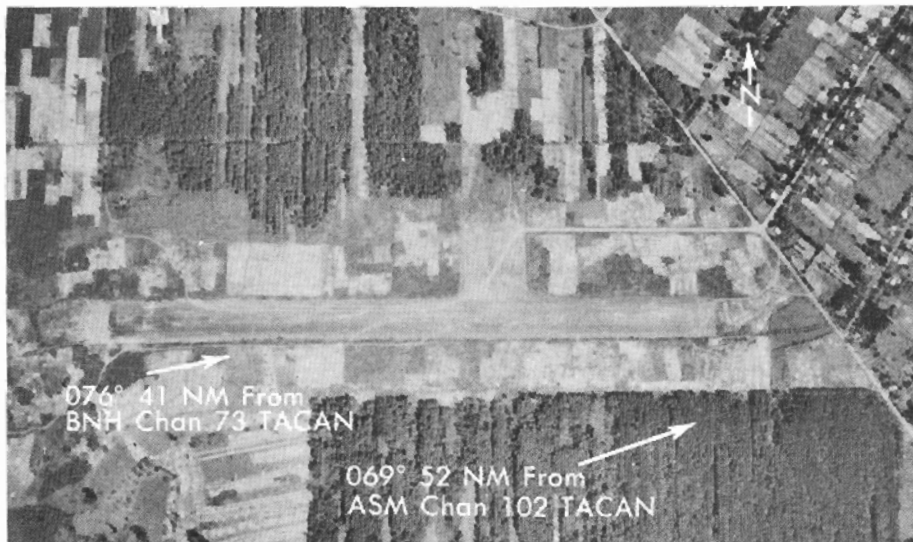
**AERODROME REMARKS-** For Security, see IV M. R. AASW AREA MAP. Touchdown opposite E twy when ldg Rwy 26. Extv copter tfc at times. 190' ovrn W end, 1800' (M8A1) E end (okay for taxi); turnaround op end. Two 42' X 287' twy to 131' X 605' M8A1 ramp, poor cond. E twy and E ramp clsd. Windssock N side clsd rwy E end. Std twy mkr. **HAZARDS-** Aprch Rwy 08 over 4' lip, 4' fence and ruf terrain 315' prior to thld. 9' ammo storage bunkers S side rwy, 6' fence and 7' bunkers 12' fr SW corner of W end. 0-1 revetments W end N side. Copter pads 60' either side of rwy at midpoint. (1) Not anti-skid treated.

**TRAFFIC PATTERN-** Recommend ldg Rwy 08, wind permitting.

**RADIO-** 47.3

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.

**INTENTIONALLY  
LEFT  
BLANK**



GRADE PROFILE



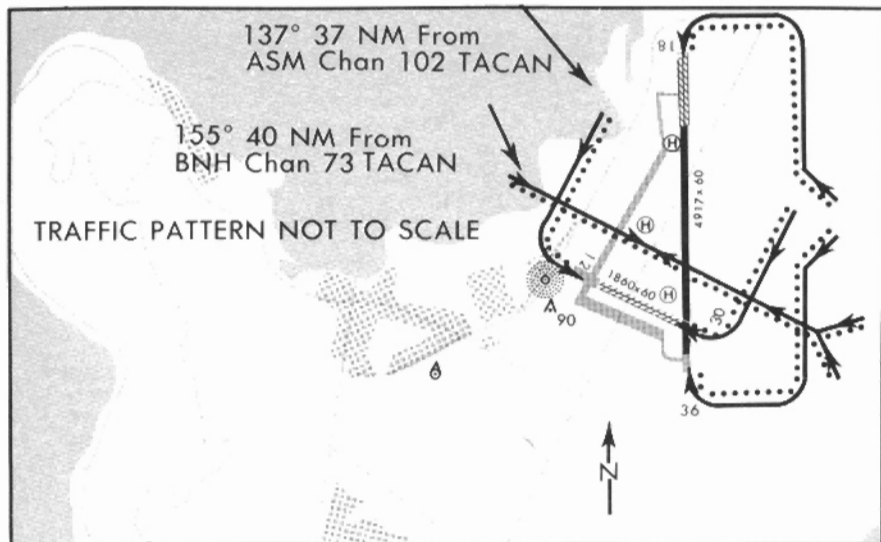
GRADE CROSS-SECTION

**VO DAT**, VIETM 11°08'20" N 107°29'30" E (YT720325)

VNA 443 37 (LATERITE/RC-3) 156' 09-27 Type 1 C-130, type 2 C-123, C-7 (VVVD)

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. PPR for 7AF Airlift acft fr Senior TALO 928-5712. Rwy has some soft spots. First 200' ea end rwy ruf. 100' ovrn ea end, W ovrn laterite/clay. Single 47' X 230' twy to 275' X 170' prk area. Windsack E of ramp. Std rwy mkr. Touchdown 200' and 500' mkr missing both sides Rwy 09. HAZARDS - Apch Rwy 09 over 50' trees, 1000'; 5' vegetation 140', 4' mound of dirt 150' prior to thld. Apch Rwy 27 over 300' hill rgt of opch 1 mile out and 75' trees 1500' prior to thld. 3'-4' drainage ditches 45' fr both edges of rwy. 5' embankments adj to ditch S side. Use caution, uncontrolled pedestrians and livestock have access to rwy.

**ARTILLERY ADVISORY-** BINH TUY 248.1 43.3



GRADE PROFILE



GRADE CROSS-SECTION

**VUNG TAU, VIETM** 10°22' 23" N 107°05' 59" E (YS300473)

VNAF 13 L4 H49 (ASP) 60° 18-36 (AUW 200) Type 2 C-130, C-123, C-7

(VVVT)

18 (PSP) 60° 12-30 Type 1 C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. Mini port opr 2300-1300Z. Extv copter tfc. Flying over beaches below 500' is proh. Ldg of copter at any lctn on beaches, or in proximity other than copter pads is proh. C-123's will not start JATO til line up. 1262' PSP ovrr Rwy 18, 382' ovrr Rwy 12, 80' ovrr Rwy 30. Ltd tran prk. PSP prk area SW end Rwy 36. All turns into prk areas E of twr will be CW. Windssock midfield E side. Std rwy mkr Rwy 12-30, end mkr only Rwy 18-36. HAZARDS-Rwy 12-30 has burbles and possible wind shear fr SW due to hgr. Rwy 12 has 40' twr rgt of centerline, 30' trees 600', 20' pwr line 400', 7' fence 482', 6' fence 382' fr thld. Rwy 30 has 10' pwr line 600' fr thld. Twy are congested and unlgtd. 150' lgtd twr 3 NM S. 340' unlgtd ant 049° 4.2 NM fr fld.

**TRAFFIC PATTERN-** If Rwy 18-36 is not avbl, land Rwy 30, tkof Rwy 12 wind permitting.

**COMMUNICATIONS**

① SAIGON ACC- 353.7 331.8 255.4 234.4 231.2 120.9 120.1

② SAIGON DEP CON- 261.4 125.5

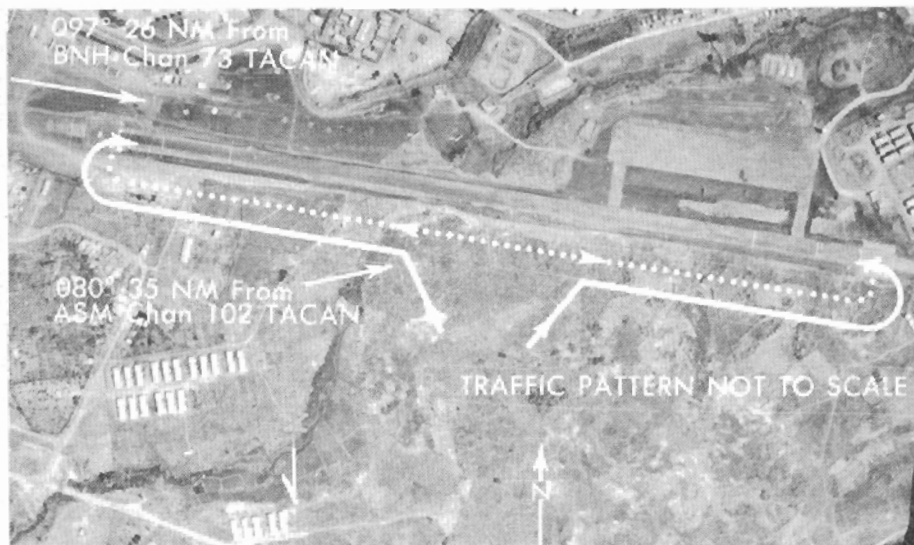
**ARTILLERY ADVISORY-** PHUOC TUY 369.6 40.7

**RADIO AIDS TO NAVIGATION**

NDB③ (HHW) (AO/A2) XVL 235 10°22' N 107°05' E At Fld

**RADIO/NAV REMARKS-** ③ Obsr lgt out.

AIRFIELD SURVEY DATA NOT CURRENT. CHECK WITH NUMBERED AIR FORCE PRIOR TO USE.



GRADE PROFILE



GRADE CROSS SECTION

**XUAN LOC**, VIETM 10°55'17"N 107°15'20"E (YT460082)

VNA 525 H35 (ASP) 80° 10-28 Type 2 C-130, C-123, C-7

**AERODROME REMARKS-** For Security, see III M. R. AASW AREA MAP. Opr SR-SS. PPR for 7AF (DO-235) Airlift acct. 150' X 150' M8A1 turnaround/ovrn ea end. M8A1 not anti-skid treated. Addn laterite ovrn, 980' W, 150' E end. Two 60' X 120' twy to 900' X 225' laterite/ASP prk area for F/W acct N side E end. 822' X 135' X 252' prk area for lgt acct and copter, clsd when wet. Windsock S side midfield. Std rwy mkr. HAZARDS- Apch Rwy 10 over 30' trees and bldg 1200' fr rwy end. 160' twr 700' N apch end Rwy 10. 160' twr 700' N of midfield. Apch Rwy 28 over 5' fence 570' fr rwy end. 2' drainage ditches adj to shoulders. 15' drop-off around culvert on N side, midfield. 6' drop-off S side, midfield. 5' fence 30' fr S side. Rwy shoulders in poor cond. E end of rwy ruf. (f) Ltd.

**RADIO-** 36.0**ARTILLERY ADVISORY-LONG KHANH** 238.1 39.4

AN LOC NDB (HW) (AO/A2) AC 318 10°57'N 107°13'E 120° 2.6 NM to Field

## HELIPORT CROSS REFERENCE

| V-NUMBER | NAME                    | V-NUMBER | NAME                 |
|----------|-------------------------|----------|----------------------|
| VH1-500  | AN DIEM                 | VH3-552  | CU CHI               |
| VH1-501  | AN HOA                  | VH1-553  | DA BAC               |
| VH1-502  | AN LAU                  | VH1-554  | DA DAN               |
| VH4-503  | AN LONG                 | VH2-555  | DAK DOA              |
| VH4-504  | AN PHU                  | VH4-558  | DAM DOI              |
| VH4-505  | AP BAC                  | VH1-559  | DIEM TRUONG          |
| VH2-506  | KONTUM<br>(22d DIV FWD) | VH4-560  | DINH THANH           |
| VH1-507  | AROH                    | VH2-561  | DONG TRE             |
| VH1-508  | ATOU                    | VH3-562  | DONG XOAI            |
| VH4-509  | BA DUA                  | VH3-563  | DUC HOA              |
| VH1-510  | BA LONG                 | VH1-564  | DUC PHO              |
| VH3-511  | BA RIA                  | VH1-565  | DUNG LONG            |
| VH4-512  | BA TRI                  | VH3-566  | GIA RAY              |
| VH1-513  | DANANG                  | VH4-567  | GIA RIA              |
| VH1-514  | BACH MA                 | VH4-568  | GIAO DUC             |
| VH3-515  | BAO TRAI                | VH4-569  | GIONG TROM           |
| VH1-516  | BE LOUNG                | VH3-570  | GO CONG              |
| VH3-517  | BEN CAT                 | VH3-571  | GO DAU HA            |
| VH1-518  | BEN GIANG               | VH1-573  | HAI LANG             |
| VH3-519  | BEN KEO                 | VH4-574  | HAM LONG             |
| VH3-520  | BEN SUC                 | VH2-575  | HAM TAN<br>(MAAG)    |
| VH4-521  | BEN TRE                 | VH1-576  | HIEP DUC             |
| VH3-522  | BIEN HOA<br>(SPARTAN)   | VH1-577  | HIEU DUC             |
| VH4-523  | BINH DIA                | VH1-578  | HIEU DUC             |
| VH3-524  | BINH GIA                | VH3-579  | HIEU LIEM            |
| VH3-525  | BINH PHUOC              | VH1-580  | HILL 40              |
| VH2-526  | BUON BENG               | VH1-581  | HILL 59              |
| VH3-527  | BU DANG                 | VH1-582  | HILL 60              |
| VH3-528  | BU DOP                  | VH1-583  | HILL 69              |
| VH3-529  | BU GHIA                 | VH1-584  | HILL 76              |
| VH3-530  | BU JA MOP               | VH1-585  | HOA CAM              |
| VH2-531  | BU PRANG                | VH4-586  | HOA LONG             |
| VH1-532  | CA LU                   | VH3-587  | HOC MON              |
| VH4-533  | CAI BE                  | VH1-588  | HOI AN               |
| VH4-534  | CAI CAI                 | VH3-589  | HON QUAN             |
| VH4-535  | CAI LAY                 | VH4-590  | HONG NGU             |
| VH4-536  | CAI MON                 | VH2-591  | KONTUM<br>(SECTOR)   |
| VH4-537  | CAI NHUM                | VH4-592  | HUONG MY             |
| VH4-538  | CAI NUOC                | VH4-593  | KHAI QUANG           |
| VH3-539  | CAMP 77                 | VH1-594  | KHE SANH             |
| VH3-540  | CAN DUOC                | VH1-595  | KHE TRE              |
| VH3-541  | CAN GIO                 | VH4-596  | KIEN BINH            |
| VH3-542  | CAN GIUOC               | VH2-597  | KONTUM<br>(DISTRICT) |
| VH4-543  | CAO LANH                | VH3-598  | KIENG PHUOC          |
| VH4-544  | CAU KE                  | VH4-599  | KIEN TIEN            |
| VH4-545  | CAU NGANG               | VH2-600  | KON MAHAR            |
| VH1-546  | CAU SOI                 | VH2-601  | KONTUM<br>(MAAG)     |
| VH1-547  | CAU VIET                | VH1-602  | LANG CHANH           |
| VH4-548  | CHAU DOC                | VH4-603  | LAP VO               |
| VH3-549  | CHO GAO                 |          |                      |
| VH4-550  | CHO LACH                |          |                      |
| VH3-551  | CHAN THANH              |          |                      |



## HELIPORT CROSS REFERENCE

| V-NUMBER | NAME          | V-NUMBER | NAME         |
|----------|---------------|----------|--------------|
| VH1-604  | LI TINH       | VH1-659  | TAKO         |
| VH3-605  | LOC NINH      | VH1-660  | TALON        |
| VH4-606  | LONG DINH     | VH4-661  | TAM BINH     |
| VH3-607  | LONG HAI      | VH1-662  | TAM KY       |
| VH4-608  | LONG KHANH    | VH1-663  | TAM LICH     |
| VH4-609  | LONG KHOT     | VH4-664  | TAN AN       |
| VH4-610  | LONG PHU      | VH3-665  | TAN AN       |
| VH4-611  | LONG TOAN     | VH4-666  | TAN AN       |
| VH4-612  | LONG XUYEN    |          | (TNG CEN)    |
| VH1-613  | MAU CA        | VH3-667  | TAN BA       |
| VH4-614  | ME ANN        | VH2-668  | TAN CANH     |
| VH4-616  | MO CAY        |          | (MAAG)       |
| VH1-617  | MU DUC        | VH4-669  | TAN CHAU     |
| VH1-618  | MY CHANH      | VH3-670  | TAN NIEN TAY |
| VH4-619  | MY PHUOC TAY  | VH4-671  | TAN PHU      |
| VH4-620  | MY THO        | VH3-673  | TAN TRU      |
| VH4-621  | NAM CAN       | VH3-674  | TAN UYEN     |
| VH1-622  | NAI VAN       | VH3-675  | TANG HOA     |
| VH1-623  | NGA BA        | VH1-676  | THAC NUC     |
| VH1-624  | NGOKTI        | VH4-677  | THANH BINH   |
| VH1-625  | NONG SON      | VH1-678  | THANH HOA    |
| VH1-626  | NONG SON      | VH1-679  | THANH MY     |
| VH1-627  | OP #7         | VH4-680  | THANH PHU    |
| VH2-628  | PHAN RANG     | VH4-681  | THAT SON     |
|          | (MAAG)        | VH1-682  | THIEN PHUOC  |
| VH1-629  | PHO TRACH     | VH4-683  | THOT NOT     |
| VH2-630  | PHU CAT       | VH4-685  | TIEU CAN     |
| VH1-631  | PHU GIA       | VH4-686  | TINH BIEN    |
| VH3-632  | LAM SON       | VH1-687  | TRA BONG     |
| VH3-633  | PHU THANH     | VH4-688  | TRA ON       |
| VH1-634  | PHUOC CAM     | VH3-689  | TRAM VANG    |
| VH1-635  | PHUOC CHAU    | VH3-690  | TRANG BANG   |
| VH1-636  | PHUOC HA      | VH3-691  | TRANG SUP    |
| VH1-637  | PHUOC LAM     | VH4-692  | TRI TON      |
| VH4-638  | PHUOC LONG    | VH1-693  | TRIEU PHONG  |
| VH1-639  | PHUOC SON 1   | VH1-694  | TU CAM       |
| VH1-640  | PHUOC SON 2   | VH2-695  | TUY HOA      |
| VH1-641  | PHUOC TIEN    |          | (MAAG)       |
| VH1-642  | PHUOC TUONG   | VH2-696  | VAN CANH     |
| VH2-644  | PLEI DJIRING  | VH1-697  | VIET AN      |
| VH2-645  | PLEI DJRANG   | VH4-698  | VINH CHAU    |
| VH2-647  | PLEIKU (ARVN  | VH4-699  | VINH GIA     |
|          | HOSP)         | VH4-700  | VINH KIM     |
| VH2-648  | PLEIKU (MAAG) | VH3-701  | VINH LOI     |
| VH2-649  | PLEIKU (SF)   | VH4-702  | VUNG LIEM    |
| VH1-650  | QUANG TIN     | VH1-703  | XUAN HOA     |
| VH1-651  | QUANG TRI     | VH3-704  | XUAN LOC     |
| VH1-652  | QUE SON       | VH3-705  | XUYEN MOC    |
| VH1-653  | RO            | VH2-706  | YANKEC       |
| VH4-654  | SA DEC        | VH3-707  | SAIGON       |
| VH3-655  | SONG BE       |          | (HOTEL-3)    |
| VH3-656  | SUOI DA       | VH4-708  | MY AN        |
| VH1-658  | TA LUONG      | VH3-709  | MOI LOI      |
|          |               | VH4-710  | BEN TRANH    |

| V-NUMBER | NAME               | V-NUMBER | NAME                    |
|----------|--------------------|----------|-------------------------|
| VH4-711  | BINH TAN           | VH3-747  | SAINT KILDA             |
| VH4-712  | BINH TAN TAN       | VH3-748  | TIGER 5                 |
| VH2-713  | LANE (AN SON)      | VH3-749  | U. S. EMBASSY           |
|          | ARMY               | VH3-750  | FREE WORLD              |
| VH1-714  | HAWK HILL          | VH1-751  | CAMP EAGLE              |
|          | (HILL 29)          | VH4-752  | DONG TAM                |
| VH4-715  | DAI DIEN           | VH3-753  | LAI KHE                 |
| VH4-716  | DUC LONG           | VH3-754  | BINH CHANH              |
| VH4-717  | GO QUAO            | VH3-755  | LASSITER                |
| VH3-718  | HOA BINH           | VH3-756  | CORDS ROOF TOP          |
| VH4-719  | KE SACH            | VH3-757  | DONG HOA                |
| VH4-720  | KIEN CUNG          | VH3-758  | NEWPORT HELIPORT        |
| VH4-722  | LONG MY            | VH3-759  | QUAN XUYEN              |
| VH4-723  | LONG PHU           | VH2-760  | ROKA LOGISTICAL         |
| VH4-724  | NHON NINH          |          | COMMAND ARMY HELIPORT   |
| VH4-725  | PHONG PHU          | VH3-761  | THU DUC                 |
| VH4-726  | PHUNG HIEP         | VH3-763  | BLACKHORSE              |
| VH4-727  | SONG ON DOC        | VH3-764  | RED CARPET              |
| VH4-728  | TAC VAN            | VH3-765  | SABRE HELIPORT          |
| VH4-729  | TAN HUNG           | VH3-766  | BEN LUC                 |
| VH4-730  | THOI BINH          | VH3-767  | DEPCORDS TRAC           |
| VH4-731  | THUAN HOA          |          | BINH THUY HELIPORT      |
| VH4-732  | THUAN NHON         |          | CAMP MCDERMOTT HELIPORT |
| VH4-733  | THUAN TRUNG        |          | CAMP TRAN HUNG DAO      |
| VH4-734  | VINH QUOI          |          | LONG BINH DEPOT         |
| VH3-736  | NUI DAT (DUST OFF) |          | LONG BINH (24h EVAC)    |
| VH3-737  | KANGAROO           |          | HOSPITAL                |
| VH3-738  | BEARCAT            |          |                         |
| VH2-739  | DONG BA            |          |                         |
| VH3-740  | LONG BINH AMMO     |          |                         |
|          | SUPPLY DEPOT       |          |                         |
| VH4-741  | RACH GIA           |          |                         |
| VH2-742  | USNS CORPUS        |          |                         |
|          | CHRISTI BAY        |          |                         |
| VH3-743  | EAGLE FARM         |          |                         |
| VH3-744  | HEADQUARTERS       |          |                         |
|          | USARV              |          |                         |
| VH3-746  | NHA BE             |          |                         |

NOTE: UNNUMBERED HELIPORTS ARE LISTED AT THE END OF THE HELIPORT DIRECTORY LISTINGS.

## HELIPORT LEGEND

Altitude  
 Position  
 Location  
 [Indicates the MSL unless otherwise indicated]

**LILCH HELIPORT,** 15°53'N 107°53'E (ZC085572)  
 A 1350 L2 45 X 45 (CON)<sup>m</sup>      Composition  
 ↓ **FUEL- J4 AMMO- 7, 62**      Lighting      avar

**HELIPORT REMARKS-** Do not take off to SW. 200' signal antenna 375' W.  
**TOWER-** 236.1 44.4 (V)

Operating Agency      Frequency      VHF (12) 5'

## VIETNAM HELIPORTS

|   |                                     |         |
|---|-------------------------------------|---------|
| <b>AN DIEM HELIPORT,</b><br>66  | 15°53'N 107°53'E (ZC085572)         | VH1-500 |
| <b>AN HOA HELIPORT,</b><br>49   | 15°47'N 108°05'E (AT873467)         | VH1-501 |
| <b>FUEL-</b> Refueling point at Danang. Emerg fuel avar for F/W acft. |                                     |         |
| <b>AN LAU HELIPORT,</b><br>115  | 15°22'15''N 108°25'00''E (BT221073) | VH1-502 |
| <b>AN LONG HELIPORT,</b><br>7 (SOD)                                   | 10°45'N 105°22'E (WS400885)         | VH4-503 |
| <b>AN PHU HELIPORT,</b><br>10 (WOODEN)                                | 10°48'30''N 105°05'30''E (WS106945) | VH4-504 |
| <b>HELIPORT REMARKS-</b> End of F/W strip, by compound.               |                                     |         |
| <b>AP BAC HELIPORT,</b><br>7 (SOD)                                    | 10°36'30''N 106°03'10''E (XS153727) | VH4-505 |
| <b>HELIPORT REMARKS-</b> Confined, barbed wire and antennas.          |                                     |         |
| <b>AROH HELIPORT,</b><br>427  | 16°08'N 107°39'E (YC815848)         | VH1-507 |
| <b>ATOU HELIPORT,</b><br>3740   | 15°49'N 107°22'E (YC516495)         | VH1-508 |
| <b>BACH MA HELIPORT,</b><br>4003                                      | 16°11'40''N 107°51'40''E (ZC059927) | VH1-514 |
| <b>BA DUA HELIPORT,</b><br>7 (EARTH)                                  | 10°21'N 106°08'E (XS240432)         | VH4-509 |
| <b>HELIPORT REMARKS-</b> Don't stay on pad, VC will attack.           |                                     |         |
| <b>BA LONG HELIPORT,</b><br>65  | 16°37'30''N 107°01'30''E (YD155401) | VH1-510 |
| <b>BAO TRAI HELIPORT,</b><br>17 *L (UNK)                              | 10°53'20''N 106°23'00''E (XT513039) | VH3-515 |
| <b>BA TRI HELIPORT,</b><br>10 (EARTH)                                 | 10°02'40''N 106°35'30''E (XS46103)  | VH4-512 |
| <b>HELIPORT REMARKS-</b> May also land on dusty road.                 |                                     |         |

- BARIA HELIPORT.** 10°30'30''N 107°11'00''E (YS384622) **VH3-511**  
 17 \*L (SOCCER FIELD)  
**FUEL**-J4 **AMMO**-7.62 2.75  
**TOWER**-124.7 40.7
- 
- BEARCAT HELIPORT.** 10°51'N 106°59'E (YT162003) **VH3-738**  
 164 1986' X 100' (CON/RC-3)  
 1986' X 100' (CON/PC-3)  
**HELIPORT REMARKS**- Heliport divided into two nearly equal heliports by bldg and roads.  
**ARTILLERY ADVISORY**- BIEN HOA 290.0 46.7
- 
- BE LOUNG HELIPORT.** 16°10'00''N 107°25'00''E (YC583887) **VH1-516**  
 1903
- 
- BEN CAT HELIPORT.** 11°09'20''N 106°36'00''E (XT744331) **VH3-517**  
 17 \*L (UNK)  
**FUEL**-J4(1) **AMMO**-7.62 2.75  
**HELIPORT REMARKS**-(1) J4 tanker.
- 
- BEN GIANG HELIPORT.** 15°41'30''N 107°46'30''E (YC976366) **VH1-518**  
 558
- 
- BEN KEO HELIPORT.** 11°15'00''N 106°08'00''E (XT236434) **VH3-519**  
 33 (SOCCER FIELD)
- 
- BEN LUC HELIPORT.** 10°38'N 106°29'E (XS625765) **VH3-766**  
 5  
**HELIPORT REMARKS**- Opr 2400-1200Z dly.
- 
- BEN SUC HELIPORT.** 11°08'45''N 107°21'45''E (XT575335) **VH3-520**
- 
- BEN TRANH HELIPORT.** 10°27'30''N 106°21'00''E (XS474551) **VH4-710**  
 7 (SOCCER FIELD)
- 
- HELIPORT REMARKS**- Recommend S & SE approaches.
- BEN TRE HELIPORT.** 10°14'15''N 106°23'00''E (XS513317) **VH4-521**  
 16 (SOCCER FIELD)  
**HELIPORT REMARKS**- Reserved for VIP only.
- 
- BIEN HOA (SPARTAN) HELIPORT.** 10°56'40''N 106°49'30''E (XT990105) **VH3-522**  
 VNAF (A) 36 L 1ea 1000' X 140' (PSP)  
 6 ea 900 X 120 (ASP) Lanes and others  
**FUEL**-J4(1)  
**HELIPORT REMARKS**- CAUTION-Hvy tfc. Opr 2100-1500Z. HAZARDS-Con twr 84' to all ops fr Lane #4. Micro-wave ant 203' AGL 1/8 mi NNE of Soccer Fld. (1) No fuel aval for tran acct.  
**TRAFFIC PATTERN**- No left tfc at main heliport when ldg to S. (Left tfc only to Soccer Fld.)  
 SEE BIEN HOA HELICOPTER ENTRY/DEPARTURE/TRANSITION ROUTES in HELICOPTER PROCEDURES SECTION.
- COMMUNICATIONS**  
**SPARTAN TOWER**-321.0 121.4 35.2 2901.5 USB Opr 2100-1500Z  
**GND CON**-282.9 (E) **ARTILLERY ADVISORY**-290.0 46.7

- BINH CHANH**, 10°39'N 106°37'E (XS761784) **VH3-754**  
10  
**HELIPORT REMARKS**- PSP Pad outside compound.
- 
- BINH DIA HELIPORT**, 10°11'38''N 106°41'42''E (XS857273) **VH4-523**  
7 (SOD)  
**HELIPORT REMARKS**- Wires on South.
- 
- BINH GIA HELIPORT**, 10°38'30''N 107°16'45''E (YS490777) **VH3-524**  
350 \*L (CHURCH YARD)
- 
- BINH PHUOC HELIPORT**, 10°26'40''N 106°28'30''E (XS611550) **VH3-525**  
7
- 
- BINH TAN HELIPORT**, 10°19'00''N 106°39'30''E (XS818405) **VH4-711**  
3 (EARTH ROAD)
- 
- BINH TAN TAN HELIPORT**, 09°59'30''N 105°47'00''E (WS860035) **VH4-712**  
7 (EARTH)  
**HELIPORT REMARKS**- Obstructions S & W. Dusty.
- 
- BINH THUY HELIPORT**, 10°04'00''N 105°44'00''E (WS830130)  
VNAF 9 L4 1900' X 100' (M8A1/ASP)  
**FUEL**- J4  
**HELIPORT REMARKS**- SECURE. Extv copter tfc. No F/W acct. All tfc remain SE of fld. No RON. Tran prk lrd to 3 acct. HAZARDS--Apch Rwy 21 over river, 20' bldg 300', 10' fence 150' NE of thld. 76' lgt twr 145' S of N end. 80' power poles 100' rgt and left of apch 150' prior to thld. Apch Rwy 03 over 40' poles 700', 20' bldg 300', 10' fence 125' SW of thld. Periodic LST masts and crane barges on river.  
**TRAFFIC PATTERN**- Rgt tfc Rwy 03, left tfc Rwy 21.  
**TOWER**- Ctc Binh Thuy twr for advsy 312.0 118.1 34.2
- 
- BLACKHORSE HELIPORT**, 10°58'00''N 106°54'00''E (YT062122) **VH3-763**  
156 (UNK) 05-23  
**ARTILLERY ADVISORY**- BIEN HOA 290.0 46.7
- 
- BOUN BENG HELIPORT**, 13°23'40''N 108°26'30''E (BQ235820) **VH2-526**  
623
- 
- BU DANG HELIPORT**, 11°49'00''N 107°15'00''E (YU458065) **VH3-527**  
853 (SOCCER FIELD)  
**HELIPORT REMARKS**- Trees border West side.
- 
- BU DOP HELIPORT**, 11°58'00''N 106°49'00''E (XU975225) **VH3-528**  
7 (EARTH)
- 
- BU GHIA HELIPORT**, 11°52'30''N 107°00'00''E (YU185135) **VH3-529**  
565
- 
- BU JA MOP HELIPORT**, 12°05'40''N 107°09'00''E (YU344377) **VH3-530**  
1260 \*L NE end of air strip

- BU PRANG HELIPORT**, 12°14'30''N 107°19'00''E (YU522545) **VH2-531**  
2882
- 
- CAI BE HELIPORT**, 10°20'00''N 106°02'00''E (XS134424) **VH4-533**  
7 (EARTH)  
**HELIPORT REMARKS**- End of F/W strip by compound.
- 
- CAI CAI HELIPORT**, 10°51'30''N 105°33'30''E (WT620000) **VH4-534**  
13 (SOD)
- 
- CAI LAY HELIPORT**, 10°24'00''N 106°07'00''E (XS228504) **VH4-535**  
7 (SOCCER FIELD)
- 
- CAI MON HELIPORT**, 10°12'40''N 106°13'15''E (XS338285) **VH4-536**  
7 (SOD)  
**HELIPORT REMARKS**- Very confined.
- 
- CAI NHUM HELIPORT**, 10°10'00''N 105°00'00''E (XS220245) **VH4-537**  
7 (SOD)  
**HELIPORT REMARKS**- Soccer Field. Landing on road next to district house.
- 
- CAI NUOC HELIPORT**, 08°53'N 104°52'E (VQ849818) **VH4-538**  
7 (EARTH ROAD)  
**HELIPORT REMARKS**- Houses on sides.
- 
- CA LU HELIPORT**, 16°48'30''N 107°06'00''E (YD244597) **VH1-532**  
33  
**HELIPORT REMARKS**- Confined due to wires. Altn landing area on soccer field 400 yds S.
- 
- CAMP 77 HELIPORT**, 10°50'30''N 106°37'15''E (XS771988) **VH3-539**  
13

**CAMP EAGLE HELIPORT**, 16°24'N 107°38'E (YD810149) **VH1-751**  
 104  
**HELIPORT REMARKS**- Seven pads that vary in size. Eagle Intl pad reserved for Code 6 or above, PPR tel 956-5225 or 956-5446, mrkd by 100' X 100' insignia-painted panel. Acft up thru UH-1 may land at Bravo visitors. Larger acft should land at Eagle POL or Eagle APO.  
**COMMUNICATIONS**  
**HUE APP CON**-274.1 125.5  
**ARTILLERY ADVISORY**- HN 67.85 59.50

---

**CAMP MCDERMOTT HELIPORT** 12°12'20''N 109°12'35''E (CP051501)  
 A 16 (PENEPRIME)  
**HELIPORT REMARKS**- 1 hr PPR, ctc Nha Trang Dust-Off Ops 46.9. High wires all quad.

---

**CAMP TRAN HUNG DAO HELIPORT**, **VH3-768**  
 (JGS Compound/High Command Compound) 10°48'N 106°40'E  
 A 700 X 300  
**HELIPORT REMARKS**- PPR. Call Air Tfc coordinator at 923-4667/4160. No waiting in landing areas. Prkg areas lctd N end of pad mrkd H. Prkg near revetment NW side of pad proh. Overflt of Compound proh btwn Vo Tanh St on diagonal line starting at Bai Lo Vo Di Nguy St extending across golf course and cemetery to access road to MACV Annex on N to Vo Tanh St on W. Pad lctd in cen of Compound. No lts or rdo facilities.

---

**CAN DUOC HELIPORT**, 10°29'45''N 106°36'30''E (XS758609) **VH3-540**  
 5 (CON)  
 Unk (CON)

---

**CAN GIO HELIPORT**, 10°24'40''N 106°58'30''E (YS165518) **VH3-541**  
 5 (CON)

---

**CAN GIUOC HELIPORT**, 10°36'30''N 106°40'30''E (XS831730) **VH3-542**  
 5 \*L (UNK)

---

**CAO LANH HELIPORT**, 10°27'15''N 105°38'15''E (WS697558) **VH4-543**  
 10 (PSP)  
**FUEL**- A \* J4 **AMMO**- 7.62 2.75 lrd  
**HELIPORT REMARKS**- Landing at the sod Monument Pad is prohibited.

---

**CAU KE HELIPORT**, 09°52'30''N 106°03'40''E (XR160913) **VH4-544**  
 7 (SOCCER FIELD)

---

**CAU NGANG HELIPORT**, 09°47'40''N 106°27'30''E (XR594826) **VH4-545**  
 10 (SOD)  
**HELIPORT REMARKS**- Field next to arty pieces or behind troop housing north of town.

- CAU SOI HELIPORT**, 15°38'30''N 107°50'00''E (ZC038310)  
262
- 
- CAU VIET HELIPORT**, 16°54'00''N 107°11'30''E (YD332692)  
13 VH1-547
- 
- CHAU DOC HELIPORT**, 10°42'00''N 105°06'40''E (WS136830)  
10 (SOCCER FIELD) VH4-548  
FUEL - J4
- 
- CHO GAO HELIPORT**, 10°21'00''N 106°28'00''E (XS605441)  
7 (SOD) VH3-549  
HELIPORT REMARKS- Very confined, wires, antennas, buildings.
- 
- CHO LACH HELIPORT**, 10°16'00''N 106°06'30''E (XS229342)  
7 (SOCCER FIELD) VH4-550
- 
- CHON THANH HELIPORT**, 11°24'00''N 106°37'15''E (XT767623)  
148 \*L (VACANT LOT) VH3-551
- 
- CORPUS CHRISTI BAY (USNS) HELIPORT**, 10°21'N 107°03'E (YS245455) VH2-742  
A 47-BL2, 11 66' X 77' (STEEL DECK)  
FUEL - J4 (U)  
HELIPORT REMARKS- PPR, call Corpus Christi Bay via Vung Tau opr and state bus and ETA.  
(U) Avbl on AFT copter pad in emerg.  
FLAT TOP CONTROL - 68.05  
TOWER- 285.9 63.0 (U) (U) Opr 0001-0900Z exc Sun Flt flw svc.  
ARTILLERY ADVISORY - Phuoc Tuy 369.6 40.7  
RADIO/NAV REMARKS- (U) Avbl H24 in emerg.
- 
- CU CHI HELIPORT**, 10°58'00''N 106°29'15''E (XT628125)  
A 32 \*L (SOCCER FIELD) VH3-552  
HELIPORT REMARKS- Call CU CHI OPS on 43.1 for PAX or cargo info. Ctc OBLONG REELS  
56 on 44.1 prior to ldg.  
ARTILLERY ADVISORY - HAU NGHAI 228.1 46.8
- 
- DA BAC HELIPORT**, 16°17'00''N 107°51'30''E (ZD055021)  
131 VH1-553
- 
- DA DAN HELIPORT**, 16°34'30''N 106°50'30''E (XD962328)  
1280 VH1-554
- 
- DAI DIEN HELIPORT**, 10°01'N 106°27'E (XS591058)  
7 (ROAD) VH4-715
- 
- DAK DOA HELIPORT**, 14°10'00''N 108°08'00''E (AR909675)  
2231 VH2-555
- 
- DAM DOI HELIPORT**, 08°58'N 104°50'E (WQ1291)  
7 VH4-558  
HELIPORT REMARKS- INSECURE.
- 
- DANANG HELIPORT**, 16°02'30''N 108°12'12''E (BT0175)  
33 (ASP) VH1-513  
HELIPORT REMARKS- Heli ptn is 500'. Approach to A/D: Tfc will not opr below 2000'  
within a 60° cone, 30° either side of centerline, extending fr Rwy 17-35 for 5 NM.  
HELI OPS- 372.0



- DEPCORDS TRAC HELIPORT**, 10°56'50"N 106°49'50"E (XT999098) **VH3-767**  
 A 12 270' X 150'  
**HELIPORT REMARKS**- Actl ldg, departing etc Spartan Tower for tfc advsy. HAZARDS-10' fence on final app. 100' high wires W end of pad. Helipad surrounded by fence 4' - 12' high.  
**TRAFFIC PATTERN**- Recommend ldg hdg 270°, dep hdg 090°.  
**SPARTAN TOWER**- 321.0 121.4 35.2 2901.5 USB Opr 2100-1500Z  
**ARTILLERY ADVISORY**- BIEN HOA 290.0 46.7
- 
- DIEM TRUONG HELIPORT**, 16°23'30"N 107°50'00"E (ZD027143) **VH1-559**  
 7
- 
- DINH THANH HELIPORT**, 09°54'30"N 105°16'00"E (WR295945) **VH4-560**  
 7
- 
- DONG BA THIN HELIPORT**, (Flanders AHP) 12°01'N 109°12'E (CP027295) **VH2-739**  
 A 33 600' X 400' (RC-3)  
**HELIPORT REMARKS**- ABANDONED. Artillery positions along Highway #1 for aprx 10 mi N to 10 mi S. Max ordnance up to 15,000' firing to W. See Dong Ba Thin A/D Rmks.
- 
- DONG HOA HELIPORT**, 10°23' N 106°53' E (YS063478) **VH3-757**  
 7  
**HELIPORT REMARKS**- Cement Pad outside compound.  
**ARTILLERY ADVISORY**- NHA BE 285.0 40.9
- 
- DONG TAM HELIPORT**, 10°21'N 106°18'E (XS415448) **VH4-752**  
 VNA 7 L 4000' X 100' (ASP) 09-27  
**HELIPORT REMARKS**- UNCONTROLLED. Lctd N side of Dong Tam Afld. Std tfc pat N of heliport 500'. F/W tkof and ldg W side of heliport. Reful on N cntr pads, rearm NW pads. HAZARDS- Apch Rwy 09 over artillery site and tfc pat for Rwy 17 at Dong Tam, VA4-295. Two 220' twr 2000' S. 202' and 180' twr lgt off.  
**FUEL**- J4 **AMMO**- 2.75 7.62 40 MM  
**ARTILLERY ADVISORY**- DONG TAM 222.7 42.6
- 
- DONG TRE HELIPORT**, 13°18'00"N 109°04'00"E (BQ909704) **VH2-561**  
 66  
**HELIPORT REMARKS**- Houses SE side, hill SW side.
- 
- DONG XOAI HELIPORT**, 11°32'00"N 106°54'15"E (YT075755) **VH3-562**  
 280 (SOCCER FIELD)
- 
- DUC HOA HELIPORT**, 10°49'N 106°28'E (XS598968) **VH3-563**  
 10 (SOCCER FIELD)
- 
- DUC LONG HELIPORT**, 09°47'00"N 105°27'00"E (WR590779) **VH4-716**  
 10
- 
- DUC PHO HELIPORT**, 14°39'00"N 108°57'45"E (BS810385) **VH1-564**  
 66
- 
- DUNG LONG HELIPORT**, 16°41'00"N 106°54'30"E (YD032452) **VH1-565**  
 82

- EAGLE FARM HELIPORT**, 10°33'N 107°14'E (Y5442673) **VH3-743**  
 VNA 180 300' X 300' (GRASS)  
**HELIPORT REMARKS**-UNCONTROLLED. Five 150' ants 600 meters S of pad, obst lts O/R to Phuoc Tuy Artillery. CAUTION-Pad within 1000 M of Luscombe Afd, extv F/W OPS. Road carrying hvy tfc crosses W side of LZ.  
**ARTILLERY ADVISORY**-PHUOC TUY 369.6 40.7
- 
- EMBASSY (U. S.) HELIPORT**, 10°49'N 106°42'E (X5863922) **VH3-749**  
 129' 49' X 74' on rooftop, marked with white 'H'.  
**HELIPORT REMARKS**-OFFFL BUS ONLY: PPR Tel 923-3410 or 927-7405, after normal duty hrs 927-7327. Lctd on roof of Embassy bldg. Ctc Saigon Heliport H-3 for tfc advsy on 281.1 or 35.5. Ctc Embassy Con 40.0 for ldg clnc.  
**ARTILLERY ADVISORY**-Saigon 239.0 234.9 46.0
- 
- FREE WORLD HELIPORT (SAIGON)**, 10°46'N 106°41'E (X5835912) **VH3-750**  
 A 30 L1, 2 350' X 160' (LATERITE)①  
**HELIPORT REMARKS**-OFFICIAL BUSINESS ONLY. 500' tfc ptr, left tfc ldg W. Tfc fr S rpt 5 mi S of heliport; tfc fr NE rpt over Newport bridge. Do not overfly HQ CMAC, ¼ mi NE. SEE SAIGON HELIPORT PROCEDURES. HAZARDS-150' signal twr SW corner, water twr 80' NW corner, guard twr 20' NE corner, 9' fence N and E, bldg SW corner. ① Penepime coated.  
**SAIGON (HOTEL-3) HELIPORT TOWER**-281.1 120.4 35.5 Advsy only.  
**ARTILLERY ADVISORY**-Saigon 239.0 46.0
- 
- GIA DINH CORDS ROOF TOP**, 10°48'N 106°42'E (X5859945) **VH3-756**  
 95  
**HELIPORT REMARKS**-Roof Top Pad marked with yellow 'H'. Trees W and NE. Pad time 1 minute.  
**ARTILLERY ADVISORY**-Saigon 239.0 234.9 40.6
- 
- GIA RAY HELIPORT**, 10°57'40"N 107°24'40"E (YT636126) **VH3-566**  
 466  
**MACE TOWER**-43.0
- 
- GIA RIA HELIPORT**, 09°14'40"N 105°28'00"E (WR513213) **VH4-567**  
 7 (SOD)  
**HELIPORT REMARKS**-Houses N and E.
- 
- GIAO DUC HELIPORT**, 10°18'30"N 105°53'45"E (WS978403) **VH4-568**  
 7 (SOD)  
**HELIPORT REMARKS**-Antenna on E side.
- 
- GIONG TROM HELIPORT**, 10°09'00"N 106°31'00"E (XS656219) **VH4-569**  
 7 (SOD)  
**HELIPORT REMARKS**-Small area.
- 
- GO CONG HELIPORT**, 10°22'00"N 106°41'00"E (XS840460) **VH3-570**  
 10 (SOCCER FIELD)  
**FUEL**-A+ **AMMO**-7.62 2.75
- 
- GO DAU HA HELIPORT**, 11°04'40"N 106°16'15"E (XT390250) **VH3-571**  
 30 (SOCCER FIELD)
- 
- GO QUAO HELIPORT**, 09°48'30"N 105°17'30"E (WR306749) **VH4-717**  
 7
- 
- HAI LANG HELIPORT**, 16°42'30"N 107°16'00"E (YD415482) **VH1-573**  
 33

|  |                |
|--|----------------|
| <b>HAM LONG HELIPORT,</b> 10°16'30''N 106°15'00''E (XS367354).<br>7 (SOCCER FIELD)<br><b>HELIPORT REMARKS-</b> Fly low level from river to S and depart same way.  | <b>VH4-574</b> |
| <b>HAM TAN (MAAG) HELIPORT,</b> 10°39'45''N 107°47'30''E (ZS045800)<br>16  | <b>VH3-575</b> |
| <b>HAWK HILL (HILL 29) HELIPORT,</b> 15°38'N 108°25'E (BT226320)<br>A 94 700' X 90' (LATERITE)Ⓜ<br><b>FUEL-</b> J4 <b>AMMO-</b> 7.62 40MM Rockets Flares<br><b>HELIPORT REMARKS-</b> SECURE. PSP prkg area. Windssock aja to prkg area. Ⓜ Penepriime treated.<br><b>TRAFFIC PATTERN-</b> Normally left tfc ldg E, except optional rgt tfc E for Dustoff pad.<br><b>ARTILLERY ADVISORY-</b> VN 66.80 56.35  | <b>VH1-714</b> |
| <b>HEADQUARTERS USARV HELIPORT,</b> VIETM 10°54'N 106°52'E (YT038056)<br>A 105 12 H (ASP) 300' X 600' 02-20<br><b>HELIPORT REMARKS-</b> CLSD. W tfc pat at 500'. Apch and dep fr A, B, or main cross pods. Panel 1 for DCG USARV only. Panel 2 pickup or dropoff only. No shutdown exc code 6 above. Panels 3-4 pickup or dropoff, 0-10 min prk. Panels 5-8 reserved for UH-1 prk. Panels 11-14 reserved for OH-6A and OH-58A acct. CH-47 and larger copter proh. Do not overfly HQ or general's quarters.<br><b>ARTILLERY ADVISORY-</b> BIEN HOA 290.0 46.7 | <b>VH3-744</b> |
| <b>HIEP DUC HELIPORT,</b> 15°35'00''N 108°07'15''E (AT912246)<br>66  | <b>VH1-576</b> |
| <b>HIEU DUC HELIPORT,</b> 16°00'30''N 108°07'40''E (AT929712)<br>33  | <b>VH1-577</b> |
| <b>HIEU DUC HELIPORT,</b> 15°59'00''N 108°08'00''E (AT935688)<br>33  | <b>VH1-578</b> |
| <b>HIEU LIEM HELIPORT,</b> 11°06'30''N 106°58'00''E (YT149285)<br>62   | <b>VH3-579</b> |
| <b>HILL 40 HELIPORT,</b> 15°59'30''N 108°07'00''E (AT915692)<br>33   | <b>VH1-580</b> |
| <b>HILL 59 HELIPORT,</b> 15°35'00''N 108°21'00''E (BT164233)<br>525  | <b>VH1-581</b> |
| <b>HILL 60 HELIPORT,</b> 15°53'00''N 108°05'00''E (AT881578)<br>131  | <b>VH1-582</b> |
| <b>HILL 69 HELIPORT,</b> 15°26'00''N 108°38'30''E (BT470070)<br>230  | <b>VH1-583</b> |
| <b>HILL 76<sub>1</sub> HELIPORT,</b> 15°26'00''N 108°36'00''E (BT429072)<br>66   | <b>VH1-584</b> |
| <b>HOA BINH HELIPORT,</b> 10°18'N 106°38'E (XS787384)<br>5 (CON)<br><b>HELIPORT REMARKS-</b> Wires, antennas and bldgs. Very confined.   | <b>VH3-718</b> |
| <b>HOA CAM HELIPORT,</b> 16°01'20''N 108°10'30''E (AT977729)<br>115  | <b>VH1-585</b> |

- HOA LONG HELIPORT**, 10°17'15''N 105°39'39''E (WS727370) **VH4-586**  
7 (SOD)  
**HELIPORT REMARKS**- Yellow PSP.
- 
- HOC MON HELIPORT**, 10°53'00''N 106°36'00''E (XT755039) **VH3-587**  
20
- 
- HOI AN HELIPORT**, 15°53'00''N 108°20'00''E (BT146573) **VH1-588**  
16
- 
- HONG NGU HELIPORT**, 10°48'30''N 105°21'00''E (WS375945) **VH4-590**  
13 (SOD)  
**HELIPORT REMARKS**- Soccer Field.
- 
- HON QUAN HELIPORT**, 11°39'N 106°37'E (XT760892) **VH3-589**  
328 (UNK)
- 
- HUONG MY HELIPORT**, 10°00'45''N 106°24'20''E (XS542070) **VH4-592**  
7 (SOD H)
- 
- KANGAROO HELIPORT**, 10°32'N 107°14'E (YS434670) **VH3-737**  
VNA Aprx 200' 1000' X 300' (ASP)  
**HELIPORT REMARKS**- UNCONTROLLED. Five 150' ant 1000 M SE, obst lgt O/R to Phuoc Tuy Artillery. Apch E to W depending on wind. CAUTION - Luscombe Afld 1000 M fr pad, F/W OPS. PSP prk area 1000' X 300'.  
**ARTILLERY ADVISORY**- PHUOC TUY 369.6 40.7
- 
- KE SACH HELIPORT**, 09°47'00''N 105°59'20''E (XR085798) **VH4-719**  
10
- 
- KHAI QUANG HELIPORT**, 09°19'15''N 105°01'00''E (WR023300) **VH4-593**  
7 (SOD)  
**HELIPORT REMARKS**- Building on N.
- 
- KHE SANH HELIPORT**, 16°37'30''N 106°44'45''E (XD858384) **VH1-594**  
1444
- 
- KHE TRE HELIPORT**, 16°10'30''N 107°43'30''E (YC9189) **VH1-595**  
180
- 
- KIEN BINH HELIPORT**, 09°56'00''N 105°16'45''E (WR310980) **VH4-596**  
10 (SOD H)
- 
- KIENG PHUOC HELIPORT**, 10°23'00''N 106°44'30''E (XS912488) **VH3-598**  
3 (EARTH ROAD)
- 
- KIEN TIEN HELIPORT**, 09°34'00''N 105°26'00''E (WP480585) **VH4-599**  
10 (GRADED)  
**HELIPORT REMARKS**- Building on N.
- 
- KINH CUNG HELIPORT**, 10°38'00''N 105°52'30''E (WS960760) **VH4-720**  
7 (EARTH)  
**HELIPORT REMARKS**- South of Canal, West of outpost.

- KON MAHAR HELIPORT**, 14°20'00''N 108°15'30''E (BR045852) **VH2-600**  
2625  
**HELIPORT REMARKS**- Tree in landing areas.
- 
- KONTUM (22d DIV FWD) HELIPORT**, 14°21'30''N 108°01'30''E (AR779879) **VH2-506**  
1706  
**HELIPORT REMARKS**- 50' wires N and S. 50' bldgs and wires W. 100' water twr NW corner.
- 
- KONTUM (DISTRICT) HELIPORT**, 14°21'30''N 107°58'00''E (ZA198900) **VH2-597**  
1706  
**HELIPORT REMARKS**- App to N, wind permitting.
- 
- KONTUM (MAAG) HELIPORT**, 14°21'30''N 108°01'00''E (AR770894) **VH2-601**  
1837  
**HELIPORT REMARKS**- 30' wires N and S. 200' ant 300' N. 50' ants 100' E.
- 
- KONTUM (SECTOR) HELIPORT**, 14°21'00''N 108°01'30''E (AR778888) **VH2-591**  
1804  
**HELIPORT REMARKS**- 50' wires E, S and W. Use caution, t/c app Rwy 09, Kontum afld.  
Heliport lctd 400 yards W of Rwy 09 thld.
- 
- LAI KHE HELIPORT**, (Ben Cat) 11°12'N 106°37'E **VH3-753**  
a. Hocking Heliport. (VIP) PAD located 500 meters S of the southern end of Lai Khe, utilized for VIP's visiting 5th ARVN Division and U.S. units at Lai Khe. Temp pwline 35' high lctd 610' S of pad.  
b. Stinger Heliport. Located 1.4 NM SE of Lai Khe Airfield, utilized for refuel, re-arm, resupply and troop lifts. Traffic pattern—400'.  
**RADIO**- 43.6 Advsy only  
**ARTILLERY ADVISORY** - BINH DUONG 286.1 40.3
- 
- LAM SON HELIPORT**, 10°59'00''N 106°41'15''E (XT845148) **VH3-632**  
95 400' X 500'  
**HAZARDS**- 3' fence and low bldgs all sides.
- 
- LANE (AN SON) ARMY HELIPORT**, 13°47'30''N 109°06'00''E (BR946265) **VH2-713**  
A 66 (ASP/PSP)  
**FUEL**-J4 **AMMO**-7.62 2.75, 50 cal, 20 MM, 40 MM  
**HELIPORT REMARKS**-Two copter pads, 50 revetments ea. Ctc twr 5 min out for ldg instructions.  
Lgtd copter pads avbl. Seven point POL pad on S copter pad and two point POL on N copter pad CH-47's. Do not fly over main gate on apch to S pad. T/c for VIP pad rqr prior approval. Dustoff hot spot is rstd. Intermittent mortar fire fr heliport SS-SR. Do not fly over bldg or other acct on apch to VIP or Dustoff pad. Tran qtrs are avbl for males, ltd to females.  
**COMMUNICATIONS**  
**LANE TOWER** (M)-363.0 295.1 123.5 66.15 **GND CON**-290.1  
**ARTILLERY ADVISORY**-QUI NHON ADVSY 63.45 56.75  
**RADIO AIDS TO NAVIGATION**  
NDB (W) KLV 406 At Heliport  
**RADIO/NAV REMARKS**- (M) Opr 2200-1100Z, OT ctc RUTHLESS CON 66.40.
- 
- LANG CHANH HELIPORT**, 16°39'00''N 106°44'00''E (XD845415) **VH1-602**  
1444
- 
- LAP VO HELIPORT**, 10°21'45''N 105°31'00''E (WS577455) **VH4-603**  
7 (SOCCER FIELD)

LASSITER HELIPORT, (Bien Hoa) 10°59'45''N 106°51'30''E (YT016153) **VH3-755**

A 125 RWY- 1200' X 200' (PENEPRIME) 09L-27R

CH-47 1000' X 300' (PENEPRIME) 09C-27C

HELIPORT REMARKS- Opr 0001-1400Z. Clsd to F/W acft. Acft entering t/c fr SE must cross extended centerline of Bien Hoa active rwy 4 NM E at 500' MSL or below. SEE BIEN HOA HELICOPTER ENTRY DEPARTURE/TRANSITION ROUTES, AND VFR FLIGHT WITHIN BIEN HOA AIR TRAFFIC ZONE (ATZ).

**COMMUNICATIONS**

SAIGON APP CON (G)- 363.8 134.1 (E)

TOWER- 264.9 120.6 65.55

ARTILLERY ADVISORY- BIEN HOA 290.0 46.7

RADIO/NAV REMARKS- (G) Vietnamese controllers 2315-1100Z, US Controllers 1100-2315Z.

---

LI TINH HELIPORT, 15°26'30''N 108°39'00''E (BT477081) **VH1-604**

7

---

LOC NINH HELIPORT, 11°50'40''N 106°35'30''E (XU737095) **VH3-605**

Unk \*L (VACANT LOT)

---

LONG BINH AMMO SUPPLY DEPOT HELIPORT, 10°56'N 106°52'E **VH3-740**

A 131 36' X 80' (1) (ASP) YT059085

46' X 82' (2) (ASP) YT058118

HELIPORT REMARKS- SEE HELIPORT PROCEDURES. Copter pod lgtd dur hr SS-SR, 3 lgt mrk ea corner of pod. (1) 5 ea, Cargo. (2) 1 ea, VIP.

LONG BINH AMMO- 230.9 45.7 Advys

ARTILLERY ADVISORY- BIEN HOA 290.0 46.7

---

LONG BINH DEPOT HELIPORT, 11°55'00''N 107°50'00''E (YT085101)

A 120 100' X 50' (PSP)

HELIPORT REMARKS- OFFL BUS ONLY.

ARTILLERY ADVISORY- BIEN HOA 290.0 46.7

---

LONG BINH (24th EVAC) HOSPITAL HELIPORT, 10°56'00''N 106°53'00''E **(YT046076)**

A 130 340' X 180' (ASP)

HELIPORT REMARKS- HOSPITAL OFFL BUS ONLY. No shutdown. Acft may prk HQ USARV Heliport, mil taxis avbl. No overflight of hospital. All acft carrying patients must coordinate their needs with Wide Minnow Con - 62.05.

DUST OFF ADVISORY SVC- WIDE MINNOW 62.05

ARTILLERY ADVISORY- BIEN HOA 290.0 46.7

---

LONG DINH HELIPORT, 10°24'00''N 106°16'00''E (XS381496) **VH4-606**

7 (SOD)

HELIPORT REMARKS- Wires to S.

---

LONG HAI HELIPORT, 10°23'30''N 107°14'00''E (YS449493) **VH3-607**

10

- LONG KHANH HELIPORT,** 09°36'00''N 106°27'00''E (XR590610) **VH4-608**  
7 (SOD)  
**HELIPORT REMARKS-** White corners.
- 
- LONG KHOT HELIPORT,** 10°55'15''N 105°50'40''E (WT917074) **VH4-609**  
16 (SOD)  
**HELIPORT REMARKS-** Low level fr Vinh Loi.
- 
- LONG MY HELIPORT,** 09°41'30''N 105°38'50''E (WR631697) **VH4-722**  
10
- 
- LONG PHU HELIPORT,** 09°39'00''N 105°41'00''E (WR755666) **VH4-610**  
7
- 
- LONG PHU HELIPORT,** 09°33'00''N 106°08'00''E (XR242619) **VH4-723**  
7
- 
- LONG TOAN HELIPORT,** 09°37'00''N 106°29'30''E (XR645630) **VH4-611**  
7 (SOD)  
**HELIPORT REMARKS-** VC all sides
- 
- LONG XUYEN HELIPORT,** 10°23'00''N 105°26'30''E (WS485475) **VH4-612**  
10 (SOD)  
**HELIPORT REMARKS-** Soccer Field.
- 
- MAU CA HELIPORT,** 15°21'30''N 108°14'45''E (BS044991) **VH1-613**
- 
- ME ANN HELIPORT,** 10°31'30''N 105°51'45''E (WS933630) **VH4-614**  
7 (SOCCER FIELD)
- 
- MO CAY HELIPORT,** 10°07'40''N 106°20'00''E (XS463196) **VH4-616**  
7 (SOD)  
**HELIPORT REMARKS-** Very confined, VC to N and E.
- 
- MOI LOI HELIPORT,** 10°27'N 106°38'E (XS800563) **VH3-709**  
5 (MACADAM ROAD)
- 
- MU DUC HELIPORT,** 15°02'00''N 108°52'15''E (BS711625) **VH1-617**  
16
- 
- MY AN HELIPORT,** 10°31'N 105°51'E (WS933636) **VH4-708**  
7 (SOD)
- 
- MY CHANH HELIPORT,** 16°34'30''N 106°55'00''E (YD046339) **VH1-618**  
1440
- 
- MY PHUOC TAY HELIPORT,** 10°29'00''N 106°40'E (XS203598) **VH4-619**  
7 (SOD)  
**HELIPORT REMARKS-** Land East or West. Road by twr, orbit app over agriculture village.
- 
- MY THO HELIPORT,** 10°21'15''N 106°22'00''E (XS492449) **VH4-620**  
A 7 (GRAVEL/TAR)  
FUEL - A + J4 AMMO ( ) - 7.62 2.75  
**HELIPORT REMARKS-** Aprx 250' twr aprx 1/2 mi SE of heliport. ( ) Ltd.  
ARTILLERY ADVISORY - DONG TAM 222.7 42.6
- 
- NAI VAN HELIPORT,** 16°11'30''N 108°07'45''E (AT933915) **VH1-622**  
1969

- NAM CAN HELIPORT**, 08°51'N 105°01'E (WQ0278) **VH4-621**  
3  
**HELIPORT REMARKS**- Inside compound, buildings and wires on N, W and E sides.
- 
- NEWPORT HELIPORT**, 10°48'N 106°44'E (XS890950) **VH3-758**  
20  
**HELIPORT REMARKS**- Offl bus only, 2hr PPR tel 922-3103/3201/4405. Block area with yellow 'H'. Center of vehicle prkg area S of hwy.
- 
- NGA BA HELIPORT**, 16°54'00''N 107°01'00''E (YD141693) **VH1-623**  
16
- 
- NGOKTI HELIPORT**, 15°14'00''N 107°44'00''E (YB930860) **VH1-624**  
4724
- 
- NHA BE HELIPORT**, 10°40'10''N 106°46'15''E (XS937798) **VH3-746**  
N 5 L2 705' X 80' (M8A1) 11-29  
**FUEL**- J4 **AMMO**- 7.62 2.75(0) .50(0) .30(0) 40 MM(0)  
**HELIPORT REMARKS**- Hvy tfc all hrs. CAUTION-20' bunker/tower 15' fr SW corner of rwy intxn. (0) Ltd.  
**TOWER**- 257.8 44.45 42.05 Crc 5 min out Opr 2300-1100Z  
**ARTILLERY ADVISORY**- 285.0 40.90
- 
- NHON NINH HELIPORT**, 10°37'31''N 105°57'16''E (XS044746) **VH4-724**  
13 (SOD)
- 
- NONG SON HELIPORT**, 15°43'00''N 108°02'20''E (AT823394) **VH1-625**  
131
- 
- NONG SON HELIPORT**, 15°43'30''N 108°05'00''E (AT876399) **VH1-626**  
66
- 
- NUI DAT (DUST OFF) PAD**, 10°32'N 107°14'E (YS435668) **VH3-736**  
VNA Aprx 200' L (CON)  
**HELIPORT REMARKS**- UNCONTROLLED. Pads marked with red cross. Rubber trees on 3 sides, open to N. Two 185' ant within 600' SW of pad, lgt'd O/R to Phuoc Tuy Artillery. Refueling at Kangaroo Heliport.  
**ARTILLERY ADVISORY**- PHUOC TUY 369.6 40.7
- 
- OP #7 HELIPORT**, 15°34'00''N 108°15'30''E (BT164233) **VH1-627**  
525
- 
- PHAN RANG (MAAG) HELIPORT**, 11°31'40''N 108°57'00''E (BN770830) **VH2-628**  
66
- 
- PHONG PHU HELIPORT**, 10°07'30''N 105°37'30''E (W5688180) **VH4-725**  
7
- 
- PHO TRACH HELIPORT**, 16°35'00''N 107°22'00''E (YD525349) **VH1-629**  
49
- 
- PHU CAT HELIPORT**, 13°59'45''N 109°03'30''E (BR908477) **VH2-630**  
49
- 
- PHU GIA HELIPORT**, 16°15'30''N 108°02'30''E (AT845995) **VH1-631**  
33



|   |                                     |         |
|---|-------------------------------------|---------|
| PHUNG HIEP HELIPORT,<br>10  | 09°48'00''N 105°50'00''E (WR906843) | VH4-726 |
| PHUOC CAM HELIPORT,<br>66   | 15°38'20''N 108°17'10''E (BT094301) | VH1-634 |
| PHUOC CHAU HELIPORT,<br>164   | 15°27'00''N 108°12'30''E (BT005095) | VH1-635 |
| PHUOC HA HELIPORT,<br>66  | 15°33'30''N 108°14'00''E (BT036216) | VH1-636 |
| PHUOC LAM HELIPORT,<br>279  | 15°25'00''N 108°16'00''E (BT073061) | VH1-637 |
| PHUOC LONG HELIPORT,<br>7 (SOD)<br>HELIPORT REMARKS- Trees SE and NW. | 09°26'00''N 105°26'40''E (WR489422) | VH4-638 |
| PHUOC SON 1 HELIPORT,<br>197  | 15°33'00''N 108°17'15''E (BT094201) | VH1-639 |
| PHUOC SON 2 HELIPORT,<br>164  | 15°33'20''N 108°03'45''E (AT854217) | VH1-640 |
| PHUOC TIEN HELIPORT,<br>66  | 15°30'10''N 108°22'15''E (BT182153) | VH1-641 |
| PHUOC TUONG HELIPORT,<br>66   | 16°16'20''N 107°50'00''E (ZD118013) | VH1-642 |
| PHU THANH HELIPORT,<br>UNK (SOCCER FIELD)                             | 10°44'00''N 106°51'30''E (YS032870) | VH3-663 |
| PLEI DJIRING HELIPORT,<br>3084  | 11°34'00''N 108°04'00''E (AN810800) | VH2-644 |

- PLEI DJRANG HELIPORT**, 14°02'00''N 107°39'00''E (YA859531) **VH2-645**  
853
- 
- PLEIKU (ARVN HOSP) HELIPORT**, 13°57'15''N 108°01'00''E (AR770460) **VH2-647**  
2428  
**HELIPORT REMARKS**- Make app fr W at or below 300 ft above surface. Remain well clear of Pleiku AB extended rwy centerline. Ctc Pleiku Twr 3 miles out.
- 
- PLEIKU (MAAG) HELIPORT**, 14°01'N 108°00'E (ZA239512) **VH2-648**  
2526  
**HELIPORT REMARKS**- 30' wires W of Pad.
- 
- PLEIKU (SF) HELIPORT**, 14°00'N 108°00'E (ZA240501) **VH2-649**  
2428  
**HELIPORT REMARKS**- 100' ants 100' N. Pad is 1000 meters W of Rwy 27, Pleiku AB. Ctc Pleiku twr 3 NM out.
- 
- QUANG TIN HELIPORT**, 15°34'30''N 108°28'00''E (BT292229) **VH1-650**  
16
- 
- QUANG TRI HELIPORT**, 16°44'30''N 107°11'00''E (YD328526) **VH1-651**  
16
- 
- QUAN ZUYEN**, 10°35'N 106°48'E (XS962713) **VH3-759**  
5  
**HELIPORT REMARKS**- Cement Pad center of town. Town is on E side of river.
- 
- QUE SON HELIPORT**, 15°40'30''N 108°14'15''E (BT042349) **VH1-652**  
16
- 
- RACH GIA HELIPORT**, 10°54'N 106°17'30''E (XS410153) **VH4-741**  
7 (EARTH)  
**HELIPORT REMARKS**- Approach from river.
- 
- RED CARPET HELIPORT**, 10°57'N 106°52'E (YT048106) **VH3-764**  
A 95 LI 200' X 200'  
**HELIPORT REMARKS**- Opr 2300-1000Z. PPR exc Code 7 and above. Tfc pat is 500' AGL NW of pod. Apch headings 180° and 030°. Dep headings 360° and 210°. HAZARDS-Bldg with 30' ant 50 M NW, copter revetments on W edge, 40' pwr line 50 M S extending to the SW 1000 M.  
**TOWER**- RED CARPET 322.8 56.0 Opr Heliport times. Advsy.  
**ARTILLERY ADVISORY**- BIEN HOA 290.0 46.7
- 
- RO HELIPORT**, 15°34'30''N 107°50'15''E (ZC042233) **VH1-653**  
328

**ROKA LOGISTICAL COMMAND ARMY HELIPORT,** 12°17'00''N 109°10'59''E**VH2-760**

(CP022584)

ROKA 66 (PSP)

**FUEL** - J4**HELIPORT REMARKS**- Opr 2400-1000Z. One heliport, 7 pads. Ctc gnd con for ldg instructions 5 min out. Ltd tran prkg.**GND CON**- 68.05 381.2 33.1 384.0**SABRE HELIPORT,** (DI AN) 10°54'28''N 106°44'24''E (XT901062)**VH3-765**

A 108 10 (PENEPRIME)

**HELIPORT REMARKS**- Rwy 18-36 aprx 1000' lgt, soft dirt base, penepriem. Rgt tfc ldg Rwy 18, left tfc ldg Rwy 36. Fuel W side of rwy, revetments E of rwy, rearm NE of rwy.**ARTILLERY ADVISORY**- BINH DUONG 286.1 40.3**SA DEC HELIPORT,** 10°17'45''N 105°46'00''E (WS845384)**VH4-654**

7 L 100' X 40' (PSP)

**FUEL** - J4**HELIPORT REMARKS**- Buildings W and S. App along canal (E side of Pad).**SAIGON (HOTEL-3) HELIPORT,** 10°48'24''N 106°39'42''E (XS810946)**VH3-707**

A 33 L4 2 ea 100' dia (1 ASP, 1 SOD)

**FUEL** - J4(1)**HELIPORT REMARKS**- OFFICIAL BUSINESS ONLY. Acft rstd to 30 min prkg unless prior perms obtained fr H-3 C.O. fone 924-2722/2258. CH-47 and CH-54 PPR. For ldg at other heliports in Saigon area see Special Saigon Heliport Procedures, Heliport Procedures Section of this directory.**HAZARDS**-96' lgt twr 1400' NE of heliport. 164' lgt ant 850' SSE of heliport. 135' lgt twr 260' NW. (1) Emerg only.**TRAFFIC PATTERN**- See Special Heliport Procedures Section.**COMMUNICATIONS****CAPITAL CENTER**- 295.9 128.6 58.95 VFR flt flw. Opr 2300-1100Z.(R) **PARIS CON**- 347.9 133.2 (E)**TOWER**(a)- 281.1 131.6 120.4 35.5**ARTILLERY ADVISORY**- 239.0 46.0**RADIO/NAV REMARKS**- (a) Possible freq interference, watch for lgt signal.**SAINT KILDA HELIPORT,** 10°20'N 107°06'E (YS298438)**VH3-747**

1 ALSG 20 456' X 286' (BITUMEN)

**HELIPORT REMARKS**- OFFICIAL BUSINESS ONLY. App from NE and W. Four 20' X 20' ldg pts on W of LZ and three 50' X 125' landing points on E of LZ. CH-47 and CH-54 to land on NE ldg pt.**SONG BE HELIPORT,** 11°51'N 107°00'E (YU183112)**VH3-655**

VNA 660 \*L 80' dia circle (ASP)

**FUEL** - A\* J4(1) **AMMO**- 7.62 2.75**HELIPORT REMARKS**- Fuel N side of Pad. 3 ASP prkg ramps adj to pad. 160' X 160' (SOD) prkg romp S side of pad. Pad ojo to F/W rwy. All heli tfc opr W of pad. (F/W TFC/E.) F/W acft tkof from N end of rwy and are not vis from pad due to fence N side of pad. Clear area well for F/W acft before tkof or ldg. Do not use rwy unless comm is established with advisory svc. Numerous unldd ant and obst in area. 65' steeple 1100' N. 100' unldd ant 800' NE. 50' Water twr 800' ENE. Hosp 400' E, 120' lrd ant 700' S. (1) J4 tanker**ARTILLERY ADVISORY** - PHUOC LONG 338.9 39.5

- SONG ON DOC HELIPORT, 09°03'00''N 104°48'30''E (VQ804986) VH4-727  
7
- 
- SUOI DA HELIPORT, 11°22'20''N 106°13'00''E (XT331575) VH3-656  
80 \*L (UNK)
- 
- TAC VAN HELIPORT, 09°12'30''N 105°16'30''E (WR296130) VH4-728  
7
- 
- TAKO HELIPORT, 15°50'30''N 107°22'00''E (YC530525) VH1-659  
3937
- 
- TALON HELIPORT, 15°39'45''N 107°41'30''E (YC886325) VH1-660  
459
- 
- TA LUONG HELIPORT, 16°17'30''N 107°23'30''E (YD553027) VH1-658  
787
- 
- TAM BINH HELIPORT, 10°03'30''N 105°59'40''E (XS090118) VH4-661  
7 (SOD)  
HELIPORT REMARKS- S of town, do not fly E of canal.
- 
- TAM KY HELIPORT, 15°34'00''N 108°29'00''E (BT307216) VH1-662  
16
- 
- TAM LICH HELIPORT, 16°55'30''N 107°03'30''E (YD197727) VH1-663  
98
- 
- TAN AN HELIPORT, 09°59'30''N 105°11'00''E (WS204045) VH4-664  
7 (SOD)  
HELIPORT REMARKS- Trees N and S.
- 
- TAN AN HELIPORT, 10°32'40''N 106°25'00''E (X5543650) VH3-665  
10 (SOCCER FIELD)  
HELIPORT REMARKS- Heliport lctd on W side of Hwy #4, 2 orange fluorescent lgts along hwy  
mark pad at ngt. High wire lctd E side of Hpt. 162' twr in vic, flashing bcn aval O/R. Do not use  
soccer fld at X5551651. Telephone.
- 
- TAN AN (TNG CEN) HELIPORT, 10°28'30''N 105°35'30''E (WS650580) VH4-666  
10 (EARTH)  
HELIPORT REMARKS- Dusty.
- 
- TAN BA HELIPORT, 10°58'40''N 106°46'15''E (XT935140) VH3-667  
23 \*L (UNK)
- 
- TAN CANH (MAAG) HELIPORT, 14°39'N 107°50'E (ZB054218) VH2-668  
2034  
FUEL - J4(1)  
HELIPORT REMARKS- 150' flagpole S of pad. 50' ants W of pad. App to W if wind permits.  
(1) Aval to Dak To II Afld, 3000 meters W.
- 
- TAN CHAU HELIPORT, 10°48'00''N 105°15'00''E (WS265935) VH4-669  
13 (SOCCER FIELD)
- 
- TANG HOA HELIPORT, 10°18'45''N 106°43'00''E (X5880408) VH3-675  
17 (EARTH ROAD)  
HELIPORT REMARKS- Land in front of Post. Rough.

|  |                                     |         |
|--|-------------------------------------|---------|
| TAN HUNG HELIPORT,<br>7  | 09°02'00''N 105°07'20''E (WQ141973) | VH4-729 |
| TAN NIEN TAY HELIPORT,<br>10 (EARTH ROAD)<br>HELIPORT REMARKS- New Post under const.             | 10°23'30''N 106°43'30''E (XS884495) | VH3-670 |
| TAN PHU HELIPORT,<br>7   | 09°25'15''N 105°10'30''E (WR195410) | VH4-671 |
| TAN TRU HELIPORT,<br>5   | 10°31'15''N 106°31'30''E (XS669631) | VH3-673 |
| TAN UYEN HELIPORT,<br>17 'L (UNK)  | 11°03'30''N 106°48'00''E (XT965230) | VH3-674 |
| THAC NUC HELIPORT,<br>787  | 15°34'00''N 107°49'30''E (ZC029229) | VH1-676 |
| THANH BINH HELIPORT,<br>10 (SOD H)   | 10°33'00''N 105°29'40''E (WS545660) | VH4-677 |
| THANH HOA HELIPORT,<br>66  | 15°28'15''N 108°30'15''E (BT328115) | VH1-678 |
| THANH MY HELIPORT,<br>66   | 15°45'30''N 107°50'00''E (ZC026439) | VH1-679 |
| THANH PHU HELIPORT,<br>10 (SOCCER FIELD)   | 09°57'00''N 106°31'00''E (XR668999) | VH4-680 |
| THAT SON HELIPORT,<br>30 (SOD)<br>HELIPORT REMARKS- N side of rwy in grass.                      | 10°32'15''N 105°01'00''E (WS020650) | VH4-681 |
| THIEN PHUOC HELIPORT,<br>115   | 15°29'30''N 108°18'30''E (BT113137) | VH1-682 |
| THOI BINH HELIPORT,<br>10<br>HELIPORT REMARKS- PAD on west end of SOD strip. Arty position to W. | 09°22'00''N 105°05'30''E (WR109335) | VH4-730 |
| THOT NOT HELIPORT,<br>7 (SOD)<br>HELIPORT REMARKS- VC to S.                                      | 10°16'15''N 105°32'00''E (WS588352) | VH4-683 |
| THUAN HOA HELIPORT,<br>10  | 09°37'30''N 105°48'30''E (WR893648) | VH4-731 |
| THUAN NHON HELIPORT,<br>7<br>HELIPORT REMARKS- Low fence around pad.                             | 09°56'30''N 105°36'00''E (WR648971) | VH4-732 |
| THUAN TRUNG HELIPORT,<br>7<br>HELIPORT REMARKS- PAD on North end of SOD strip.                   | 09°12'30''N 105°26'00''E (WR476156) | VH4-733 |

- THU DUC**, 10°51'N 106°46' E (XT922000) **VH3-761**  
30  
HELIPORT REMARKS- Wood and sand Pad inside soccer field, center of town.
- 
- TIEU CAN HELIPORT**, 09°48'30''N 106°11'05'' E (XR305845) **VH4-685**  
7 (SOD H)  
HELIPORT REMARKS- Next to arty pieces.
- 
- TIGER 5 HELIPORT**, 10°34'N 107°14' E (YS438685) **VH3-748**  
VNA 195 300' X 150' (UNK)  
HELIPORT REMARKS- UNCONTROLLED. LZ oriented E/W. Four ldg points on S side of LZ.  
ARTILLERY ADVISORY- PHUOC TUY 369.6 40.7
- 
- TINH BIEN HELIPORT**, 106°36'40''N 104°57'00'' E (VS940725) **VH4-686**  
10 (EARTH)  
HELIPORT REMARKS- VC to S and E.
- 
- TRA BONG HELIPORT**, 14°48'00''N 108°32'00'' E (BS348378) **VH1-687**  
.919
- 
- TRA ON HELIPORT**, 09°58'00''N 105°56'00'' E (XS016014) **VH4-688**  
7 (SOCCER FIELD)  
HELIPORT REMARKS- VC to S.
- 
- TRAM VANG HELIPORT**, 11°05'30''N 106°17'30'' E (XT414270) **VH3-689**  
23
- 
- TRANG BANG HELIPORT**, 11°01'30''N 106°21'40'' E (XT490190) **VH3-690**  
30 \*L (SOCCER FIELD)
- 
- TRANG SUP HELIPORT**, 11°21'00''N 106°04'30'' E (XT177550) **VH3-691**  
25
- 
- TRI TON HELIPORT**, 10°25'00''N 105°00'00'' E (WS005520) **VH4-692**  
10 (SOCCER FIELD)
- 
- TRIEU PHOUNG HELIPORT**, 16°45'00''N 107°11'30'' E (YD340538) **VH1-693**  
33
- 
- TU CAM HELIPORT**, 15°34'00''N 108°21'30'' E (BT175225) **VH1-694**  
164
- 
- TUY HOA (MAAG) HELIPORT**, 13°05'00''N 109°17'30'' E (CQ180480) **VH2-695**  
197
- 
- VAN CANH HELIPORT**, 13°37'30''N 108°59'45'' E (BR835070) **VH2-696**  
16
- 
- VIET AN HELIPORT**, 15°37'30''N 108°13'30'' E (BT028286) **VH1-697**  
131
- 
- VINH CHAU HELIPORT**, 09°22'00''N 105°00'30'' E (XR082311) **VH4-698**  
10  
HELIPORT REMARKS- Town square, houses all sides.
- 
- VINH GIA HELIPORT**, 10°30'N 104°47' E (VS766609) **VH4-699**  
10 (EARTH)

## HELIPORT DIRECTORY

- VINH KIM HELIPORT, 10°21' N 106°15' E (XS369477) VH4-700  
 7 (EARTH)  
 HELIPORT REMARKS- Wires NW.
- 
- VINH LOI HELIPORT, 10°20' 40'' N 106°35' 00'' E (XS734437) VH3-701  
 5 (PAVED ROAD)
- 
- VINH QUOI HELIPORT, 09°34' 00'' N 105° 31' 00'' E (WR660570) VH4-734  
 7
- 
- VUNG LIEM HELIPORT, 10°06' 00'' N 106°11' 30'' E (XS304158) VH4-702  
 7 (SOD)  
 HELIPORT REMARKS- Soccer Field, white H. Has been mined.
- 
- XUAN HOA HELIPORT, 16°54' 20'' N 106°59' 00'' E (YD111700) VH1-703  
 459
- 
- XUAN LOC HELIPORT, 10°56' 00'' N 107°15' 00'' E (YT460094) VH3-704  
 525 \*L (EARTH)  
 HELIPORT REMARKS- Main pad on N side of Rwy 28. Addn pads NE and S of Rwy 28. Two  
 170' rdo twr 700' N of W end of rwy. Rgt hand tfc pat to N of rdo twr.  
 ARTILLERY ADVISORY - LONG KHANH 238.1 39.4
- 
- XUYEN MOC HELIPORT, 10°34' 00'' N 107°25' 40'' E (YS655690) VH3-705  
 148 \*L (UNK)
- 
- YANKEC HELIPORT, 12°10' 00'' N 108°15' 00'' E (BP010460) VH2-706  
 1837

## SPECIAL SAIGON AREA HELIPORT PROCEDURES

## I. General

- A. Call sign for Saigon Heliport Tower (Hotel-3) will be Saigon Heliport.
- B. Traffic pattern altitude for Saigon Heliport (H-3) is 500' MSL.
- C. Scramble helicopters will contact Saigon Tower for direct routings (including crossing of runway intersections).
- D. Minimum authorized altitude for helicopters within 5 NM of Tan Son Nhut/Saigon Airport is 300'.
- E. Maximum authorized altitude for helicopters within 5 NM of Tan Son Nhut/Saigon Airport is 600'.
- F. Reporting points applicable to helicopters operating in the Saigon Control Zone:
1. Newport Bridge: (XS892141, 10°48' N 106°44' E)
  2. Swamp Area: (XS849939, 10°48' N 106°41' E)
  3. Tan Son Nhut Main Gate: (XS821941, 10°48' N 106°40' E)
  4. Crossing river to Southwest: Checkpoint Alpha (XS798864, 10°44' N 106°39' E)
  5. Five miles North or Northwest for traffic advisory to cross Southwest end of Tan Son Nhut rwys.
- G. Urgent traffic is defined as med-evacs, General Officers or equivalent, and tactical emergencies.
- H. Non-urgent traffic is all other light, utility, or cargo type helicopters. No sling loads will be carried over the city.

## II. Arrivals

- A. Inbound from Northeast and East:
1. Non-urgent traffic circumnavigate the city to approach H-3 from the Southwest over sparsely built-up areas, contact Saigon Heliport when crossing river at checkpoint Alpha.
  2. Urgent traffic proceed direct to Newport Bridge (Bien Hoa Highway #316), then direct to the Swamp Area, follow main street on 270° heading to Tan Son Nhut Main Gate. Make initial contact with tower over Newport Bridge.
- B. Inbound from North and Northwest:
1. Descend to 600' 5 NM out from Tan Son Nhut. Intercept Highway #234 at antenna farm. Proceed SW along highway until reaching ARVN compound (XS 750927), maintain right side separation, descending to 100' AGL prior to intercepting Highway #1 (XS770988). Upon reaching ARVN compound turn to 090°, maintain 100' AGL until crossing road (XS774924), then climb to 300'. Continue inbound to 090° until abeam H3. Aircraft will then turn to enter appropriate traffic pattern.
- C. Inbound from West, Southwest and South:
1. Intercept and follow routings described above.
- D. No formation flights.

## III. Noise Abatement

- A. All approaches will be planned to maintain maximum safe altitude over billets on final approach course.
- B. Maintain maximum safe rate of climb on departure until reaching cruise altitude.



## A. Outbound to Northeast and East:

1. Non-urgent traffic depart heliport Southwest and circumnavigate the built-up areas to cross the river Southwest.
2. Urgent traffic climb South from H-3 till reaching Highway #1. Follow Highway #1 to the cemetery, then direct to the Main Gate, Swamp Area and Newport Bridge.

## B. North or Northwest bound traffic:

1. Depart H3 on 180° radial to abeam Tan Son Nhut, maintaining right separation and climbing to 300' AGL until crossing road (XS774924) and then descend to 100' AGL. Upon reaching ARVN compound (XS750927) proceed NE along Highway #234, maintaining 100' until passing Highway #1 (XS770988) and then climb to 600' to antenna farm and proceed on course.

## C. South bound traffic:

1. Depart H-3 to the Southwest at 600' until crossing river, then proceed on course.

## D. No formation flights.

## V. Free World Heliport

## A. Arrival traffic:

1. From the Northeast or East enter at Newport Bridge and contact Saigon (Hotel-3) Tower. Proceed to Swamp Area then direct to Free World Heliport.
2. From the North or Northwest use H-3 route along Highway #1. Contact Saigon (Hotel-3) Tower abeam H-3 and then proceed direct to Free World.
3. From the Southwest, South or Southeast cross the river just West of "Y" Bridge and proceed to Free World on 360° heading. Contact Saigon (Hotel-3) Tower prior to crossing river.

## B. Departing traffic:

1. Depart to join H-3 route for the desired direction. Contact Saigon Heliport after take-off for traffic advisory.

## VI. Embassy Heliport

## A. Contact Saigon (Hotel-3) Tower for advisory.

## B. Arrival traffic:

1. East or West traffic enter on H-3 or Newport Bridge route. Depart this route at either Van Thanh canal or Cau Bong canal for Embassy.

## C. Departing traffic:

1. Depart on 360° or 030° heading until intercepting the H-3/Newport Bridge route.

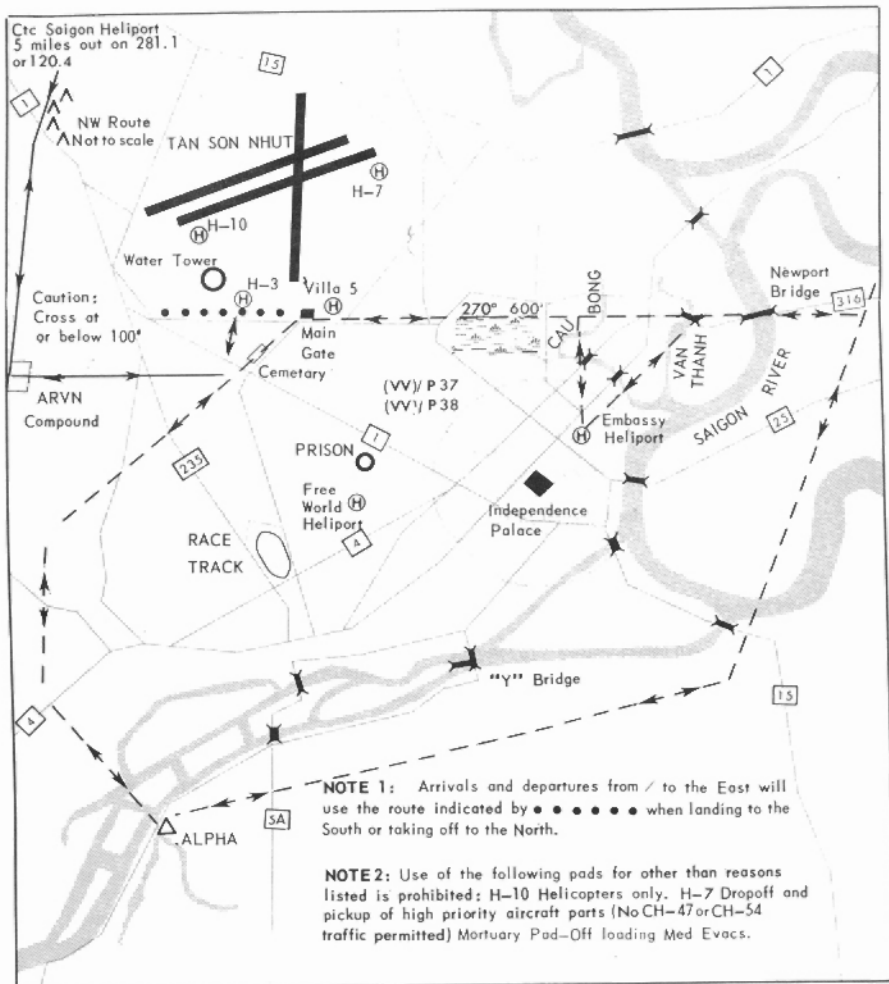
## VII. Villa 5 Heliport (3rd Field Hospital)

## A. All traffic restricted to helicopters with medical business.

## B. Contact Saigon (Hotel-3) Heliport Tower for traffic advisories.

## C. Overflying the hospital is prohibited.

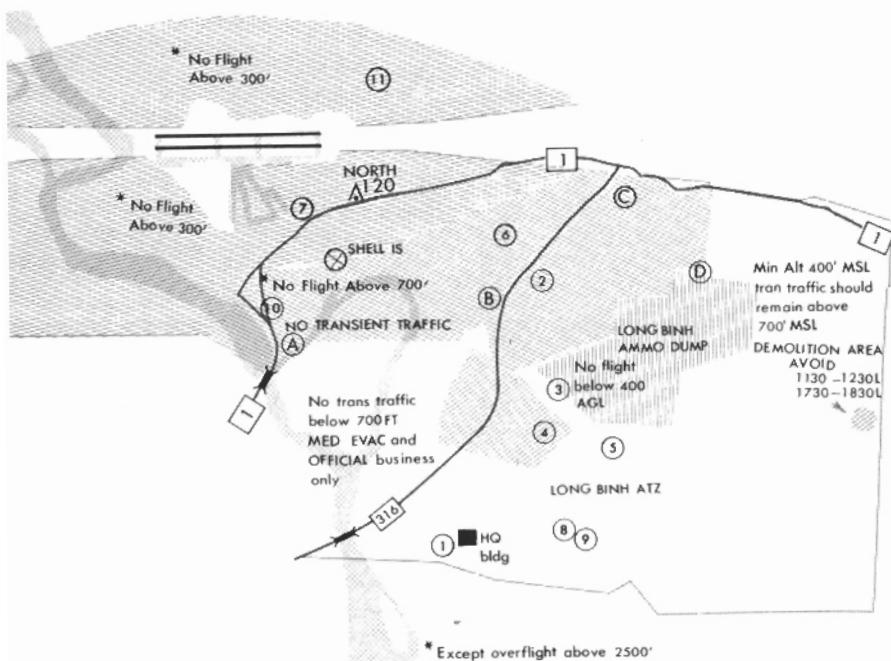
## SPECIAL SAIGON AREA HELIPORT PROCEDURES



1. All US/FWM/RVN military and civilian aircraft are prohibited from flying over Independence Palace regardless of altitude.
2. The Independence Palace Airspace is defined as that within a radius of 800 meters from the main building of the Palace. Coordinates (XS858915, 10°47'N 106°42'E). See hatched area above.
3. The radius is further defined as 1500 meters from Independence Palace for fighters and gunships of all types. See lightly hatched area above.

## LONG BINH/BIEN HOA HELIPOINTS

- A. Tran acft avoid the Bien Hoa complex.
- B. Tfc enter and depart vic check points: A, B, C, D and Shell Is.



1. HEADSHED PAD—USARV VIP (Clsd)  
(Do not fly over HQ bldg)
2. RED CARPET PAD—TRAC VIP
3. LONG BINH AMMO  
(Offl bus only)
4. DUSTOFF—24th MED EVAC  
(Offl hosp bus only)
5. SANFORD AAF (Clsd)
6. HAMMER PAD
7. BIEN HOA HELIPORT  
(Enter vcnty Shell)
8. 1st AVN BDE
9. ENGINEERS PAD
10. DEPCORDS HELIPAD
11. LASSITER HELIPORT  
ARTILLERY ADVISORY — BIEN HOA

Lassiter Tower — 264.9 120.6 65.55  
290.0 46.7



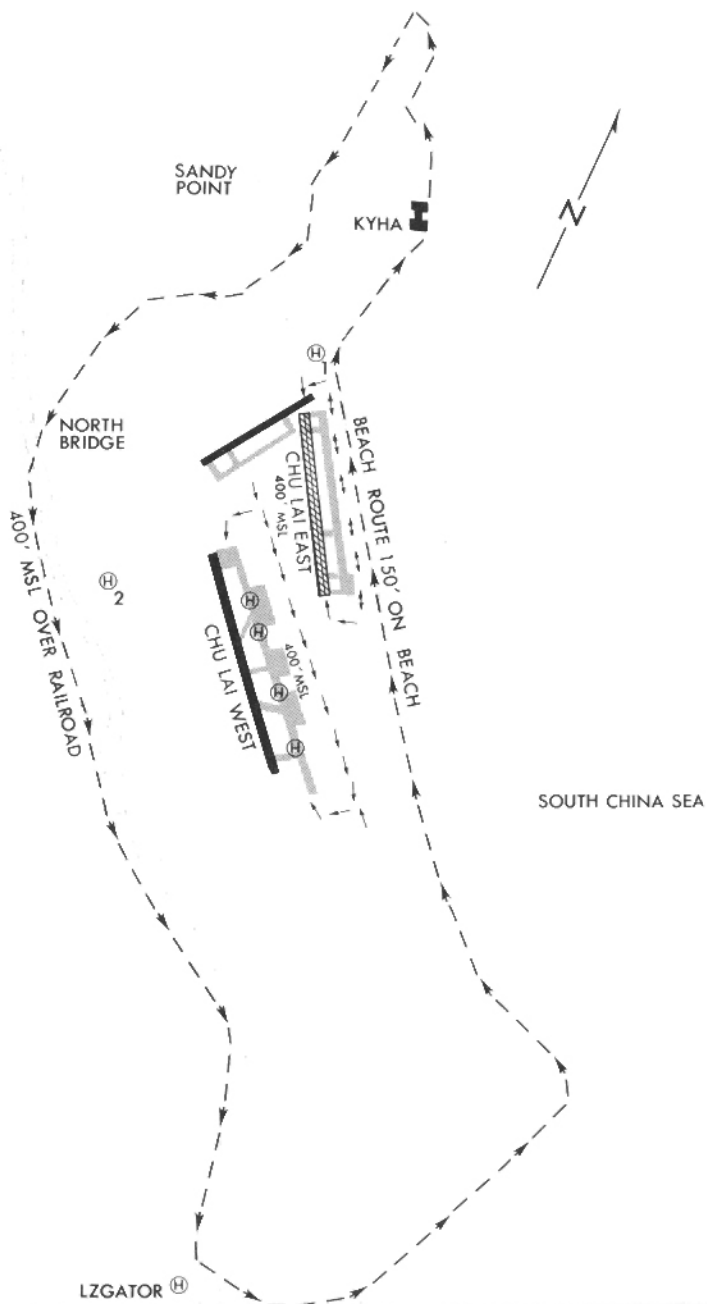
## CHU LAI CONTROL ZONE HELIPORT ROUTES

| HELIPORT<br>(CALL SIGN)         | PATTERN<br>ALTITUDE  | TOWER<br>FREQUENCIES              | HOURS OF<br>OPERATION                                | FIELD<br>OPEN |
|---------------------------------|--|-----------------------------------|--|---------------|
| #1<br>(ADMIN)                   | Beach route 150'<br>North bound call West<br>Tower to cross rwy<br>extended line | FM 60.45<br>UHF 258.1             | Sunrise<br>- sunset                                  | 24 hrs        |
| #2<br>(HOOK OUT)                | Landing and departing<br>contact West Tower                                      | FM 58.70<br>UHF None              | 0700-1600  | 0700-1600     |
| #3<br>(KY HA)                   | Beach route 150'<br>Call West Tower to<br>cross rwy extended line                | None                              | —  | 24 hrs        |
| #4<br><br>(CHU LAI EAST)        | 400' MSL   | FM 57.80<br><br>UHF 260.2         | SR-SS, OT etc<br>Chu Lai West 340.2<br>for Idg instr | 24 hrs        |
| #5<br>(CHU LAI WEST)<br>TAXIWAY | 400' MSL   | UHF 340.2<br>383.1<br>58.70 118.3 | 24 hrs   | 24 hrs        |

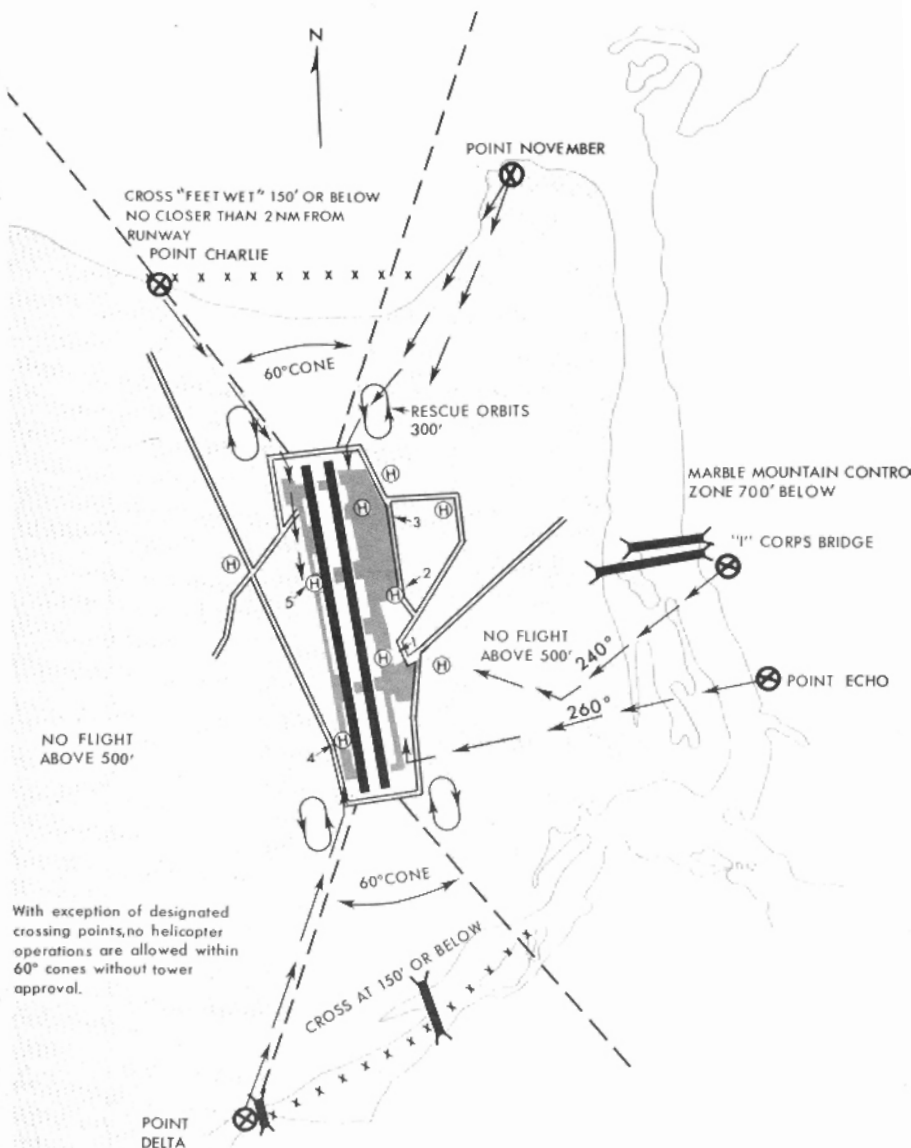
## HELICOPTER ROUTES WITHIN CHU LAI CONTROL ZONE

- A. All aircraft contact Chu Lai Tower prior to entering control zone.
- B. Aircraft requesting to land at Chu Lai East or West, contact Tower for instructions. Low level transit aircraft traveling through or requesting to land or depart one of the helicopter pads in the Chu Lai complex will enter counter clockwise one way route around Chu Lai. Route traffic will be 400 feet except Beach Route which is 150 feet.
- C. North Route will be along beach, crossing to South Bound Route will be 3½ miles North of Chu Lai West Field. Contact West Tower prior to crossing runway extended lines.
- D. South Route will be along railroad running parallel West of QL1, crossing to North Route will be made 4½ miles South of Chu Lai West runway. Contact West Tower prior to crossing runway extended lines.

## CHU LAI HELICOPTER ROUTINGS

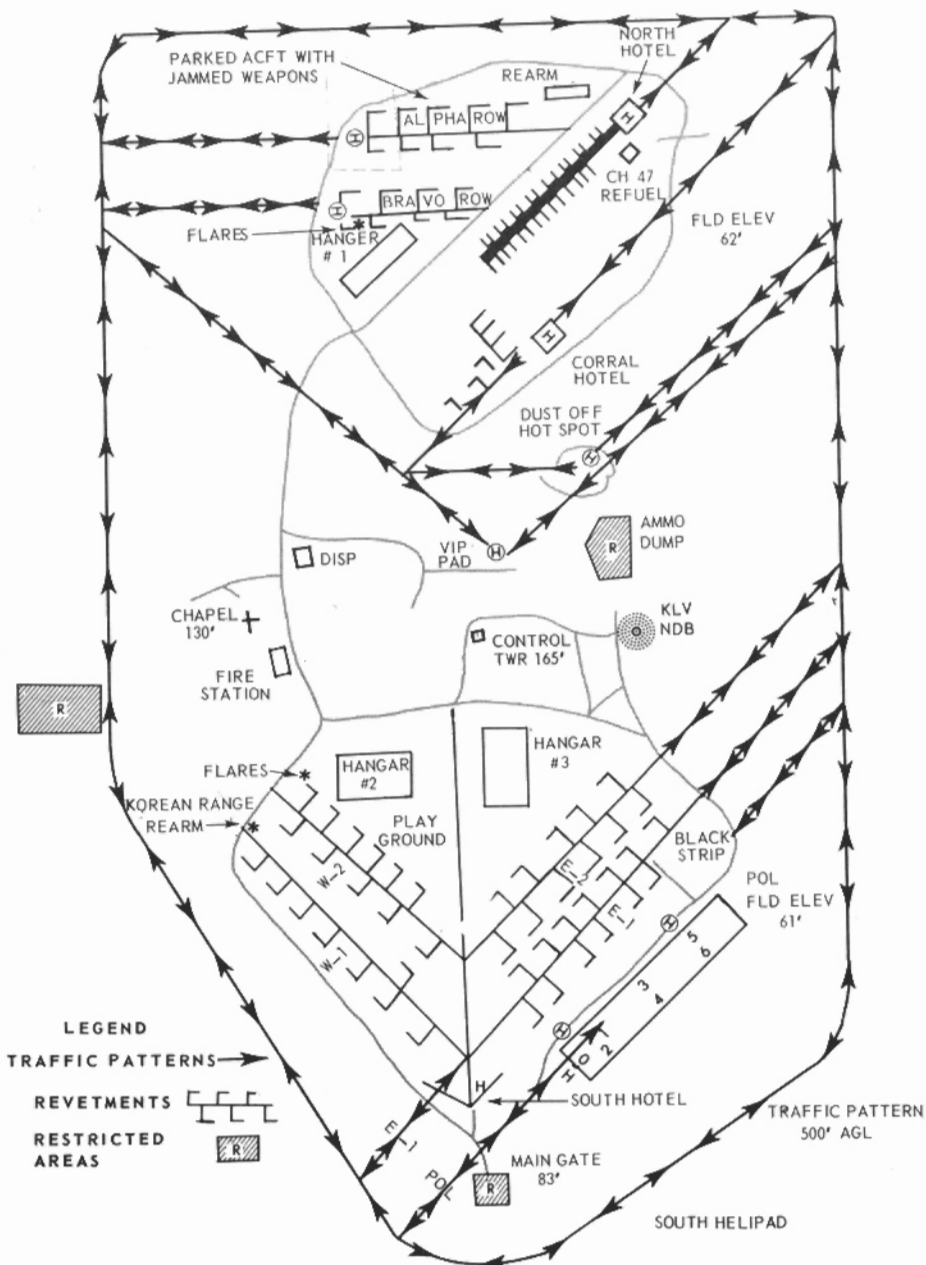


DANANG HELIPORT PROCEDURES



Contact tower on 372.0 MHz for landing and departure.

## LANE (An Son) ARMY HELIPORT ROUTES





## RADIO NAVIGATIONAL AIDS BY IDENTIFICATION

| Ident    | Name                      | Ident | Name                      |
|----------|---------------------------|-------|---------------------------|
| <b>A</b> |                           |       |                           |
| AC       | An Loc (NDB)              | PD    | Ban Me Thuot East (NDB)   |
| AGT      | Nha Trang (TACAN)         | PHJ   | Phu Cat (TACAN)           |
| ASM      | Tan Son Nhut (TACAN)      | PK    | Pleiku (NDB)              |
| AV       | Phan Rang (NDB)           | PLU   | Pleiku (TACAN)            |
|          |                           | PQ    | Duong Dong (NDB)          |
|          |                           | PRG   | Phan Rang (TACAN)         |
|          |                           | PT    | Phan Thiet (NDB)          |
|          |                           | PU    | Pleiku (NDB)              |
| <b>B</b> |                           |       |                           |
| BA       | Bien Hoa (NDB)            |       |                           |
| BHT      | Binh Thuy (TACAN)         |       |                           |
| BMT      | Ban Me Thuot East (TACAN) |       |                           |
| BNH      | Bien Hoa (TACAN)          |       |                           |
|          |                           |       | <b>Q</b>                  |
|          |                           | QG    | Quang Ngai (NDB)          |
| <b>C</b> |                           |       |                           |
| CHU      | Chu Lai (TACAN)           |       |                           |
| CTO      | Can Tho (NDB)             |       |                           |
|          |                           | SFD   | Camp Eagle Heliport (NDB) |
|          |                           | SFR   | Chu Lai (NDB)             |
|          |                           | SG    | Tan Son Nhut (Lctr)       |
|          |                           | SO    | Soc Trang (NDB)           |
|          |                           | SW    | Phu Cat (NDB)             |
| <b>D</b> |                           |       |                           |
| DAG      | Danang (TACAN)            | XVH   | Tan Son Nhut (VOR)        |
| DAN      | Danang (VOR)              | XVJ   | Danang (NDB)              |
| DL       | Dalat (NDB)               | XVK   | Qui Nhon (NDB)            |
|          |                           | XVL   | Vung Tau (NDB)            |
| <b>F</b> |                           |       |                           |
| FM       | Ninh Hoa (NDB)            |       |                           |
| <b>G</b> |                           |       |                           |
| GN       | Tan Son Nhut (Lctr)       |       |                           |
| <b>H</b> |                           |       |                           |
| HUE      | Hue (TACAN)               |       |                           |
| HYD      | Dalat (NDB)               |       |                           |
| <b>K</b> |                           |       |                           |
| KH       | Nha Trang (NDB)           |       |                           |
| KLS      | Hue (NDB)                 |       |                           |
| KL V     | Lane (An Son) (NDB)       |       |                           |

## TACAN AND GCA CROSS REFERENCE

| AIRFIELD          | V NO.   | TACAN   | NDB     | GCI     | GCA | ALCE                                   |
|-------------------|---------|---------|---------|---------|-----|--|
| Ban Me Thuot East | VA2-12  | 117/BMT | 212/PD  |         | No  |  |
| Bien Hoa          | VA3-2   | 73/BNH  | 272/BA  |         | Yes | 8133 USB 4677 USB 318.1 140.4          |
| Binh Thuy         | VA4-187 | 115/BHT | 254/NK  | Paddy   | Yes |  |
| Can Tho           | VA4-17  |         | 254/NK  |         | Yes | 281.8 139.9 8133USB                    |
| Chu Lai           | VA1-194 | 74/CHU  | 490/SFR |         | No  |  |
| Danang            | VA1-3   | 77/DAG  | 295/SF  | Panama  | Yes | 291.8 140.4 8133 USB 7587 USB 4677 USB |
| Hue/Phu Bai       | VA1-6   | 69/HUE  | 486/KLS |         | No  | 291.8 140.4 8133 USB                   |
| Nha Trang         | VA2-7   | 105/AGT | 400/KH  |         | Yes | 30.7                                   |
| Phan Rang         | VA2-8   | 75/PRG  | 202/AV  |         | No  | 281.8 140.4 4677 USB 8133 USB          |
| Phu Cat           | VA2-213 | 87/PHJ  | 364/SW  |         | Yes |  |
| Pleiku            | VA2-4   | 107/PLU | 230/PU  | Peacock | Yes |  |
| Tan Son Nhut      | VA3-1   | 102/ASM | 305/SV  | Paris   | Yes | 291.8 148.0                            |
| Yung Tau          | VA3-5   |         | 235/XVL |         | Yes |  |

## SPECIAL NOTICE SECTION

Special Notices of a **permanent** nature will be carried in this section for two issues and then incorporated in the appropriate section of the applicable FLIP product. Notices of a **temporary** nature will be carried in this section for two issues and then deleted. All special notices submitted for publication must indicate whether the notice is permanent or temporary (less than four months) in nature. **New or modified** notices are emphasized by an outline and the date of first issuance at the top of the notice.

A Special Notices section concerning **NEW FLIP FEATURES** appears below and contains notices of new requirements or major modifications of existing FLIPS. New notices appearing for the first time shall be shown first. New feature notices will be carried for three issues and then dropped. In the event there are no new FLIP features, the word "**NONE**" shall be centered within the new FLIP features box.

## FOREIGN CLEARANCE GUIDE

All assigned Aircraft Commanders will check Foreign Clearance Guide for entry and/or flight clearance prior to flying over any country.

## NEW FLIP FEATURES

—NONE—

## PHOTOGRAPHS (TACAN Limitations)

Some TACAN Radials and distances depicted on the photographs in this publication have limitations. Check the field entry where the applicable TACAN is listed to investigate the selected TACAN's limitations.

(May 1971)

**INTENTIONALLY  
LEFT  
BLANK**

## "TAILPIPE" COMBAT AIR TRAFFIC CONTROL FREQUENCIES

"TAILPIPE" USAF Combat Control Team frequencies: Airfields that normally are without air traffic control may be controlled on a no-notice basis by USAF Combat Control Teams operating in RVN. Aircraft and helicopters entering areas with unusual air activity or obvious military buildups should try to contact the USAF Combat Control Team on the frequencies listed below. The call sign for each team is "TAILPIPE" followed by the appropriate alphabetical designator. For example: "TAILPIPE" Alpha, Bravo, etc. Crews must obtain at their briefing which Combat Control Teams are working the particular field they intend to use. Contact Combat Control Teams for the availability of SST 181 X-E Radar Beacons.

A block letter made of international orange panels will be placed in close proximity to operating location, indicating the "TAILPIPE" call sign at that location.

| TEAM    | UHF   | VHF    | HF       | FM         |
|---------|-------|--------|----------|------------|
| A ..... | 298.8 | 140.4  | 8133 USB | 4677 43.3  |
| B ..... | 367.2 | 136.45 | 8133 USB | 4677 43.3  |
| C ..... | 375.8 | 117.0  | 8133 USB | 4677 46.85 |
| D ..... | 295.4 | 136.35 | 8133 USB | 4677 43.3  |
| E ..... | 225.1 | 136.55 | 8133 USB | 4677 46.85 |
| F ..... | 238.0 | 140.4  | 8133 USB | 4677 43.3  |
| G ..... | 329.1 | 149.1  | 8133 USB | 4677 46.85 |
| H ..... | 376.2 | 140.4  | 8133 USB | 4677 43.3  |
| I ..... | 369.2 | 149.15 | 8133 USB | 4677 46.85 |
| J ..... | 272.0 | 117.0  | 8133 USB | 4677 46.85 |
| K ..... | 228.2 | 117.0  | 8133 USB | 4677 46.85 |
| L ..... | 238.0 | 140.4  | 8133 USB | 4677 43.3  |

## MEDICAL EVACUATION PROCEDURES

Aircraft flying medical evacuation missions to field hospitals should contact "Dust Off Control" prior to landing so that the hospital can prepare for incoming WIA. Dust Off and Hoist frequencies are:

|                  |            |
|------------------|------------|
| I M. R.          | 46.9 67.55 |
| II M. R.         | 46.9       |
| III AND IV M. R. | 64.6 45.7  |

---

**PILOT PROCEDURES FOR ADIZ FLIGHTS**

---

**GENERAL INFORMATION FLIGHT PLANS****Filing of Flight Plan**

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

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

**Revision of Flight Plan**

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

**ALLOWABLE TOLERANCES FOR ADHERENCE TO  
FLIGHT PLAN or AIR TRAFFIC CLEARANCE****Time**

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

**Distance**

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

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

---

**VIETNAM (VADIZ)**

- A. Establish radio contact with Saigon ACC prior to crossing PE9 and PE10 on 120.1; prior to crossing PE7, PE4, PE3, PE12, PE11, and PE13 on 120.9.
- B. Enter VADIZ at designated points of entry (PE). (Entry and exit at other points require special approval).
- C. Fly airways and make position reports as indicated on Enroute Charts.
- D. If cleared outside controlled airspace, maintain at least 3000 ft MSL, or 1000 ft above ground level which ever is higher.

## VIETNAM (VADZ)

## E. If intercepted by military interceptors:

1. Fly straight and level.
2. Tune radio at 121.5 or 243.0 MHz.
3. If unable to establish radio contact, visual signals as listed in Distress Procedures Section will be complied with.

## F. Special procedures for air raids:

1. If advised that a first call alert has occurred, aircraft may proceed along cleared routes but should prepare to apply procedure listed below.
  2. If advised that an air raid is imminent the following action is required:
    - a. If departing Saigon FIR continue as cleared.
    - b. If approaching Saigon FIR divert to some other area.
    - c. If Saigon FIR has been penetrated divert to an alternate outside of Saigon FIR. If fuel will not permit diverting, land at nearest aerodrome.
    - d. New flight plan required from appropriate ATC unit prior to departure, if landing is made during alert.
    - e. During air raid period all radio navigational aids will be closed down. For required air/ground communications use 121.5 and 243.0 MHz or 8837 and 6619.5 kHz.
- 

## THAILAND ADIZ

- A. Acft approaching from South on Airways: Acft report has compulsory reporting point prior to Thailand ADIZ with estimate for 11° N to BANGKOK CONTROL on assigned freq.
- B. Acft approaching from South off airways: Acft report 10° North with estimate for 11° North to BANGKOK CONTROL on assigned freq.
- C. Acft approaching from North, East or West: Acft report 10 min before entering or departing ADIZ to BANGKOK CONTROL on assigned freq.

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

## BUFFER ZONES AND NON-FREE FLYING AREAS

A. General: Prior to operating in those PACOM areas adjacent to established buffer zones and non-free flying areas, DOD aircrews are requested to be briefed as outlined in CINCPACINST 3710.1. The clearance authority for and types of flights authorized into buffer zones/non-free flying areas are contained in CINCPACINST 3710.1.

B. Buffer Zones: The following PACOM buffer zones are hereby established:

1. Asian Coastal Buffer Zone: A twenty (20) mile zone extending seaward from and paralleling the coast lines of the USSR, Communist China, North Korea, North Vietnam and Cambodia. Where islands belonging to the USSR, Communist China, North Korea or North Vietnam fall outside of this zone, a 20 nautical mile buffer zone is established around that island.

2. Korean Buffer Zone: A five nautical mile buffer zone south of the Korean provisional military line of demarcation.

3. Republic of Vietnam (RVN) Buffer Zone: A buffer zone ten kilometers (5.4 NM) south of the Ben Hai River which marks the provisional military line of demarcation between North Vietnam and the Republic of Vietnam.

C. Non-Free Flying Areas: The PACOM area non-free flying areas include the territorial airspace of Communist China, North Vietnam, North Korea and the USSR.

## VIP ARRIVALS

"All Aircraft Commanders Carrying Very Important Persons will confirm this fact by calling the controlling agency of the Aerodrome at 100 NM out, giving Estimated Ramp Block Time. Any subsequent changes of Ramp Block Time exceeding five (5) minutes will be called to controlling agency also." For variations to this procedure see aerodrome remarks.



**SPECIAL AIR TRAFFIC PROCEDURES  
FOR  
TACTICAL OPERATION FLIGHTS**

**GENERAL PROVISIONS**

**I. PRIORITY:**

Priority for tactical departures and recoveries are as follows:

- Priority 1—Active Air Defense Intercepts.
- Priority 2—Immediate Tactical Requirements.
- Priority 3—Other Tactical Requirements.

**II. AIRCRAFT:**

- A. Pilots of tactical aircraft shall not be required to file flight plans or advise of destination to civil air traffic control facilities.
- B. Tactical aircraft operating within controlled airspace in Instrument Meteorological Conditions (IMC) shall maintain two way radio communications with an appropriate civil or military control facility.

**III. CONTROL:**

- A. A means of coordination between military radar facilities and civil air traffic control facilities shall be provided, at all times, for separation purposes.
- B. Civil air traffic control facilities shall furnish essential traffic information to military radar facilities upon request.
- C. Tactical commanders shall keep on file flight plan information which shall be furnished to ATC and rescue agencies, upon request.

**TACTICAL OPERATION FLIGHTS WHEN RADAR SERVICE IS PROVIDED**

**I. CONDITIONS OF AGREEMENT:**

- A. When it is determined by competent military authority that operations within the ATC system would derogate the mission, the provisions of this agreement may be used for the movement of interceptors and tactical operations under the control of a Control and Reporting Center (CRC) /Control and Reporting Post (CRP) /Radar Approach Control (RAPCON) /Ground Controlled Approach (GCA).
- B. CRC/CRP/RAPCON/GCA must have direct communications available to the Saigon ACC for close coordination concerning tactical aircraft operating in Instrument Meteorological Conditions (IMC) and pertinent Instrument Flight Rules (IFR) traffic under control of ACC.
- C. Tactical flights shall not be restricted due to weather or night conditions.
- D. CRC/CRP has no clearing authority for other than aircraft on a tactical mission.

**II. RESPONSIBILITIES AND PROCEDURES:**

- A. CRC/CRP/GCA/RAPCON.

1. Maintain two way radio communications with and radar identification of tactical aircraft while they are operating in IMC within controlled airspace or until such aircraft are in Visual Meteorological Conditions (VMC) or transferred to the appropriate ATC facility.
2. Provide separation between aircraft operating in IMC under their control and all other aircraft operating in IMC as set forth below:
  - a. At least five nautical miles horizontal radar separation from all other observed targets, or;
  - b. When flight data has been furnished by an ATC facility regarding an aircraft operating IFR within the civil air traffic control system which is of a type not normally expected to provide an adequate return on primary radar;
    - (1) Laterally/horizontally separate tactical aircraft from that portion of the airway within which the IFR flight is operating, or;
    - (2) Insure at least 1000' vertical separation from the IFR flight up to and including FL 290, or;
    - (3) Insure at least 2000' vertical separation from the IFR flight above FL 290.
  - c. The minima in a. and b. on the preceding page need not be applied between tactical aircraft under the control of CRC/CRP/RAPCON/GCA.
  - d. When military authority has set forth a requirement in narrative form, as an annex to this document, reduced separation may be provided between tactical aircraft by the other ATC facilities as follows:
    - (1) During IFR recoveries, separation between tactical aircraft may be reduced to 30 seconds for non-radar control or one nautical mile for radar control.
    - (2) During the scramble phase, separation between tactical aircraft may be reduced as required to initiate missions ordered by the military authority.
3. Take the following action when radar identification is lost, not established, or not considered adequate:
  - a. Advise the pilot of the condition.
  - b. Instruct the pilot to take action in accordance with the following:
    - (1) If VMC, maintain VMC.
    - (2) If unable to maintain VMC, proceed to and maintain the nearest VFR cruising altitude without regard to direction of flight as follows:
      - (a) Below flight level 290: Any odd or even flight level plus 500'. (5500, 6500, etc.).
      - (b) Above flight level 290: Any even numbered flight level. (300, 320, etc.).
    - (3) Contact the appropriate ATC facility immediately.
4. Immediately notify the ACC or appropriate ATC unit when radio/radar contact is lost or not established with the tactical aircraft and provide the following information as required:
  - a. Call sign and type of aircraft.
  - b. Last known position.
  - c. Heading.
  - d. Altitude, if known.
  - e. Flight conditions, if known.
  - f. Estimated time of arrival (ETA) at approach fix.
5. Notify the control tower immediately when a scramble is ordered and furnish the following information:
  - a. Call sign/s and type of aircraft.
  - b. Number of aircraft.
  - c. Departure route requested (vector).
  - d. Duration of flight, (if known).
  - e. Other information as may be required by ATC.
6. Furnish the following information to the appropriate ATC facility when recovery action has been initiated:

- a. Call sign/s and type of aircraft.
  - b. Number of aircraft.
  - c. Present position.
  - d. Altitude.
  - e. ETA over approach fix.
  - f. Other information (type of approach, limited fuel, etc.).
7. Advise the appropriate ATC facility at least 10 minutes prior to the expected approach clearance (EAC) time if there will be a difference of more than three minutes in ETA at the approach fix.

**B. Pilots of Tactical Aircraft Shall:**

1. Obtain an appropriate air traffic clearance prior to departure.
2. Adhere to the routes, altitudes, and procedures specified on departure and arrival plates unless otherwise advised by an ATC or CRC/CRP/RAPCON/GCA control facility.
3. Adhere to all control instructions issued.
4. Advise the controlling CRC/CRP/RAPCON/GCA prior to encountering and after leaving IMC.
5. When radio contact is lost with the controlling CRC/CRP/RAPCON/GCA, establish immediate radio contact with the appropriate ATC facility for ATC clearance. Until ATC clearance is received, proceed in accordance with the following:
  - a. If VMC, maintain VMC.
  - b. If unable to maintain VMC, proceed to and maintain the nearest VFR cruising altitude without regard to direction of flight as follows:
    - (1) Below flight level 290: Any odd or even flight level plus 500'. (5500, 6500, etc.).
    - (2) Above flight level 290: Any even numbered flight level. (300, 320, etc.).

**C. Air Traffic Control Shall:**

1. Grant priority to tactical aircraft with due regard for safety.
2. When inbound delay is anticipated, issue EAC time.
3. ACC shall: Forward flight data specified in Para II A2b to the CRC/CRP in accordance with current agreements.

## TACTICAL OPERATION FLIGHTS WHEN RADAR SERVICE IS NOT PROVIDED

### I. CONDITIONS OF AGREEMENT:

A. Fixed wing tactical flights shall be conducted in Visual Meteorological Conditions (VMC) and in accordance with Visual Flight Rules (VFR), under a Special VFR clearance, or in accordance with an Instrument Flight Rules (IFR) clearance as set forth below:

1. VMC conditions within controlled airspace:
  - a. Flight Visibility: 8 km (5 miles)
  - b. Distance From Clouds: 1.5 km (1 mile) horizontally, 300 m (1000 ft) vertically.
2. Special VFR within controlled airspace at or below 900m/MSL (3000 ft) or 300m/ground level (1000 ft) whichever is higher.
  - a. Flight Visibility: 3 km (2 miles).
  - b. Distance From Clouds: Clear of clouds.

c. When requesting a Special VFR clearance the tactical pilot will provide the ATC facility concerned with the requested heading to be flown while in controlled airspace and, if appropriate, the desired maximum altitude.

3. IFR clearances in Instrument Meteorological Conditions (IMC):

a. Take-off and landing minima will be those specified by the Tactical Air Commander in consideration of the tactical necessity for the operation.

b. When requesting an IFR clearance the tactical pilot will provide the ATC facility concerned an abbreviated flight plan including:

- (1) Destination airport/operational area.
- (2) Routing requested.
- (3) Altitude requested.
- (4) Other pertinent information as requested by the ATC facility.

B. Rotary wing tactical flights which cannot be conducted in accordance with the provisions of paragraph I.A. above, shall be subject to the following requirements:

1. The appropriate Tactical Air Commander is responsible for determining and specifying minimum flight visibility and take-off and landing minima in consideration of the tactical necessity for the operation.
2. Distance from Clouds: Clear of clouds at all times.
3. Visual contact with the ground shall be maintained at all times.
4. Rotary wing aircraft shall be flown at speeds which will enable avoidance of obstructions.
5. Except as specified in paragraph I.B.6. below, flights should be conducted clear of controlled airspace.
6. Ingress/egress routes within controlled airspace below 900m/MSL (3000 ft) or 300m/gnd level (1000 ft) whichever is higher will be those mutually agreed upon by the Chief of the Air Traffic control facility and the Tactical Air Commander and will be clear of instrument approach, departure and missed approach areas.

## RADAR ADVISORY SERVICE

### VIETNAM AREA-TACTICAL AIR CONTROL SYSTEM

Within the Vietnam ADIZ, radar service is available during both IMC and VMC. Radar stations can be contacted on the frequencies listed below and can provide advisory service and available friendly artillery warnings. Pilot is responsible for requesting the type of service required.

#### DEFINITIONS

**RADAR MONITORING:** A service provided by a radar facility to an aircraft when the primary means of navigation is being performed by the pilot. The pilot is informed of deviations from his intended flight path and potential hazards to flight. Terrain clearance is not provided except during a radar monitored ILS approach. The availability of radar monitoring service is dependent upon the workload of the radar facility. This service is advisory and control is not exercised.

**RADAR CONTROL:** Includes all the services provided in radar monitoring plus control of the heading and altitude by radar controllers and standard separation is provided IAW joint host nations agreements. When contacting radar stations for service, pilots shall identify type of flight plan upon which he is operating. IFR flights shall obtain Saigon ACC approval for any change in their flight plan, i.e., altitude or route of flight. See appropriate Aerodrome/Facility Directory listings for other services.

## VIETNAM AREA

## PANAMA CONTROL, VIETNAM (USAF)

Ⓜ CONTROL - 367.8 133.2 (E)

Remarks - Major aerodromes served: Danang, Hue/Phu Bai, Chu Lai and, Marble Mountain. Svc provided by USAF Tac Weapons Controller personnel H24.

---

## PARIS CONTROL, VIETNAM (USAF)

Ⓜ CONTROL - 347.9 133.2 (E)

Remarks - Major aerodromes served: Tan Son Nhut, Bien Hoa, Vung Tau, (radar vector assistance to numerous Army Airfields). Svc provided by USAF Tac Weapons Controller personnel H24. Ⓜ Discrete frequency may be assigned after initial contact.

---

## PEACOCK CONTROL, VIETNAM (USAF)

Ⓜ CONTROL - 345.0 248.6 133.2 (E)

Remarks - Major aerodromes served: Pleiku (USAF/VNAF) and Phu Cat (VNAF). Ⓜ Radar Svc provided by USAF Tac Weapons Controller personnel H24. Recovery svc ltd.

NOTE: Common frequencies for all Vietnam GCI radars are 278.4 133.2.

## SSB PHONE PATCH (TAN SON NHUT)

|        |            |
|--------|------------|
| 4,732  | USB (USAF) |
| 11,179 | USB        |

## HF ARTC FREQ (AM MODE)

|               |           |
|---------------|-----------|
| Bangkok Radio | 6735      |
| Saigon Radio  | 8989 6738 |
| Muang Ubon    | 6765      |

**RADAR BEACON CODE ASSIGNMENT TO MODE A/3 CODED  
BEACON TRANSPONDER EQUIPPED AIRCRAFT****SAIGON FIR**

- Code 0000: Air Defense
- Code 0100: Tower Enroute
- Code 0400: Terminal Arrival
- Code 0500: Terminal Departure
- Code 0600: Terminal Holding Aircraft
- Code 1000: IFR Enroute assigned altitude below FL 290 (ICAO) requirement—outside of radar coverage area)
- Code 1100: IFR Climbing for departure below FL 290 (ICAO requirement—within radar coverage area)
- Code 1300: VFR below FL 100
- Code 1400: VFR above FL 100 and below FL 150
- Code 1500: IFR Descent for arrival below FL 290
- Code 2000: IFR Enroute assigned altitude above FL 290 and below FL 450 (ICAO requirement—outside of radar coverage)
- Code 2100: IFR Climbing for departure to above FL 290 and below FL 450 (ICAO requirement—within radar coverage)
- Code 2200: IFR Descent for arrival above FL 290 and below FL 450 (ICAO requirement—within radar coverage)
- Code 2600: IFR Enroute assigned altitude above FL 450 and below FL 600
- Code 3100: Special Use (Forceful Seizure of Aircraft)
- Code 4200: Tactical strike force aircraft
- Code 7600: Radio failure
- Code 7700: Emergency (time permitting)

## NON-NOTAM PREVENTIVE MAINTENANCE PROCEDURES

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

| Radio/Radar Facilities and Services | Specified Time Periods |              | Required Weather Conditions  |                        |
|-------------------------------------|------------------------|--------------|------------------------------|------------------------|
|                                     | Days                   | Time (Local) | Ceiling                      | Visibility             |
| ASR radar                           | Sat, Sun               | 0800-1000    | 5000                         | 5 miles                |
|                                     | Mon-Fri                | 0200-0400    | 5000                         | 5 miles                |
| PAR radar                           | Sat, Sun               | 1000-1200    | 3000                         | 3 miles                |
|                                     | Mon-Fri                | 0400-0600    | 3000                         | 3 miles                |
| TACAN                               | Sat, Sun               | 1500-1600    | Clear to 4/10ths<br>(3/8ths) | 10 miles<br>(6+ miles) |
| VOR                                 | Sat, Sun               | 1400-1500    | Clear to 4/10ths<br>(3/8ths) | 10 miles<br>(6+ miles) |
| LF/MF<br>(NDB-Range)                | Sat, Sun               | 1700-1800    | Clear to 4/10ths<br>(3/8ths) | 10 miles<br>(6+ miles) |
| ILS                                 | Sat, Sun               | 1600-1700    | 3000                         | 3 miles                |
| RACON                               | Any day                | 0800-1000    | Clear to 4/10ths<br>(3/8ths) | 5 miles                |
| UHF/DF                              | Any day                | 1400-1600    | Clear to 4/10ths<br>(3/8ths) | 5 miles                |
| UHF/NDB                             | Any day                | 0800-1000    | Clear to 4/10ths<br>(3/8ths) | 5 miles                |

## SPECIAL VFR FLIGHTS-SOUTH VIETNAM

1. IAW 7 AFR 55-2, propeller driven aircraft up to and including C-130 may request Special VFR operations.
2. The minima for Special VFR within a control zone are:
  - a. Remain clear of clouds.
  - b. Flight visibility—at least 2 statute miles.
  - c. Prevailing visibility—at least 2 statute miles for all takeoffs and landings.

### SPECIAL VFR FLIGHTS—SAIGON AREA

#### A. Arriving Aircraft

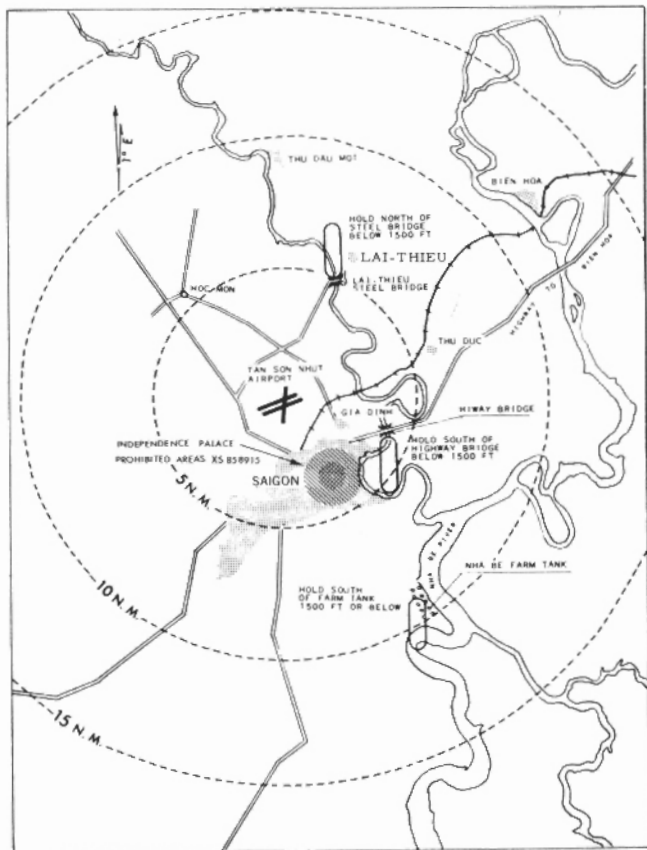
##### 1. Arriving aircraft are required:

- a. To contact Saigon Tower at 15 NM or more for special VFR clearance to enter Saigon aerodrome traffic zone.
- b. To hold maintaining VMC at least 10 NM from the airport until clearance is received. Issuance of clearance may be delayed more than 30 minutes.

2. Arriving aircraft may be authorized to enter ATZ and to hold at special VFR geographical holding points (see chart) as instructed until landing clearance is issued.

3. Special VFR aircraft shall enter the Aerodrome Traffic Zone (5 NM radius) at or below 1500 ft through the sector assigned by Tower. It is very important to fly inside the specified sector due to the separation with IFR traffic.

#### SPECIAL VFR HOLDING POINTS—SAIGON AREA



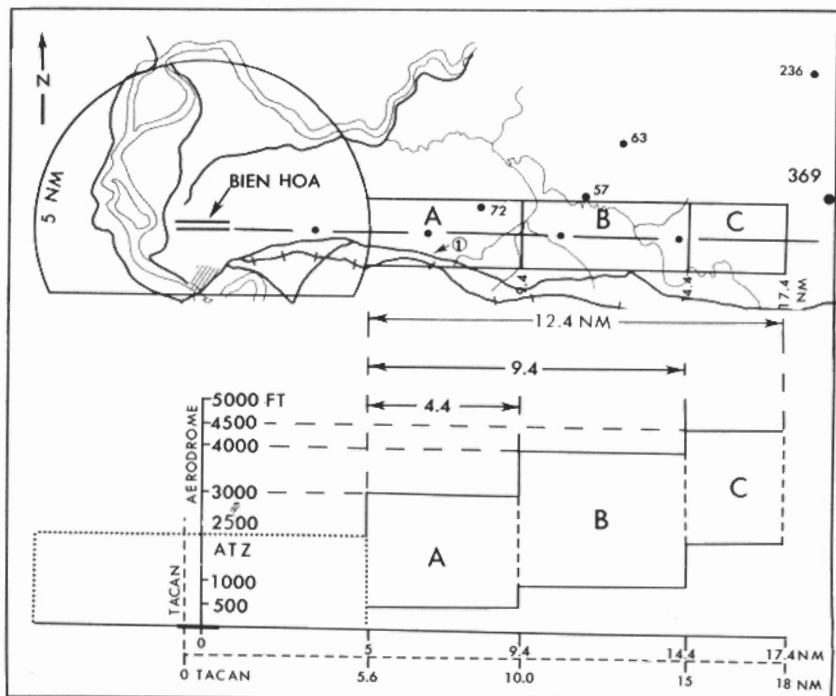


## BIEN HOA APPROACH AIR CORRIDOR

A corridor 2 NM wide starting at an intersection point on the Bien Hoa ATZ boundary (5 NM radius of the aerodrome reference point that is half-way down Rwy 09L-27R, except that area which lies South of a line located 2 NM South and parallel to Rwy 09R-27L centerline) is established with the following vertical limits:

- A. From 4.4 NM to the ATZ boundary or from 9.4 to 5.0 NM from the aerodrome or from 10.0 to 5.6 NM from BNH TACAN. Altitude 500' to 3000' MSL inclusive.
- B. From 9.4 to 4.4 NM from the ATZ boundary or from 14.4 to 9.4 NM from the aerodrome or from 15.0 to 10.0 NM from BNH TACAN. Altitude 1000' to 4000' MSL inclusive.
- C. From 12.4 to 9.4 NM from the ATZ boundary or from 17.4 to 14.4 NM from the aerodrome or from 18.0 to 15.0 NM from BNH TACAN. Altitude 2000' to 4500' MSL inclusive.

Aircraft not operating under an air traffic control (ATC) instrument flight rule (IFR) clearance will avoid the corridor unless the mission directive or an emergency situation specifically requires non-compliance in which case the pilot will contact Saigon Approach Control on 126.5 or 239.2 for permission to enter/traverse the corridor. Operations are prohibited within the ATZ (from Gnd to 2500' MSL) except with permission of the Tower. Overflying aircraft are requested to operate above or around the ATZ to avoid frequency congestion and traffic saturation.

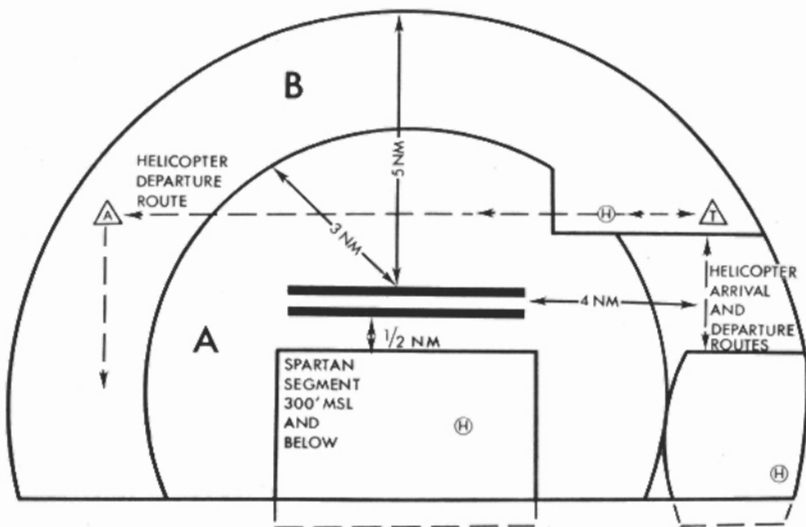


### VFR FLIGHT WITHIN BIEN HOA AIR TRAFFIC ZONE (ATZ)

- A. Spartan Tower may approve flight within their segment at 300' MSL and below.
- B. Depicted helicopter arrival routes may be used at 500' MSL and below. These are the only authorized routes to cross the Bien Hoa Air Base final approach courses. Check Point "TANGO" is visually defined as a knoll and is 2 miles north of the city of Ga Ho Nai. Check Point "ALPHA" is visually defined as west of the Song Dong Nai river.
- C. Area "A" from center of the airport to 3 miles (5 miles to the east) requires Bien Hoa Tower approval below 2000' MSL except on authorized departure routes.
- D. Area "B", Bien Hoa tower approval not required 700' MSL and below or above 2000' MSL.
- E. Bien Hoa tower approval required above Spartan segment to 2000' MSL.

#### RADIO PROCEDURES:

1. Departures from Lassiter westbound contact Bien Hoa Tower 341.4.



## TAN SON NHUT APPROACH AIR CORRIDORS

An East and West approach corridor, 2 NM wide, starting at a point on the TSN ATZ boundary (5 NM radius of the aerodrome reference point that is the intersection of the 07R/25L and N/S runways) with the East corridor extending on the centerline of Rwy 25L to a point 11.2 NM from the ATZ boundary (16.2 NM from the aerodrome reference point or 16.4 NM from ASM TACAN), and the West corridor extending on the centerline of Rwy 07R to a point 7.8 NM from the ATZ boundary (12.8 NM from the aerodrome reference point or 12.6 NM from the ASM TACAN) are established with the following vertical limits:

### EAST CORRIDOR (Rwy 25L)

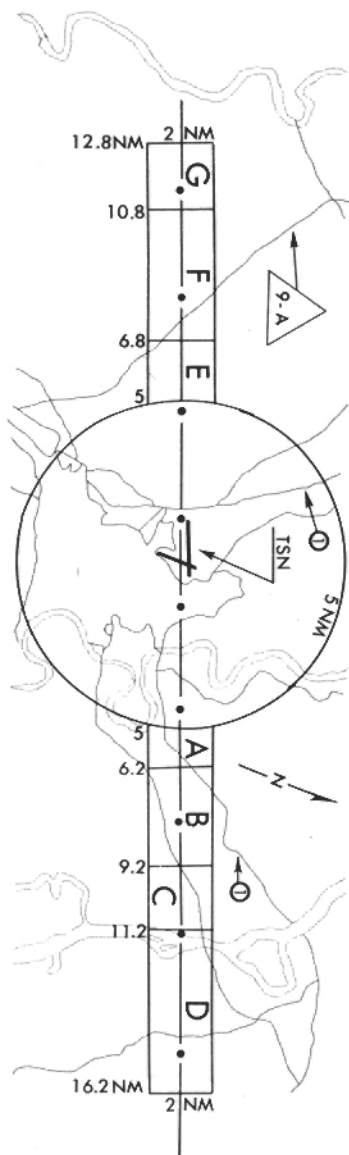
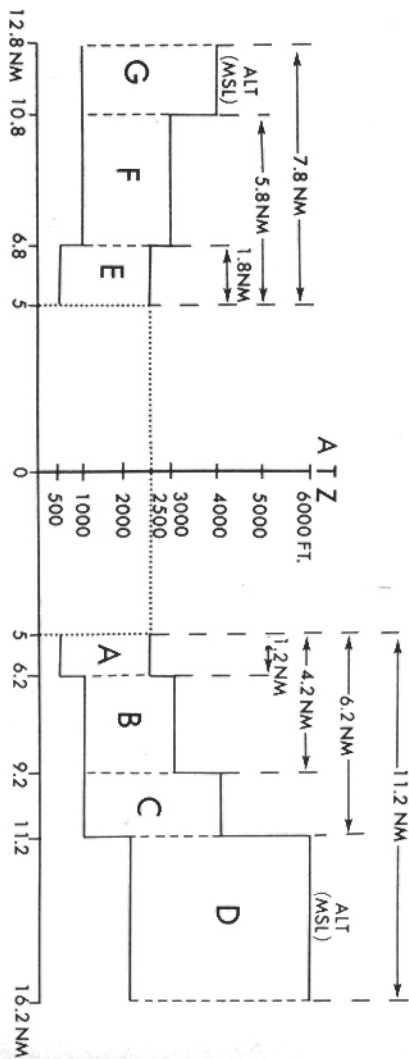
- A. From 1.2 NM to ATZ boundary or from 6.2 to 5.0 NM from the aerodrome or from 6.4 to 5.2 NM from ASM TACAN. Altitude 500' to 2500' MSL inclusive.
- B. From 4.2 to 1.2 NM from the ATZ boundary or from 9.2 to 6.2 NM from the aerodrome or from 9.4 to 6.4 NM from ASM TACAN. Altitude 1000' to 3000' MSL inclusive.
- C. From 6.2 to 4.2 NM from the ATZ boundary or from 11.2 to 9.2 NM from the aerodrome or from 11.4 to 9.4 NM from ASM TACAN. Altitude 1000' to 4000' MSL inclusive.
- D. From 11.2 to 6.2 NM from the ATZ boundary or from 16.2 to 11.2 NM from the aerodrome or from 16.4 to 11.4 NM from ASM TACAN. Altitude 2000' to 6000' MSL inclusive.

### WEST CORRIDOR (Rwy 07R)

- E. From 1.8 NM to the ATZ boundary or from 6.8 to 5.0 NM from the aerodrome or 6.6 to 4.8 NM from ASM TACAN. Altitude 500' to 2500' MSL inclusive.
- F. From 5.8 to 1.8 NM from the ATZ boundary or from 10.8 to 6.8 NM from the aerodrome or from 10.6 to 6.6 NM from ASM TACAN. Altitude 1000' to 3000' MSL inclusive.
- G. From 7.8 to 5.8 NM from the ATZ boundary or from 12.8 to 10.8 NM from the aerodrome or from 12.6 to 10.6 NM from ASM TACAN. Altitude 1000' to 4000' MSL inclusive.

Aircraft not operating under an air traffic control (ATC) instrument flight rule (IFR) clearance will avoid the corridors unless the mission directive or an emergency situation specifically requires non-compliance in which case the pilot will contact Saigon Approach Control on 134.1 or 363.8 for permission to enter/traverse the corridors. Operations are prohibited within the ATZ (5 NM radius of the aerodrome reference point up to and including 2500' MSL) except with permission of the Tower. Overflying aircraft are requested to operate above or around the ATZ to avoid frequency congestion and traffic saturation.

## TAN SON NHUT APPROACH AIR CORRIDORS



## I. PILOT RESPONSIBILITIES

Before filing a flight plan, appropriate NOTAM systems will be checked for information which may affect the proposed flight.

## II. PACIFIC NOTAM SYSTEMS

In the Pacific area, there are three NOTAM systems available to pilots: CINCPAC NOTAM System, ICAO NOTAM System, and Selected CONUS NOTAM System. See FLIP Planning, Section II, Pre-Flight for instructions concerning how and when to use these three different systems.

## III. TELEPHONE WEATHER/NOTAM BRIEFING PROCEDURE

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

## IV. MILITARY WEATHER BRIEFING FACILITY LISTING

### A. USA Weather Briefing Facility Listing

| LOCATION             | LOCAL FONE NR |
|----------------------|---------------|
| Can Tho (2200-1000Z) | 931-2278      |

### B. USAF Weather Briefing Facility Listing

| LOCATION | LOCAL FONE NR |
|----------|---------------|
| Danang   | 957-4130/2837 |

## V. PFSV PROCEDURES

Pilots will make maximum use of "Pilot to Forecaster Service" (PFSV) when requesting or reporting en-route weather. The appropriate FAA facility will be notified before changing to PFSV and again upon returning to their frequency. The radio call for PFSV is METRO, i.e., "Elmendorf METRO this is AF 12345." Call-up on VHF frequencies will be requested through "TOWER". When requesting terminal weather, advise forecaster of your ETA. For overseas flights use of USAF Global HF Aeronautical Stations is encouraged. See listing in P&SA Supplement.

## PILOT TO FORECASTER SERVICE

| FACILITY         | FREQ  | REMARKS        |
|------------------|-------|----------------|
| * Bien Hoa       | 344.6 |                |
| * Binh Thuy      | 344.6 |                |
| ◇ Can Tho (†)    | 57.45 | Opr 2200-1000Z |
| *◇ Danang (†)    | 344.6 |                |
| * Nha Trang      | 344.6 |                |
| * Phan Rang      | 344.6 |                |
| * Phu Cat        | 344.6 |                |
| * Pleiku (†)     | 344.6 |                |
| * ◇ Tan Son Nhut | 344.6 |                |

Hours are continuous unless otherwise stated in remarks.

◇ Weather Radar

\* PFSV eqpt opr by VNAF.

(†) These stations have been designated to receive the limited weather observation from FAC, TALO, and SF Camps.

## VI. CAUTIONARY ITEMS

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

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

## VII. PILOT WEATHER REPORTS (PIREPS)

Pilots are urged to provide reports of cloud tops, upper cloud layers, thunderstorms, ice, turbulence, strong winds, and other significant flight condition information. The PIREPS should be transmitted to the nearest Pilot to Forecaster Station (PFSV), if possible, or the ABCCC, DASC, etc. Frequencies for PFSV are listed in section V.

B. The following procedures are applicable in making in-flight and post-flight weather reports.

1. Pilot Reports will be made under the following conditions:

- a. In-flight when requested.
- b. When unusual and unforecast weather conditions are encountered.
- c. When weather conditions on IFR approach differ from the latest observation.
- d. When a missed approach is executed due to below minimum conditions.

2. PIREP Format:

- a. Location.
- b. Time (GMT).
- c. Phenomena reported to include:

- (1) Any hazardous weather.
- (2) Marked wind changes.
- (3) All turbulence with intensity, duration and proximity to clouds.
- (4) Altitude of phenomena.
- (5) Type aircraft.

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

## TURBULENCE REPORTING CRITERIA TABLE

| INTENSITY       | AIRCRAFT REACTION  | REACTION INSIDE AIRCRAFT   |
|-----------------|--|--|
| <b>LIGHT</b>    | <p>Turbulence that momentarily causes slight, erratic changes in altitude and/or attitude (pitch, roll, yaw). Report as <b>Light Turbulence</b>; ①</p> <p>or</p> <p>Turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude. Report as <b>Light Chop</b>.</p>   | <p>Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted and little or no difficulty is encountered in walking.</p> |
| <b>MODERATE</b> | <p>Turbulence that is similar to Light</p> <p>Turbulence but of greater intensity. Changes in altitude and/or attitude occur but the aircraft remains in positive control at all times. It usually causes variations in indicated airspeed. Report as <b>Moderate Turbulence</b>; ①</p> <p>or</p> <p>Turbulence that is similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in aircraft altitude or attitude. Report as <b>Moderate Chop</b>.</p> | <p>Occupants feel definite strains against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult.</p>   |
| <b>SEVERE</b>   | <p>Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control. Report as <b>Severe Turbulence</b>. ①</p>   | <p>Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking are impossible.</p>  |
| <b>EXTREME</b>  | <p>Turbulence in which the aircraft is violently tossed about and is practically impossible to control. It may cause structural damage. Report as <b>Extreme Turbulence</b>. ①</p>   |  |

① High level turbulence (normally above 15,000 feet MSL) not associated with cumuliform cloudiness, including thunderstorms, should be reported as CAT (clear air turbulence) preceded by the appropriate intensity, or light or moderate chop.



| NOTE: | REPORTING TERM  | DEFINITION                |
|-------|-----------------|---------------------------|
|       | 1. OCCASIONAL   | Less than 1/3 of the time |
|       | 2. INTERMITTENT | 1/3 to 2/3 of the time    |
|       | 3. CONTINUOUS   | More than 2/3 of the time |

4. The following airframe icing criteria is furnished to assist in making in-flight reports of icing conditions.

### AIRFRAME ICING REPORTING TABLE

| INTENSITY | ICE ACCUMULATION   |
|-----------|--|
| TRACE     | Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. It is not hazardous even though de-icing/anti-icing equipment is not used, unless encountered for an extended period of time (over one hour).                               |
| LIGHT     | The rate of accumulation may create a problem if flight is prolonged in this environment (over one hour). Occasional use of de-icing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the de-icing/anti-icing equipment is used. |
| MODERATE  | The rate of accumulation is such that even short encounter become potentially hazardous and use of de-icing/anti-icing equipment is necessary.   |
| SEVERE    | The rate of accumulation is such that de-icing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.   |

a. Pilot Report.

Acft Ident, Location, Time (GMT), Intensity or Type<sup>①</sup>, Altitude/FL, Acft Type, IAS.

Example: Air Force 10634 holding at Westminster VOR, 1232Z Light rime icing, altitude six thousand, T-29, IAS 220 kts.

① Rime Ice: Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.

① Clear Ice: Glossy, clear or translucent ice formed by the relatively slow freezing of large supercooled water droplets.

## INTERCEPTION SIGNALS

The following interception signals are for use of the airspace in the Saigon ADIZ. Day means day or VFR conditions, night means night or IFR conditions.

| SIGNAL BY INTERCEPTOR  | MEANING                | RESPONSE BY INTERCEPTED AIRCRAFT                        |
|--|------------------------|---|
| <b>FIRST SERIES</b>  |                        |   |
| <b>DAY</b>   |                        |   |
| Rocking wings from a position in front of intercepted aircraft and after acknowledgement a slow level turn on to the desired course.   | Follow me              | DAY or NIGHT<br>Rocking wings and following             |
| <b>NIGHT</b>   |                        |   |
| As day with the addition of a series of flashing lights at irregular intervals by any means available  |                        |   |
| <b>NOTE:</b> If the interceptor intends only to lead intercepted aircraft away from an area it signals in front and to the left of the intercepted aircraft. If the interceptor intends to lead intercepted aircraft for a landing it signals in front and to the right of the intercepted aircraft. |                        |   |
| If the intercepted aircraft is unable to maintain sufficient speed to follow the interceptor:  |                        |   |
| (1) The interceptor shall fly in the direction the intercepted aircraft should fly, circle to the left, and fly again in the proper direction.   | Fly in this direction  | Rocking wings and maintaining indicated direction       |
| (2) When the area for descent is reached the interceptor shall circle to the right. The intercepted aircraft should then let down in a descending turn at the minimum rate of descent.   | Descend in this area   | Rocking wings and commencing descent                    |
| <b>SECOND SERIES</b>   |                        |   |
| <b>DAY or NIGHT</b>  |                        |   |
| An abrupt break away upwards of 90 degrees or more   | You may proceed        | DAY or NIGHT<br>Rocking wings                           |
| <b>THIRD SERIES (To be used on arriving in vicinity of aerodrome).</b>   |                        |   |
| <b>DAY</b>   |                        |   |
| Circling aerodrome and lowering landing gear.  | Land at this aerodrome | DAY or NIGHT<br>Same as interceptor and proceed to land |
| <b>NIGHT</b>   |                        |   |
| As day and showing steady lights if carried.   |                        |   |

| SIGNAL BY INTERCEPTOR  | MEANING   | RESPONSE BY INTERCEPTED AIRCRAFT   |
|--|---|--|
| <b>FOURTH SERIES</b> (To be used if intercepted aircraft finds aerodrome inadequate).  |   |  |
| <b>DAY</b><br>Rocking wings while passing over landing runway at a height exceeding 1,000 feet above the level of the aerodrome.   | Aerodrome that you have designated is inadequate. | <b>DAY or NIGHT</b><br>If it is desired that other aircraft follow him to an alternative aerodrome, the interceptor signals the <b>FIRST</b> series. |
| <b>NIGHT</b><br>Flashing landing lights while passing over the landing runway at a height not exceeding 1,000 feet above the level of the aerodrome. (If unable to flash landing lights flash any lights available.) |   | Should the interceptor decide to release intercepted aircraft he signals the <b>SECOND</b> series (meaning You may proceed)                          |

**DISTRESS SERIES**

|  |             |   |
|--|-------------|---|
| <b>DAY</b><br>Porpoising.  | In distress | <b>DAY or NIGHT</b><br>Use appropriate interception signal as shown above |
| <b>NIGHT</b><br>Switching on landing lights and holding steady beam. |             |   |

**USN USE OF RUNWAY CONDITION READINGS (RCR)**

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

| RUNWAY CONDITION READING (RCR) | EQUIVALENT BRAKING ACTION | % INCREASE IN LANDING ROLL |
|--------------------------------|---------------------------|----------------------------|
| 00 to 05                       | Nil                       | 100% or more               |
| 06 to 12                       | Poor                      | 99% to 46%                 |
| 13 to 18                       | Fair (medium)             | 45% to 16%                 |
| 19 to 25                       | Good                      | 15% to 0%                  |

**PROCEDURE FOR TWO WAY RADIO FAILURE**

- I. If weather conditions permit, proceed in accordance with VFR and land at the nearest suitable airfield. Flight plan may not be extended past the original destination except in emergency.
- II. If weather conditions do not permit flight in accordance with VFR, proceed according to current flight plan to destination airfield as appropriate:

**IN ICAO AREAS**

- A. ROUTE: By the route specified in the current flight plan.
- B. ALTITUDE/FLIGHT LEVEL: Maintain last acknowledged assigned cruising level(s) to the point specified and thereafter, at the cruising level(s) specified in the flight plan.
- C. ARRIVAL AND DESCENT:
  1. Arrange flight so as to arrive as closely as possible to ETA.
  2. Commence descent as nearly as possible to coincide with:
    - a. Expect Approach Clearance time if received and acknowledged.
    - b. If EAC time not received and acknowledged, the ETA on the flight plan.

**III. SPECIAL MILITARY PROCEDURES:**

- A. Aircraft on a flight in which a delay enroute is planned shall commence descent at the ETA derived from the ETE plus any delay for which an ATC clearance has been obtained.
- B. Aerial Refueling—When ATC has authorized more than one altitude/flight level to be used and not provided clearance beyond the refueling track:
  1. Tanker aircraft should exit the track at the HIGHEST altitude/flight level specified for the refueling portion of the flight.
  2. Receiver aircraft should exit the track at the LOWEST altitude/flight level specified for the refueling portion of the flight.
- C. Oil Burner—Aircraft which have not been cleared to descend to the Oil Burner route low altitude(s) shall maintain the last assigned altitude/flight level.
- D. Turbojet Enroute Descent—When two-way communications failure is experienced during an enroute descent, proceed to the initial approach fix to be used for approach at destination airport at the last assigned or minimum safe altitude, whichever is higher, and from that altitude execute the published penetration in lieu of climbing to initial approach altitude.

## BREVITY CODE

These Brevity Code words are the most commonly used by the Air Force and Vietnamese area radar controllers. If you will learn them and use them, you will greatly reduce the language barrier.

|           |  |          |   |
|-----------|--|----------|---|
| AMMO PLUS | Have ordnance left, (type should be specified).  | HEADS UP | Enemy got through. (part or all)  |
| AMMO ZERO | Have no ammunition left.   | HIGH     | Between 45,000 and 60,000 feet.   |
| ANGELS    | Altitude in thousands of feet.   | JUDY     | Take over the interception. (used only with airborne radar interceptors)          |
| BANDIT    | Aircraft identified as enemy.  | LEVEL    | Target is at your altitude or I am at assigned altitude.                          |
| BASE      | Home airfield.   | LINER    | Fly at speed giving maximum cruising range.                                       |
| BENT      | Equipment inoperative or unserviceable.  | LOW      | Below 5,000 feet.   |
| BOGEY     | Unidentified aircraft. (Implies: Investigate with caution—may be enemy).                   | MAYDAY   | Distress call.  |
| BOGEY     | Bogey's magnetic heading is _____.   | NO JOY   | Cannot find the target assigned me.   |
| BUSTER    | Fly at 100% military power.  | ORBIT    | Circle and search.  |
| CHICKENS  | Friendly fighter aircraft.   | OVER     | End of my transmission and a response is necessary, transmit.                     |
| CONTACT   | I have an indication on my radar.  | PANCAKE  | Land, fuel, re-arm.   |
| EXPEDITE  | As quickly as possible.  | PIGEONS  | Magnetic bearing and distance to your home base is _____ degrees and _____ miles. |
| FAMISHED  | Have you an instruction for me.  | POPEYE   | In clouds or area of reduced visibility.  |
| FEET WET  | Over water.  | PORT     | Alter heading to magnetic heading indicated, turning left.                        |
| FUEL      | Amount of fuel remaining (Number of gallons, pounds, or minutes).                          | QUILT    | Above cloud (with number, height of cloud top in thousands of feet)               |
| GATE      | Fly at maximum possible power. (Maintained for a limited time only, depending on type A/C) | ROGER    | I have received your transmission satisfactorily.                                 |

|           |  |            |   |
|-----------|--|------------|---|
| SAUNTER   | Fly at best endurance.   | TALLY-HO   | Target visually sighted.                                      |
| SCRAMBLE  | Take off as quickly as possible.   | TRACK      | A series of related contacts displayed on a plotting board.   |
| SKIP IT   | Do not attack, cease attack, cease interception.                           | VECTOR     | Alter heading to magnetic heading indicated.                  |
| SOUR      | Equipment indicated is operating at reduced efficiency.                    | VERY HIGH  | Above 60,000 feet.  |
| SPLASHED  | Enemy aircraft shot down (followed by number and type).                    | VERY LOW   | Below 1,000 feet.   |
| STARBOARD | Alter heading to magnetic indicated, turn right.                           | WEAPON     | Airborne intercept radar/ground radar.                        |
| STRANGLE  | Switch off equipment indicated.  | WHAT STATE | Report amount of fuel, oxygen, and ammo remaining.            |
| STEADY    | Am on prescribed heading or straighten out immediately on present heading. | WHAT LUCK  | What has been the result of assigned mission.                 |
| STEER     | Set magnetic heading indicated to reach me.                                | WILCO      | I have received your message, understand it, and will comply. |
| SWEET     | Equipment indicated as operating efficiently.                              | ZIPPER     | Acknowledgement of aircrews by two clicks of the mike button. |

### VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE

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

#### Day Visual Signals

- \*1. DESCEND TO LOWER ALTITUDE: Hold hand at top of canopy, palm down, fingers extended and joined, move hand forward and down.
2. FUEL CHECK: Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.
3. FUEL REMAINING: Extend one finger for each 1000 lbs of fuel on board. Extend finger(s) vertically for 1000-5000 lbs; horizontally for 6000-9000 lbs. After signaling 1000 lb increments close fist and signal 100 lb increments in the same manner. To signal zero, form a circle with finger and thumb.

- \*4. HEFOE SYSTEM: Clench fist and hold it at top of canopy, then hold up the required number of fingers to denote which system is involved (see (a) through (e) below). The receiving pilot acknowledges the signal by repeating it.
- Hydraulic—one finger.
  - Electrical—two fingers.
  - Fuel—three fingers.
  - Oxygen—four fingers.
  - Engine—five fingers.
5. I MUST LAND ON YOUR WING: Pat shoulder, palm down; use right hand for left shoulder and vice versa, to prevent confusion with other signals. To acknowledge, other pilot must give an OK signal; the basic signal indicates a jet approach speed of 130 knots. If the distress aircraft desires a higher approach speed, the pilot must raise one finger for each 10-knot increase desired.
6. LAND IMMEDIATELY: Close fist and hold it to top of canopy, with thumb extended downward, then move arm up and down rapidly. (Do not confuse this signal with "GEAR DOWN" signal, which is not used at altitude.)
- \*7. RADIO INOPERATIVE: Fly aircraft along the side of the landing runway, 1000 feet above the field elevation, rocking wings until it reaches end of the runway. Turn to downwind and check mobile control and/or tower for greenlight on base leg and final approach.
8. RECEIVER FAILURE: With palm of hand over ear position, move hand forward and backward.
9. TRANSMITTER FAILURE: With palm of hand toward and in front of the face, pilot moves hand up and down.

#### Night Visual Signals

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

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

2. AIRCRAFT HAVING MINOR DIFFICULTIES: The distressed aircraft will signal another aircraft in the formation by signaling a series of flashes from a flashlight, then get on the man's wing. The basic airspeeds and flight procedures are the same as specified for "Aircraft Emergency" above, except that the escort will lead to the intended landing field and will not declare an emergency in doing so.
3. CHANGE LEAD: Pilot of distressed aircraft holds flashlight parallel with canopy rail and sends a steady light while making a straight line from rear toward the front of the canopy.
4. COMPLETE ELECTRICAL FAILURE (NO ASSIST AIRCRAFT AVAILABLE): Distressed aircraft flies 500 feet over mobile control or tower, thoroughly checking for other aircraft in the area. Flies to the far end of the runway, pulls up into a downwind leg, and proceeds with a normal landing, while watching mobile or tower for signals. The control tower will clear the area of other aircraft, and will call the emergency crash equipment to the scene.

5. DESCENT TO LOWEST PRACTICAL ALTITUDE: The pilot makes a rapid vertical movement with a flashlight.
6. RADIO FAILURE: Same as day signal procedure.
7. SIGNAL ACKNOWLEDGEMENT: Point of steady light from the flashlight at the signaling aircraft.

### INTERNATIONAL FLIGHT DISTRESS SIGNALS FOR NATO/SEATO/CENTO

Use these signals together with the signals marked by an asterisk in, "VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE", apply to aircrews operating with NATO/SEATO/CENTO force.

#### EMERGENCY SIGNALS (DAY)

1. BAILING OUT. One or both clenched fists pulled downward across the face, to simulate pulling the ejection blind.
2. DESIRE TO LAND. Movement of the hand, flat, with palm down, from above the head, forward and downward, finishing the movement in a simulated round-out. As an alternate signal, lower the undercarriage.
3. RADIO FAILURE. Tap the microphone or earphone, and give the thumb-up signal (or thumb-down signal, as appropriate).

#### EMERGENCY SIGNALS (NIGHT)

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

#### INFORMATION SIGNALS

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

### RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE (UNCERTAINTY-ALERT-DISTRESS-LOST)

#### I. AIRCRAFT WITNESSING DISTRESS

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

1. Keep distressed craft in sight until his presence is no longer necessary or he is no longer able to remain in the vicinity.



2. If his position is not known with certainty, take such action as to determine it.
  3. Report to the rescue coordination center or air traffic services unit, as much of the following information as possible.
    - a. Type of craft in distress, its identification and condition.
    - b. Time of observation expressed in GMT on the 24 hour system.
    - c. Number of persons observed.
    - d. Whether persons have been seen to abandon distressed craft.
    - e. Number of persons observed to be afloat.
    - f. Apparent physical condition of survivors.
  4. Act as instructed by the rescue coordination center.
- B. If the pilot in command of the first aircraft to reach the place of the accident is unable to establish communication with the rescue coordination center or air traffic services unit, he shall take charge of activities of all other aircraft to arrive until such time as by mutual agreement he hands over responsibility to that aircraft best able to provide communication under the prevailing circumstances.
- C. Whenever a distress call and/or message is intercepted on radiotelegraphy or radiotelephony by a pilot in command of an aircraft, other than a search aircraft, he shall:
1. Plot the position of the craft in distress, if given.
  2. If possible, take a bearing on the transmission.
  3. At his discretion, while awaiting instructions, proceed to the position given in the distress signal.
- NOTE:** In addition, compliance is required with communications procedures.
- D. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. When this is not possible, the following procedure shall be used:
1. Circle the surface craft at least once.
  2. Cross the projected course of the surface craft close ahead, at a low altitude, opening and closing the throttle or changing the propeller pitch.
  3. Heading in the direction in which the surface craft is to be directed.
- E. Crossing the wake of the surface craft, close astern, at a low altitude, opening and closing the throttle or changing the propeller pitch shall mean that the assistance of the surface craft to which the signal is directed is no longer required.
- F. Current maritime signaling procedures include:
1. For acknowledgement of receipt of signal:
    - a. Hoisting of the "Code Pennant" (vertical red and white stripes) close up, (meaning understood).
    - b. The flashing of a succession of "T's" by signal lamp in Morse code.
    - c. The changing of heading.
  2. For indicating the inability to comply:
    - a. Hoisting of the international flag "N" (a blue and white checkered square).
    - b. The flashing of a succession of "N's" in the Morse code.

## II. AIR/GROUND EMERGENCY PROCEDURES

## A. STANDARD AIRCRAFT ACKNOWLEDGEMENTS

**MESSAGE RECEIVED AND UNDERSTOOD:**  
Aircraft will indicate that ground signals have been seen and understood by—



**DAY OR MOONLIGHT:** Rocking from side to side.



**NIGHT:** Making green flashes with signal lamp.

**MESSAGE RECEIVED AND NOT UNDERSTOOD:**  
Aircraft will indicate that ground signals have been seen but not understood by—



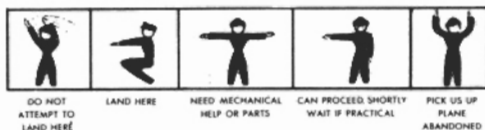
**DAY OR MOONLIGHT:** Making a complete right hand circle.



**NIGHT:** Making red flashes with signal lamp.

## B. BODY SIGNALS

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

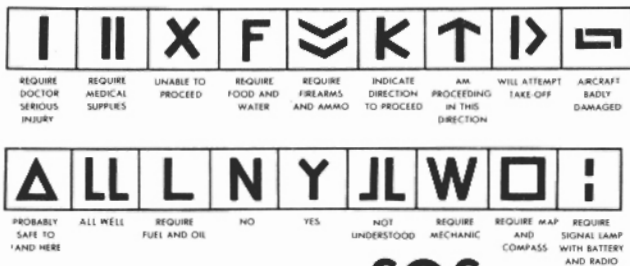


## C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

## 1. INSTRUCTIONS

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

## D. GROUND AIR VISUAL CODE FOR USE BY SURVIVORS

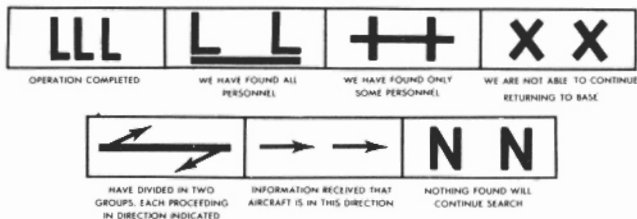


# SOS

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

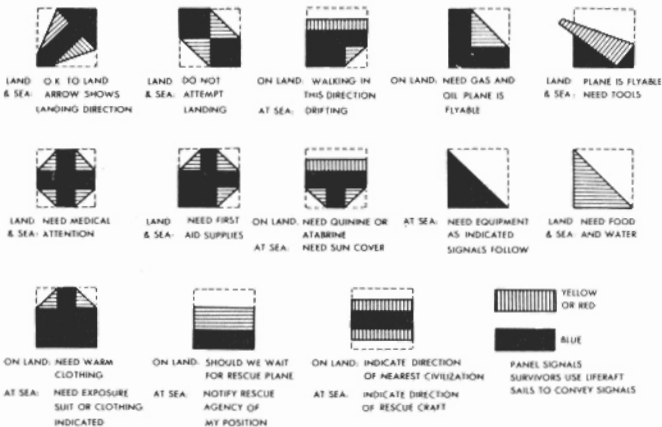
Direction of your aircraft approach may cause difficulty in proper recognition. Draw signal as you see it to fit the symbols as outlined here.

## E. GROUND AIR VISUAL CODE FOR USE BY SEARCH PARTIES



## F. PAULIN SYMBOLS

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



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

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

## III. IN-FLIGHT TECHNICAL ASSISTANCE

## A. TACTICAL AIR COMMAND (TAC)

1. TAC AIRLIFT CONTROL CENTER (ALCC). The TAC ALCC can be contacted for airlift aircraft movement reporting and/or assistance via two HF/SSB nets. These two nets are the TAC HF/SSB net (call sign MAINSAIL) or any USAF Global HF Aeronautical Station. MAINSAIL may be contacted on upper sideband frequencies 6753, 8964, 13204, or 18019 Khz. All of the above frequencies are monitored continuously; however, use of the higher frequencies during daytime and lower frequencies during nighttime will normally provide better reception. The location and frequencies for the Aeronautical Station net are listed in the USAF Global aeronautical station section of the Supplement. Following initial contact with any of the above HF nets, aircrews should request a phone patch to TONIGHT for direct contact with the TAC ALCC. TAC ALCC autovon numbers are 723-1770 primary and 432-7771 secondary.
2. Additional MAINSAIL frequencies available on request are: 3032, 4746, 5703, 15091 and 23206. All are upper sideband.

## IV. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE

## (UNCERTAINTY-ALERT-DISTRESS-LOST)

A. If flying at low altitude, climb if possible to increase chance of radio or radar contact (Permitted in emergency only if IFR in controlled airspace.)

B. If equipped with IFF switch to "EMERGENCY". If equipped with SIF, set master code control to "EMERGENCY", Mode 3 switch in, Mode 3 dial code 77 (New code 7700).

**NOTE:** The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize "EMERGENCY" and Code 7700 as emergency signals. Therefore he should establish radio communications with an Air Traffic Control facility as soon as possible.

C. If time permits, contact controlling agency and give nature of distress and pilot's intentions.

D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

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

1. (a) VOICE (1) PAN or MAYDAY (3 times) THIS IS (aircraft call sign 3 times).  
(b) CW (1) XXX or SOS (3 times) DE (aircraft call sign 3 times).
2. TYPE OF AIRCRAFT.
3. POSITION or ESTIMATED POSITION (state which) and TIME (When geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
4. HEADING (state true or magnetic).
5. INDICATED AIRSPEED.
6. ALTITUDE.
7. FUEL REMAINING (in hours and minutes).

## 8. NATURE OF EMERGENCY.

9. PILOT'S INTENTIONS (boil out, ditching, crash landing, etc.).

10. ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.).

11. TWO 10-SECOND DASHES (voice—depress mike button. CW—by key) AIRCRAFT CALL SIGN (once) OVER (voice) or K (CW).

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

① Use PAN (voice) or XXX (CW) when your situation requires urgent action, but is not actual distress.

Use MAYDAY (voice) or SOS (CW) when you are threatened by serious and imminent danger and you require immediate assistance.

## E. AIRCRAFT DISTRESS SIGNALS.

1. Purpose: To establish a procedure by which aircraft in distress without suitable communications can provide notice of a requirement to land as soon as possible. This procedure is to be used by aircraft with problems in addition to a communications failure. Present loss of communications procedures are considered adequate for aircraft not in distress. Appropriate precautionary measures as regards selection and use of a distress signal by aircrews should be performed. In addition, equipment operators and other personnel who perform duties on or near active landing areas should be made aware of the procedures outlined below.

## 2. Procedures

- The flashing of landing lights for an extended period of time or the firing of red two-star flares by a military aircraft on base leg or final approach signifies that the aircraft is in distress, does not have suitable communications, and must land immediately.
- Air traffic controllers will direct all other traffic to give way to the distressed aircraft and will notify appropriate emergency/rescue facilities of the emergency.
- Operators of other aircraft and of ground vehicles will give way to the distressed aircraft and/or comply with air traffic control instructions, as appropriate.

## F. UNABLE TO MAKE RADIO CONTACT

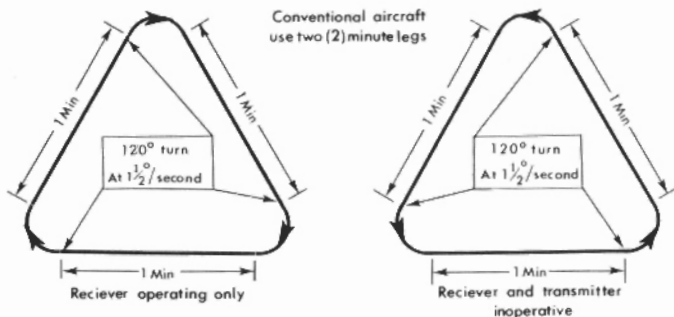
1. Attempt to alert military or civil radar by flying the appropriate pattern as follows:

a. IF RECEIVER ONLY IS OPERATING: Fly a triangular pattern to the RIGHT (see diagram). Hold each heading for one minute (2 minutes for conventional aircraft). Complete a minimum of two such patterns before resuming original course and then repeat pattern at 20 minute intervals. Guard emergency frequencies.

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

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

c. To signify airborne communication failure. U. S. MILITARY AIRCRAFT SELECT MODE 3 CODE 7600.



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

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

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

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

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

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

## SEARCH AND RESCUE (SAR) PROCEDURES

## 1. JOINT SEARCH AND RESCUE CENTER:

- a. Telephone Tan Son Nhut 924-3210/3267.
- b. HF Radio (SSB) 7945 USB 4475 USB (Alternate)
- c. Relay request for SAR thru any Army Flight Following Station of Air Force CRC/CRP (GCI) Facility, i.e. Paris/Peacock Control.

2. PILOTS OFFERING ASSISTANCE: Pilots able to provide gunship or search assistance should contact the SAR Airborne Mission Commander using the following call sign and frequencies: Call 'King' - 364.2, 142.74, 7945 USB; Alternate frequencies: 306.3, 123.1, 4475 USB.

## 3. SURVIVAL RADIO PROCEDURES: Downed pilot should utilize Emergency Survival Radio by:

(1) Transmitting tone (beeper) for 15 seconds, (2) Transmit voice call sign, (3) Monitor voice for 15 seconds, and (4) Continue this sequence until contact is made.

4. Emergency Frequencies are for use in bona fide emergencies only. Frequencies are 243.0, 121.5 and 2182 HF (AM mode).

## ARMY FLIGHT FOLLOWING PROCEDURES

I. The U.S. Army has established a Flight Following service in RVN. This system may be used by VFR aircraft for flight following in one of two ways:

- A. As complete flight following service from origin to destination.
- B. As relay link to DCA Flight Following Service.

Aircraft filing VFR flight plans at USAF Base Operations are automatically placed in the DCA system. Position reports may be made through DCA Flight Service Stations (FSS) or relayed through Army Stations by requesting position reports be passed to DCA. If ground relay communications are out, station will advise pilot. The ATC stations provide flight following and command control only while aircraft are airborne, or for ground time when requested by the aviator. Utilization of proper procedures will reduce radio traffic and minimize the probability of mistake.

### II. INITIAL CONTACT WITH FLIGHT FOLLOWING FACILITY:

The pilot will give unit call sign, last three digits of aircraft serial number, mission number (if appropriate), place of departure, time of departure (if other than time of initial call), ETE, preferred flight route (if utilized), and place of first intended landing. Example—"Capital Center, this is Snowball 590, mission number \_\_\_\_\_, off Tan Son Nhut at 10 estimating Vung Tau at 45, over."

### III. SUBSEQUENT OR INTERMEDIATE CONTACTS:

A. Time position reports will be required at 30 minute intervals after take off if the ETE exceeds 30 minutes. These reports may be made to any element of Army Flight Follow System and will be relayed automatically to the parent FOC of the element contacted unless another FOC is specified. In addition to the position report only changes to the original flight plan given FOC need be included. Example—"Capital Center this is Snowball 590 over Binh Ba at 40, new estimate for Vung Tau is 55, over."

B. Landing will be reported to Flight following facility by calling "Landing destination." If the landing area is not secure or in a remote area, the pilot may give an estimated ground time. Example—"Capital Center this is Snowball 590 landing destination, estimating one plus 30 ground time, over."

C. The last landing of the mission or day will be called to the flight following facility by adding the word "terminating" to the landing call. Example—"Capital Center this is Snowball 590 landing destination, terminating, over."

D. When a mission requires more than one landing the procedures and calls outlined above will be repeated except that aviators may omit the mission number after the initial call and for place of take off the phrase "off last location" may be used. Example—"Capital Center, this is Snowball 590, off last location, estimating Tan Son Nhut at 25, over."

Aircraft utilizing Army Service only will normally enter the system by air filing a flight plan ASAP after take off. Aircraft will give call sign, point of departure, ATD, Route, ETE and destination. Flight plan may be closed prior to landing. Aircraft landing at fields with Army facilities may request closeout from Army traffic agency. Point of departure and/or destination may be given in checkpoint code. Aircraft that will be out of radio contact for more than 30 minutes must so advise ground station giving time of next expected contact. If notice is not given communication and ramp check search will be initiated and, at the end of one hour, search and rescue efforts will be initiated.

SEE OUTSIDE BACK COVER FOR FREQUENCIES AND LOCATIONS.



**I. POSITION REPORTS****A. IFR/VFR POSITION REPORTS**

- |                            |                                 |
|----------------------------|---------------------------------|
| 1. Aircraft identification | 4. Flight level or altitude     |
| 2. Position                | 5. Next position and time over. |
| 3. Time                    |                                 |

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

**B. IF REQUESTED (or when deemed necessary by pilot)**

- |                               |                              |
|-------------------------------|------------------------------|
| 1. Operating information      |                              |
| a. Estimated time of arrival  | b. Endurance                 |
| 2. Meteorological information |                              |
| a. Air Temperature            |                              |
| b. Wind                       | d. Aircraft icing            |
| c. Turbulence                 | e. Supplementary information |

**II. CHANGE OF FLIGHT PLAN****A. INADVERTANT CHANGES**

1. If true airspeed as given in the flight plan varies or is expected to vary:
  - a. Within ICAO areas: in excess of 5% of true airspeed,
  - b. Within areas under U.S. jurisdiction: in excess of 10 knots, advise appropriate ATC unit of revised TAS.
2. Change in estimated times: if the estimated time at the next applicable reporting point, flight information region boundary, or aerodrome of intended landing, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services, a revised estimated time shall be notified to the appropriate air traffic services. Include hours of fuel remaining when ETA to destination changes in excess of 30 minutes (15 for jets).

**B. INTENDED CHANGES**

1. Change of cruising level
  - a. Aircraft identification
  - b. Requested new cruising level and cruising speed at this level
  - c. Revised estimated time (when applicable) at subsequent reporting point.
2. Change of route
  - a. Destination unchanged
    - (1) Aircraft identification
    - (2) Flight rules
    - (3) Description of new route of flight including related flight plan data beginning with the time and position from which requested change of route is to commence.

- (4) Revised estimated time at destination
- (5) Any other pertinent information
- b. Destination changed
  - (1) Aircraft identification
  - (2) Flight rules
  - (3) Description of new route of flight including related flight plan data beginning with the time and position from which requested change of route is to commence.
  - (4) Estimated time of arrival at new destination
  - (5) Alternate aerodrome(s)
  - (6) Any other pertinent information
- 3. Changes from VFR to IFR
  - a. If flight plan was previously submitted, communicate necessary changes.
  - b. If flight plan was not submitted, submit as listed under "Filing Flight Plans in Flight" below:

### III. FILING FLIGHT PLANS IN FLIGHT

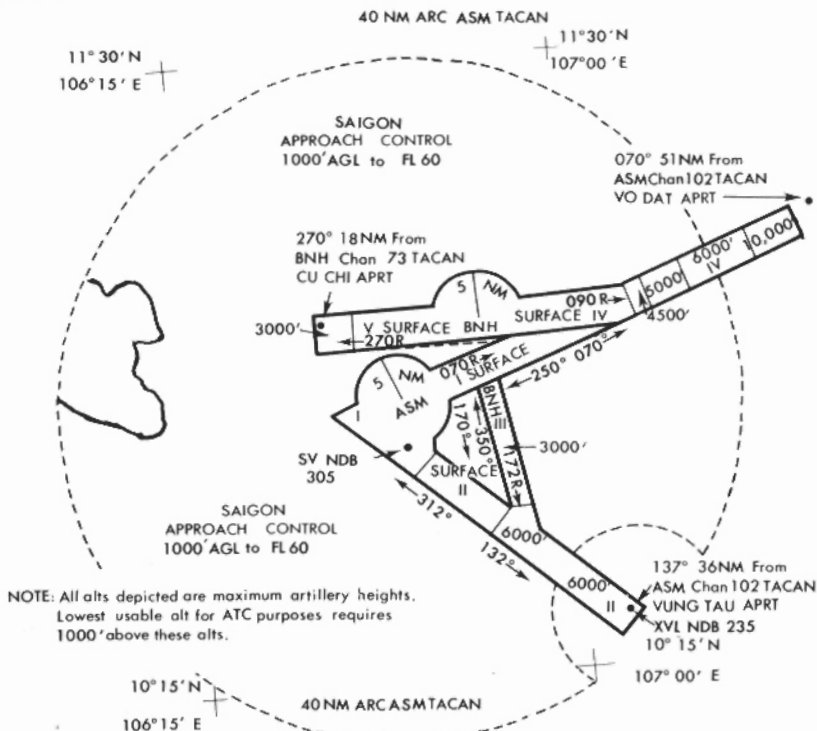
- |  |   |
|--|---|
| 1. Aircraft identification   | 11. Cruising speed(s)                     |
| 2. Flight rules  | 12. Cruising level(s)                     |
| 3. Flight status (i. e., air evacuation, SAM)  | 13. Route to be followed                  |
| 4. Number and type(s) of aircraft  | 14. Aerodrome of intended landing and ETE |
| 5. Communications equipment  | 15. Alternate aerodrome (s)               |
| 6. Navigation and approach aids  | 16. Fuel endurance                        |
| 7. Secondary surveillance radar (Transponder Code letter).                                     | 17. Total number of persons on board      |
| 8. Aerodrome of departure  | 18. Emergency and survival equipment      |
| 9. Time of departure (Time over the first point of the route to which the flight plan relates) | 19. Other information                     |
| 10. Estimated times at flight information region boundaries                                    |   |

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

## ARTILLERY AND AIR STRIKE CORRIDORS

## (SAIGON/BIEN HOA TERMINAL AREA)

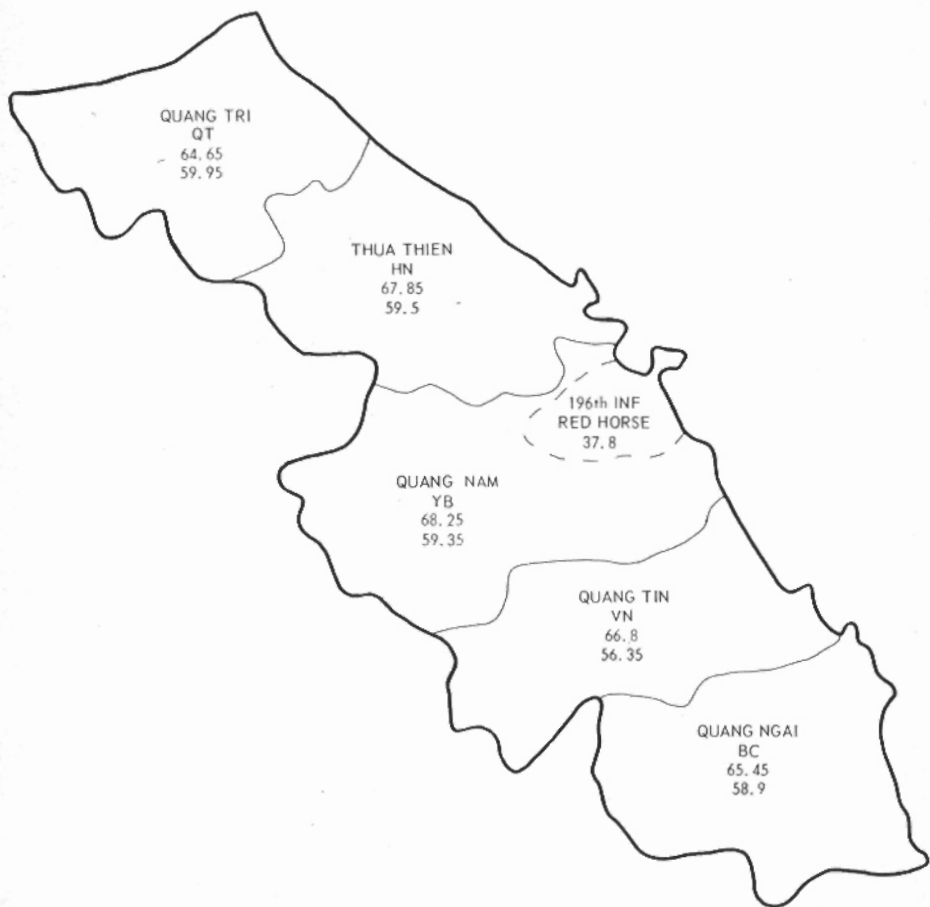
1. Pilots should be aware that extensive artillery fire and air strikes take place around the Saigon/Bien Hoa Terminal Area. Air Traffic Control agencies provide maximum safety to all civil and military aircraft. However, due to the combat environment, there will be instances of incompatibility between maximum safety and the requirements of artillery fire and air strikes. When this occurs, Paris Control and/or Saigon Approach Control and/or Bien Hoa Approach Control will inform aircraft of the restrictions and/or hazards and will provide the safest and most expeditious air traffic services possible.
2. From 0600L to 1800L artillery fire and air strikes are plotted on an individual basis, at Paris Control, Saigon Approach Control and Bien Hoa Approach Control. Every effort is made to vector aircraft clear of these areas, if the pilot will not accept vectors through them. However, many times areas overlap each other, and no clear area exists for vectoring aircraft. In this case, the pilot is required to either climb above the area, accept vectors through the area, or contact the fire control agency (listed in the RVN Frequency Publication) on FM radio, and secure his own clearance.
3. From 1800L to 0600L there are blanket artillery areas throughout the Saigon/Bien Hoa Terminal Area. An artillery corridor system has been established to facilitate the movement of aircraft during this period. Artillery will not fire into, through or from these corridors without Saigon/Bien Hoa Approach Control clearance. Whenever ground combat action requires immediate artillery fire, Saigon/Bien Hoa Approach Control will immediately divert aircraft from the corridors. After 1800L and until 0600L, all aircraft on an IFR Flight Plan will be routed via these corridors. All other aircraft must be prepared to fly above blanket artillery, accept vectors through it, or contact the fire control agency and secure their own clearance.



## ARTILLERY AND AIRSTRIKE WARNING (AASW) SYSTEM

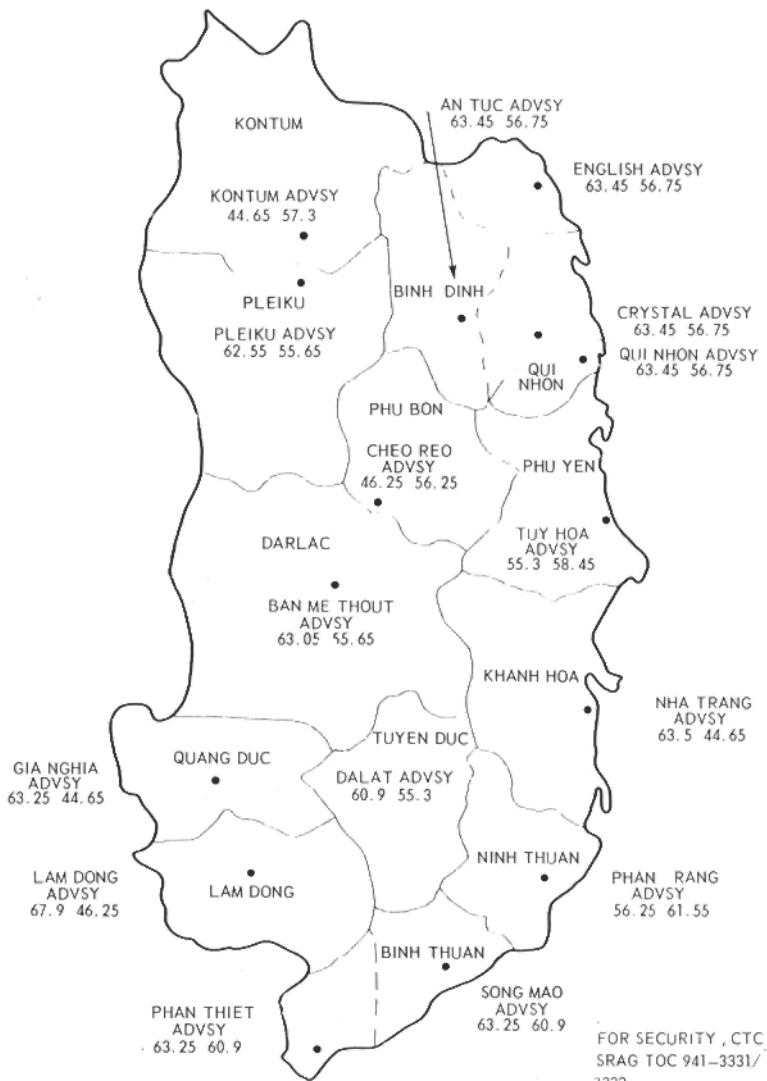
1. The Artillery and Air Strike Warning System processes planned and immediate artillery fire and air strike information for delivery to aircrews in the form of warning advisories affecting their routes and/or altitudes of flight.
2. Artillery and Air Strike Advisories: Artillery and air strike warning advisories are transmitted to aircrews in flight whose flight paths transit or impinge upon airspace in which friendly artillery fire or air strikes are occurring or will occur.
3. English speaking Vietnamese man the I M. R. AASW System and pilots should speak slowly when requesting information to insure message is understood.
4. Procedures for AASW Advisory Service:
  - a. Aircrew Request for AASW Advisory: AASW reporting stations, unclassified call signs, and frequencies are shown on AASW area charts, pages following. Requests for AASW advisories will be made in the following format:
    - (1) Aircraft Identification.
    - (2) Geographic Position.
    - (3) Route of Flight or Areas of Operation.
    - (4) Flight Altitude(s).
    - (5) "Request Artillery and Air Strike Advisories".
  - b. AASW Advisories to Air Crews:
    - (1) Initial advisory to all aircraft (to avoid known artillery fire and air strikes): Suggested Course/Altitude to avoid Fire.
    - (2) Additional information to be provided at the request of the aircrews:
      - (a) Effective time of artillery fire or air strike.
      - (b) Maximum ordinate (artillery).
      - (c) Location of firing position(s) (artillery).
      - (d) Direction of fire (artillery).
      - (e) Range of fire and/or point of impact (artillery).
      - (f) UTM grid of target area, center (air strike or air drop mission).
      - (g) Radius of target area (air strike or air drop mission).

## I M. R. AASW AREA



FOR SECURITY, CTC  
SENIOR TALO  
951-2196/3176

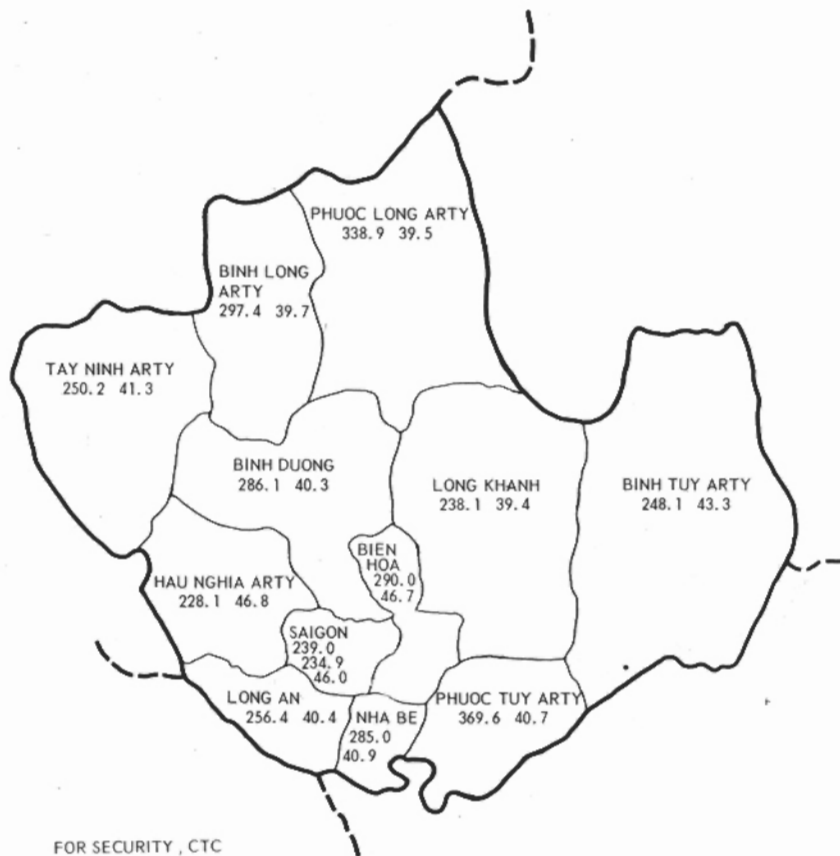
## II M. R. AASW AREA



## III. M. R. AASW AREA

Counter Flak, ctc AWSCC "REDLEG"  
then monitor 44.40

AWSCC opr by  
ARVN, use caution  
when transmitting



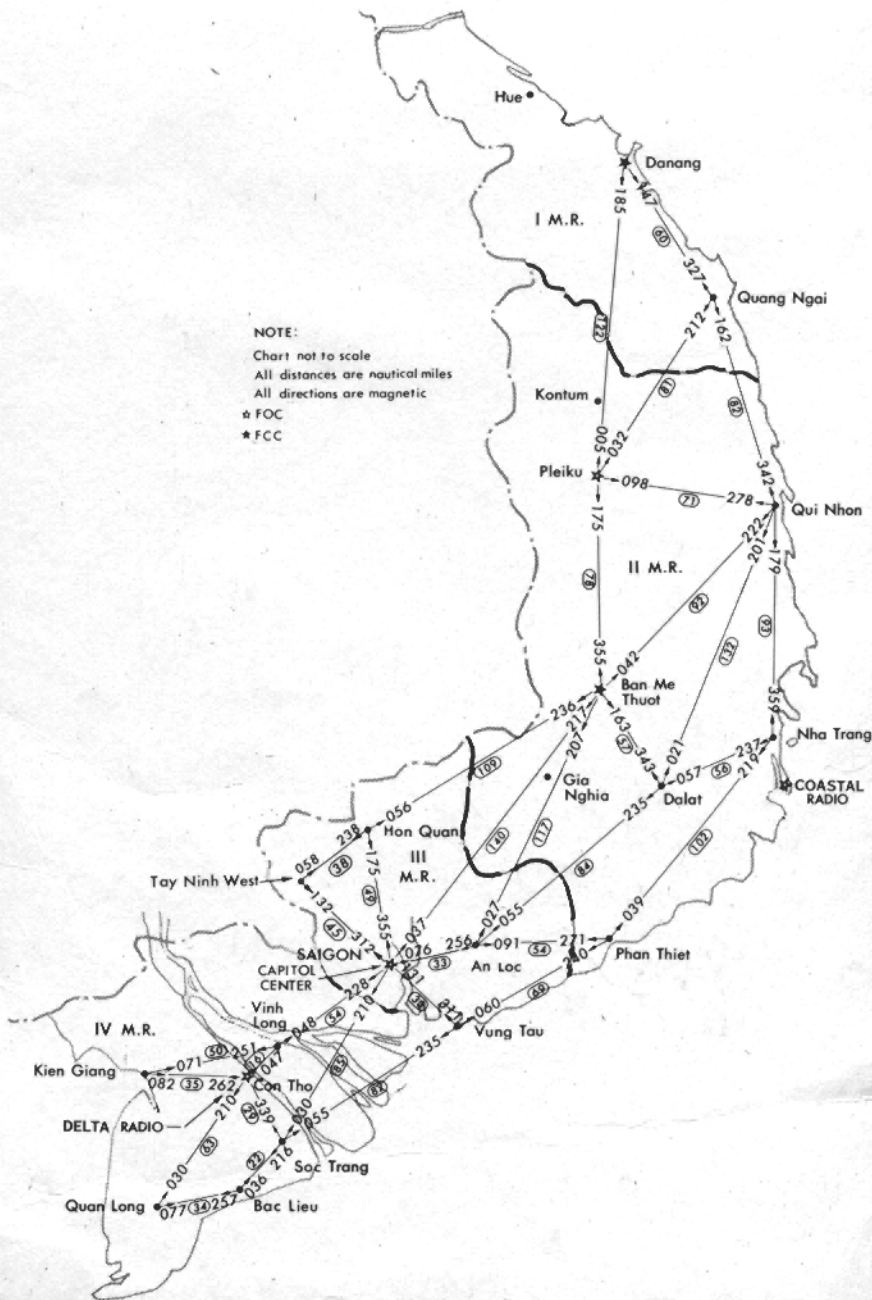
FOR SECURITY, CTC  
G-3 AIR, HQ TRAC  
921-2704.

## IV M. R. AASW AREA





NOTE:  
 Chart not to scale  
 All distances are nautical miles  
 All directions are magnetic  
 ☆ FOC  
 ★ FCC



SOUTH VIETNAM—AREA OF COVERAGE

# FLIGHT FOLLOWING SERVICE

