

**HEADQUARTERS
UNITED NATIONS COMMAND
UNIT #15259
APO AP 96205-5259**

**HEADQUARTERS
ROK-US COMBINED FORCES COMMAND
UNIT #15255
APO AP 96205-5255**

**HEADQUARTERS
UNITED STATES FORCES KOREA
UNIT #15237
APO AP 96205-5237**

**UNC/CFC/USFK Regulation
No. 95-14**

25 November 2003

**(Effective 26 November 2003)
Aviation**

**FLIGHT INFORMATION AND FLIGHT-FOLLOWING SERVICES
(600' AGL and Below)**

SUPPLEMENTATION. Supplementation of this regulation and issuance of command and local forms are prohibited without prior approval of HQ, UNC/CFC (CFCD-AV), Unit # 15255, APO AP 96205-5255.

INTERNAL CONTROL PROCESS. This regulation does not contain management control procedures.

1. PURPOSE. This regulation provides policy and procedures for the operation of United Nations Command (UNC), Combined Forces Command (CFC) and U.S. Forces Korea (USFK) Flight Operations Systems (FOS). It is designed to standardize operational procedures at airfields in Korea, advise airfield operations personnel and individual aviators of flight information and flight-following services, outline the responsibilities of airfield operations personnel and establish responsibilities for the procurement and distribution of flight information.

2. APPLICABILITY. This regulation applies to all aviators, aviation units, flight activities, air traffic control activities, flight operations sections (including airfield operations personnel), and those agencies, which maintain aircraft landing sites. Unless specifically noted, whereas the aircraft is operating below 600' Above Ground Level (AGL), this regulation does not apply to USAF components of USFK, which will comply with AFI 13-203, FAAO 7110.65 and AFI 13-213.

3. REFERENCES. Required and related references are listed at appendix A.

***This regulation supersedes UNC/CFC/USFK Reg 95-14, 6 October 1988.**

4. IMPACT ON NEW MANNING SYSTEM. This regulation does not contain information that affects the New Manning System (i.e. ROK 55th ATC Battalion).

5. ABBREVIATIONS AND TERMS. Abbreviations and terms used in this regulation are explained in the glossary.

6. RESPONSIBILITIES.

a. The C3 Aviation Officer, HQ, UNC/CFC (CFCD-AV), Unit #15259, APO AP 96205-5259, has overall responsibility for supervision of the aviation flight information program.

b. Commanders will disseminate the information prescribed in this regulation to all units authorized aviation activities and flight-related agencies.

c. Commanders having airfield flight activities, heliports or helicopter landing pads under their jurisdiction must--

(1) Promptly report all Notice to Airmen (NOTAM) Information in accordance with (IAW) AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20.

(2) Promptly report flight information as outlined in AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20, and disseminates it as an Airmen's Advisory (AIRAD).

(3) Designate airfield/heliport/landing pad caretaker units for all established airfields/heliports/helicopter landing pads.

(4) Display current NOTAM/AIRAD files for all airfields/heliports/landing pads.

d. Commanders 164th Air Traffic Services (ATS) Group and ROK 55th ATC Battalion will--

(1) Provide visual flight rules (VFR) flight-following to aircraft operating within their jurisdiction in the Republic of Korea (ROK). **NOTE:** Air Traffic Service (ATS) facilities are equipped with line-of-sight radios such that mountainous terrain inhibits complete peninsula coverage.

(2) Provide advisory service to in-flight aircraft. Provide In-flight assistance (e.g., navigational and weather information), when requested by the aviator. (Broadcast meteorological weather warnings on all available frequencies upon receipt and at 15 and 45 minutes past the hour - during the valid period of the warning).

(3) Provide emergency in-flight assistance. Advise aviators of suitable alternate airfields, weather conditions and provide navigational assistance.

(4) Conduct communications searches for overdue aircraft and assist search and rescue (SAR) activities IAW US Air Force Korea SAR PLAN 529, EUSA Reg 95-33, and AR 500-2.

UNC/CFC/USFK Reg 95-14

(5) US components will forward reports of alleged flight regulation violations to the Eighth Army Aviation Officer IAW EUSA Reg 95-1 and UNC/CFC/USFK Reg 95-3. ROK components will forward reports to ROK Army Headquarters.

(6) Relay, upon request, artillery firing data to aviation units/aviators (See UNC/CFC/USFK Reg 95-6).

e. Airfield commanders or flight operations officers must--

(1) Conduct inspections of airfields, heliports, flight facilities, and navigational aids at least once each month or after an unusual weather condition or incident that may have caused damage. The Flight Operations Officer provides a copy of the pertinent information requiring an AIRAD to HQ, UNC/CFC, (CFCD-AV), Unit #15259, APO AP 96205-5259. This correspondence will include action taken to correct noted deficiencies.

(2) Maintain close coordination with caretaker units of airfields/heliports and provide necessary aviation safety guidance and other technical assistance to enable the caretaker units to fulfill their responsibilities.

(3) Submit correct and current telephone numbers, NLT 5th of each month, to HQ, UNC/CFC, (CFCD-AV), Unit #15259, APO AP 96205-5259.

(4) Review the NOTAMs/AIRADs File by the end of each month and ensure all outstanding NOTAMs/AIRADs are current, revised, republished, or canceled, as appropriate.

(5) Verify the correctness and completeness of entries in the Department of Defense (DOD) Flight Information Publications (FLIPs) and US component supplemental publications pertaining to airfields/heliports/landing pads under their jurisdiction IAW AR 95-2. Initiate corrective action IAW procedures prescribed in the appropriate DOD FLIP through Eighth US Army Air Traffic Services Coordinator's Office (EAGC-EA-ATS). ROK components will submit FLIP changes to the ROK Aviation Command which will forward the approved changes to Eighth US Army ATS(s) Coordinator's Office.

(6) Issue NOTAMs/AIRADs and initiate DOD FLIP changes IAW subparagraph (5) above for any significant errors, omissions, or changes in facilities, as indicated on aeronautical maps, charts, and publications.

f. Airfield/heliport landing area caretaker units will contact Eighth U.S. Army ATS Coordinator's office and the responsible airfield commander/flight operations officer for technical advice/assistance on any changes to ATC procedures or requirements prior to initiating any action to repair or improve airfield/heliport landing areas when necessary.

g. Aviators must report information on hazards to flight and publications' errors and omissions to the appropriate flight operations officer.

h. The provisions of this regulation do not relieve aviator's and airfield operations personnel of their normal responsibilities or actions that may be duplicated by Flight Operations Centers (FOC).

7. NOTAM SYSTEM.

a. The flight operations officer initiates NOTAMs and maintains a current file of NOTAMs IAW AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20.

b. Camp Page (A-306), Camp Humphreys (A-511), Osan (K-55), and Kunsan (K-8) Base Operations will publish and disseminate NOTAMs. The method of administrative control for NOTAMs is outlined in AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20.

c. Submit Korean NOTAMs through ROK AF DOUM, Incheon ACC, Kimpo Approach Control.

8. AIRAD SYSTEM.

a. Issuing Authority.

(1) The 164th ATS Group is the Eighth US Army executive agency for assigning AIRAD numbers and distributing AIRADs within the Korean peninsula. The 164th ATS Group issues AIRADs for airspace activities, operational events and maintenance information within the prohibited area, P-518, below 600 feet AGL.

(2) 7 AF, 607 COS/DOO, Current Operations is the executive agency responsible for the management, coordination, and dissemination of AIRADs requiring restricted airspace within the ROK, excluding ATC Zones, and excluding airspace within P-518. 7 AF, 607 CPS/DOJ, Combat Plans manages, coordinates, and approves all airspace requests above 600 feet AGL within P-518. Approved missions will be placed on the Integrated Tasking Order (ITO).

b. Coordination/approval.

(1) Command Aviation Officers, Airfield/heliport Operations Officers, or Airfield Commanders must process proposed AIRADs.

(2) CFC Command major subordinate commands (i.e., FROKA and TROKA) coordinate and approve airspace activities north of the No Fly Line (NFL) including the No Fly Areas/Corridors in P-518, below 600 feet AGL. Units must coordinate with the responsible Airspace Management Elements (AMEs) for all activities and operations that cross command boundaries to preclude airspace conflicts. Once coordination and approval for the activity or operation is complete, initiate an AIRAD with the 164th ATS Group or place the operation on the ITO with the 607 CPS/DOJ. See UNC/CFC/USFK Reg 95-3 for additional information.

c. Submission.

(1) Scheduled Activities. Predictable occurrences that meet AIRAD criteria (i.e., closing of airfields, air mobile operations, paradrops, close air support, etc.) must be received NLT five working days prior to the scheduled event. Submit AIRADs to the Commander, 164th ATS Group, (EAAV-4-58-OP), Unit #15276, APO AP 96205-5276, or Commander 7 AF, (607 COS/DOO), Unit #2072, APO AP 96278-2072. Submit requests on THQ Form 4009-R (Information Required for AIRADs/NOTAMs)

(app. B) or electronically via Exchange Client E-mail to AIRAD@usfk.korea.army.mil. (THQ Form 4009-R is available electronically at: <https://www-eusa.korea.army.mil> and can be reproduced locally on 8 1/2 x by 11 inch paper.) Guardian will email approved Army AIRADs to 607 CPS/DOJ at airspace2@osan.af.mil. Paradrops must be coordinated IAW UNC/CFC/USFK Reg 95-6.

(2) **Unscheduled Activities:** Immediately telephone Guardian Control FOC (723-6993, 6995), or 607 COS/DOO (784-0744/7495) for unscheduled occurrences.

(3) Provide, in writing, the names of individuals authorized to submit AIRADs to Guardian Control FOC. Individuals submitting AIRADs are responsible for accuracy, authenticity, completeness and clarity. Guardian Control does not approve or disapprove an AIRAD; Guardian only disseminates the content of submitted AIRADs. Guardian Control questions any AIRAD that appears to be vague, misleading or incorrect and seeks guidance from the 164th ATS Group S-3 before dissemination.

d. **Dissemination System:** Place AIRAD information in the Exchange Client E-mail Public Folder: go to All Public Folders, Unit Folders, 17th Aviation BDE, 164th ATS Group AIRADS. The AIRADS folder contains the most current information available. Current 7 AF AIRADs are available at <https://wwwmil.osan.af.mil/607/607aog1/Airspace/index.htm>. If the Local Area Network (LAN) or Exchange Mail Server is “down”, contact Guardian Control at 723-6993 for AIRADs. 164th ATS Group (Guardian Control) will e-mail or fax AIRADS only to those airfield base operations having difficulties accessing the Public Folder or not on the USFK LAN. During emergencies or time sensitive operations, ATC facilities may transmit priority information to aircraft in flight - if time does not permit AIRADS dissemination.

e. When deployed away from home station, units will provide a fax number for AIRAD dissemination to their deployed location. Provide the fax number to Guardian Control and Airspace Control Center at least five working days prior to deployment.

f. AIRAD format.

(1) Each AIRAD is identified by a six-digit number and three, four or five letters; “C” will be used to indicate an AIRAD cancellation. The first two digits indicate the month the AIRAD is effective; the next two digits indicate the day AIRAD is effective; and the last two digits indicate the ordinal number of the AIRAD for that month. “N” represents the sector of the peninsula north of 0000 grid line, “S” is the peninsula south of 0000 grid line. If the AIRAD affects both North and South the letter “P” for peninsula will be used. The last two letters represent the issuing agency, RA for Army or AF for Air Force. For example, the number 090134NRA indicates the AIRAD is effective on September 1st and that it is the 34th AIRAD for that month.

(2) When the first letter is “R” following the number, this indicates an older AIRAD that has been revised. If revised again, a number will succeed the letter “R” starting with the number 2, 3, 4 etc. (i.e., AIRAD 090134R2NRA revised 090134RNRA and 090134RNRA revised 090134NRA).

(3) When the first letter is “C” following the numbers, this indicates that the AIRAD is canceled. The cancelled AIRAD must state the reason for the cancellation or the present condition of the facility if an outage had occurred. (i.e. 090134CR2NRA cancels all AIRADs issued under AIRAD number 090134NRA)

(4) All time references are Universal Coordinated Time (UTC) designated Zulu (Z).

(5) Locations are latitude/longitude and Universal Transverse Mercator (UTM) coordinates, facilitating joint service use.

(6) Altitudes are feet Mean Sea Level (MSL) unless otherwise specified.

(7) AIRADs will have an effective beginning and ending date-time group (DTG). The use of “until further notice (UFN)” is not authorized.

(8) AIRADs are valid for a maximum of 30 days. If the AIRAD condition remains at the end of a 30-day period, a new AIRAD must be initiated 5 days prior to the ending date of the original AIRAD.

9. VFR FLIGHT PLANS.

a. Flight Plan requirements are outlined in UNC/CFC/USFK Reg 95-3 and appropriate service publications. Aviators will file a VFR flight plan for each flight with one of the following agencies. (Note: U. S. Tactical Flight Coordination Centers (FCC) name has changed to Airspace Information Center (AIC) per FM 100-103):

(1) Base operations.

(2) Unit operations. (Unit operations will relay to base operations or to the designated ATC facility while the unit is operating in the field.)

(3) Flight Operation Center (FOC), Flight Coordination Center (FCC), Airspace Information Center (AIC) by telephone or fax.

(4) FOC/FCC/AIC by radio (while in flight).

(5) Air Route Traffic Control Center (ARTCC) located in Incheon.

b. FOC will monitor or flight-follow all aircraft flying under VFR or the VFR portion of a composite flight plan. Pilots make required reports and assist in monitoring other aircraft upon request. FOC will forward all VFR flight plans to Master Control Reporting Center (MCRC) IAW established letters of agreement.

c. The FOC does not approve or disapprove VFR flight plans, and accepts all flight plans with the understanding that the appropriate clearance authority approved the flight. FOC may request additional information that may have been inadvertently deleted to clarify flight plan information.

10. INSTRUMENT FLIGHT PLANS. The individual aviator is responsible for obtaining an air traffic clearance from Incheon ACC before beginning a flight under instrument flight rules (IFR). This is accomplished normally by filing a flight plan with airfield operations. FOC will assist in obtaining an IFR clearance when communications cannot be established between the point of departure and ARTCC.

11. VFR FLIGHT ROUTES. Unless mission requirements or circumstances dictate otherwise, VFR flights should follow established routes of surface transportation (e.g., highways, railroad, and rivers). In the event of an unplanned landing or accident, this will aid in SAR operations and make it easier for survivors to obtain assistance. Pilots normally stay to the right side of roads, railroads, and valleys to reduce the possibility of collision in flight. See DOD Flight Information Publication (FLIP) Korea VFR Arrival/Departure for Preferred Routes. Refer to ACCR 51-1 for information on high-speed fixed-wing level flight structure.

12. SEARCH AND RESCUE (SAR).

a. The Flight Operations Center – Korea (FOC-K “GURDIAN CONTROL”) initiates a communication search anytime an aircraft is 15 minutes overdue on a leg of a flight plan, or for an aircraft on a Corridor/No-Fly Area flight, when time between position reports exceeds 10 minutes. **If a control facility other than FOC-K is monitoring the flight, it is that facility’s responsibility to notify the FOC-K of an overdue aircraft.**

b. FOC-K directs the airfield operations officer and the owning unit to conduct a “ramp check” for the missing aircraft when an aircraft is 30 minutes overdue. The name of the officer conducting the ramp check will be forwarded to FOC-K as soon as possible. FOC-K notifies the owning unit that its aircraft is 30 minutes overdue and considered missing. FOC-K notifies the 7 AF Senior Operations Duty Officer (SODO) at DSN 784-4097 that an aircraft is 30 minutes overdue and the unit is currently conducting a “ramp check” search for the missing aircraft. The SODO issues the Korea - Combined Rescue Coordination Center (K-CRCC) a warning order regarding a possible SAR incident. The K-CRCC notifies the Eighth Army Rescue Coordination Center (ARCC) of a missing aircraft and a possible SAR Incident.

c. When 45 minutes has elapsed **since notification** of the owning unit of an overdue aircraft (75 minutes total elapsed time) and **the owning unit has been unable to locate the aircraft**, the owning unit or airfield operations officer must notify FOC-K that the aircraft has been verified as “missing”. FOC-K notifies the 7th USAF SODO that aircraft is officially listed as “missing”. The SODO issues a “stand-up” order to the K-CRCC. The K-CRCC alerts the ARCC for an aircraft SAR Incident.

d. To prevent unnecessary SAR actions, unit commanders must provide knowledgeable personnel, immediately available, for timely response. Commanders will pay particular attention when telephone numbers change due to relocation or deployments. Aviation commanders must submit accurate and current telephone numbers, NLT 5th of each month, to HQs, UNC/CFC (CFCD-AV), Unit #15259, APO AP 96205-5259. Providing temporary numbers is authorized.

e. SAR aircraft launch on SAR missions by direction of the ARCC or K-CRCC.

f. The FOC/FCC first notified of an aircraft accident must coordinate with Incheon ACC/Master Control Reporting Center (MCRC) “Airedale” to restrict an area from ground level to 1000 feet AGL (one-kilometer radius from the center of the crash site) to permit uninterrupted rescue operations. Once the restricted area has been established, the FOC/FCC notifies the SODO who in turn notifies the K-CRCC. The K-CRCC notifies the ARCC.

13. BRIEFING PROGRAM. Upon request, visiting units may receive briefings on the procedures, regulations, and functions of the FOCs, FCCs, AICs. Forward requests for briefings to the Commander, 164th ATS Group, (S-3, K-16), Unit #15276, APO 96202-5276.

14. PROCEDURES.

a. Transmit VFR flight plans to the FOC or ARTCC by phone, radio or fax using the following sequence:

(1) Aircraft identification (call sign plus last three digits of the aircraft tail number or tactical call sign). Multiple aircraft flights will include last three digits of all aircraft in the flight.

(2) Type and number of aircraft.

(3) Point of departure.

(4) Estimated time of departure.

(5) Route of flight (include ETA at each destination).

(6) Landing points.

(7) Ground time at each landing point.

(8) Final destination.

(9) Total time.

(10) Number of personnel on board.

(11) Remarks (VIP transportation request, refueling point, etc.).

b. Transmit VFR enroute position reports to the appropriate FOC, FCC, AIC, ARTCC, or airfield operations at least once every 30 minutes, or more frequently, as requested by ATC/FOC. If contact cannot be made with the appropriate flight-following agency, the following procedures apply:

(1) Attempt contact through another aircraft.

(2) Attempt contact through the Vanderbilt Radio Wire Integration Network. (See the "U.S. Army Korea/Flight-Following Procedures" section of the DOD FLIP Supplement.)

c. The following information is required in a VFR position-report to FOC:

(1) Aircraft identification.

(2) Location.

(3) Time in minutes past the hour.

(4) Next destination/reporting point and ETA.

d. Close flight plans filed with FOC or ARTCC upon completion of the flight.

(1) Flight plans for flights terminating at an airfield with a base operations will be closed with that section.

(2) When telephone communications cannot be established with FOC-K, flight plans may be filed, changed, or closed, and position reports made, by radio contact with FOCs, FCCs, ARTCC, Ground Control Intercept (GCI) sites, military base operations, or through the Vanderbilt Radio Wire Integration Network.

(3) Closing flight plans with FOC-K is the pilot-in command's responsibility.

(4) Crews terminating flights at sites or airfields with no base operations, or at an airfield, which does not normally receive aircraft, will close their flight plans with FOC-K by radio or telephone.

e. FOC-K monitors US and ROK military aircraft, operating in and out of airfields, upon receipt of a VFR/VFR composite flight plan.

f. Transmit distress calls on VHF/UHF emergency frequencies; identify the aircraft, give present position, and state the nature of the emergency.

15. WEATHER INFORMATION. FOC-K forwards current weather, for any reporting airfield/heliport within the ROK, to pilots or airfield/heliport operations upon request. Weather reports consist of hourly and special observations as received from weather detachments. Pilots should obtain a weather briefing from U. S. Air Force Weather forecasters. Airborne pilots can contact the nearest weather detachment IAW the DOD FLIPs.

16. AIRCRAFT RADIOS. During all flights, radios will be on, tuned to the appropriate enroute control facilities, and continuously monitored. During Flight, monitor navigational aids and guard frequencies at all times. Transponders will be used at all times during flight.

17. ADVISORIES. FOC-K issues an advisory to aircraft when FOC personnel note conditions that may compromise a safety of flight. Advisories consist of sufficient factual information to permit the aviator to select the best course of action. When considered necessary and in the interest of safety, FOC-K suggests alternate procedures. Decisions and actions taken, as a result of an advisory, are the pilot-in-command's responsibility.

18. HOT DOG/JACK RABBIT PROCEDURES. See UNC/CFC/USFK Reg 95-3 and ACCR 60-8.

19. USE OF COMMUNICATION. The use of communications between FOCs, airfield operations, and ARTCC will be restricted to the relay of information directly associated with ATC or official business.

Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USFK (CFCD-AV), Unit #15255, APO AP 96205-5255. This publication is available electronically on the Eight Army homepage at: <https://www-eusa.korea.army.mil>.

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2 Appendixes

- A. References
- B. THQ Form 4009-R (Information Required for AIRADS/NOTAMS)

Glossary

DISTRIBUTION:
Electronic Media Only

APPENDIX A

REFERENCES

Section I. REQUIRED PUBLICATIONS

ACCR Reg 51-1 (Low Level Navigation). Cited in paragraph 11.

ACCR 60-8 (Korean Buffer Zone and Tactical Zone Flight Operations and Procedures for the Prevention of Inadvertent Overflight of Non-Friendly Borders). Cited in paragraph 18.

AFI 13-203 (Air Traffic Control). Cited in paragraph 2.

AFI 13-213 (Airfield Management). Cited in paragraph 2.

AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20. (The U.S. Military Notice to Airmen (NOTAM System). Cited in paragraphs 6c(1), 6c(2), 7a, 7b and the glossary.

AR 500-2 (Search and Rescue Operations). Cited in paragraph 6d(4).

DOD Flight Information Publication (Enroute Supplement Pacific, Australia and Antarctica). Cited in paragraph 6e(5), 6e(6), 14b(2), and 15.

EUSA Reg 95-1 (EUSA General Provisions and Flight Regulations). Cited in paragraph 6d(5).

EUSA Reg 95-2 (Operations and Management of United States Army Airfields, Helipads, and Heliports in the Republic of Korea). Cited in paragraph 6e(5).

EUSA Reg 95-33 (Search and Rescue (SAR)). Cited in paragraph 6d(4).

FAAO 7110.65 (Federal Aviation Administration Order). Cited in paragraph 2.

FM 100-103 (Army Airspace Command and Control in a Combat Zone). Cited in paragraph 9a.

Search and Rescue Plan 529. Cited in paragraph 6d(4).

UNC/CFC/USFK Reg 95-3 (Korea Tactical Zone (RK) P-518 Flight Procedures). Cited in paragraphs 6d(5), 8b(2), 9a and 18.

UNC/CFC/USFK Reg 95-6 (Airspace Management During Indirect Firings, Parachutes, and Drone Flights). Cited in paragraphs 6d(6) and 8c(1).

Section II. RELATED PUBLICATIONS

ACCR Reg (C-R) 55-3 (Identification and IFF/SIF Procedures for the Korea air Defense sector (U)).

ACCR Reg 60-8 (Prevention of Inadvertent Overflight of Non-friendly Borders).

AR 95-41 (Army Aviation Aeronautical Information and Terminal Instrument Procedures).

FM 1-300 (Flight Operations and Airfield Management).

INFORMATION REQUIRED FOR AIRADS/NOTAMS

(USFK REG 95-14)

TYPE I - PARADROP

A. DTG		B. LOCATION		
C. ALTITUDE		D. TYPE AIRCRAFT		E. TYPE CHUTE OPENING <input type="checkbox"/> STANDARD <input type="checkbox"/> HALO
F. POC		PHONE NO.	UNIT	
G. PERSON RECEIVING REPORT			DATE	TIME

TYPE II - HIGH ANGLE FIRING

A. DTG		B. GUN POSITION		
C. TARGET POSITION				
D. ORD PROJECTED (ALTITUDE)				
E. TYPE GUN FIRING				
F. UNIT FIRING				
G. POC		PHONE NO.	UNIT	
H. PERSON RECEIVING REPORT			DATE	TIME

TYPE III - STANDARD AIRAD/NOTAM

A. SUBJECT				
B. DTG		C. LOCATION		
D. TEXT				
E. POC		PHONE NO.	UNIT	
F. PERSON RECEIVING REPORT			DATE	TIME

FACILITY PASSED TO: _____

PERSON RECEIVING REPORT: _____

DATE/TIME: _____

GLOSSARY

Section I. ABBREVIATIONS

AGL	Above Ground Level
AIC	Airspace Information Center
AIRAD	Airmen's Advisory
AME	Airspace Management Element
ARTCC	Air Route Traffic Control Center
ATC	Air Traffic Control
CFA	Combined Forces Army
CFC	Combined Forces Command
CRC	Control Reporting Center
DTG	Date-Time Group
ETA	Estimated Time of Arrival
FCC	Flight Coordination Center
FOC	Flight Operations Center
FLIP	Flight Information Publication
FOS	Flight Operations Systems
FROKA	First Republic of Korea Army
GCI	Ground Control Intercept
IFR	Instrument Flight Rules
MCRC	Master Control Reporting Center
MSL	Mean Sea Level
NOTAM	Notice to Airmen
ROK	Republic of Korea
ROKAF	Republic of Korea Air Force
SAR	Search and Rescue
SROKA	Second Republic of Korea Army
TROKA	Third Republic of Korea Army
UNC	United Nations Command
UTC	Universal Coordinated Time
UTM	Universal Transverse Mercator
VFR	Visual Flight Rules

Section II. TERMS

AIRAD. A notice containing flight information specifically related to operations within the ROK do not meet the criteria for NOTAM Publication, IAW AFJMAN 11-208/AR 95-10/OPNAVINST 3721.20.

Airfield/Heliport Landing area caretaker unit. A unit designated by a responsible commander to perform tasks outlined in paragraph 5e of this regulation.

Airspace Information Center (AIC). See FCC.

Army Heliport (AHP). Any facility under Army control designed for takeoff, landing, and parking of rotary-wing aircraft, usually attended, with servicing capability.

Communications search. A search accomplished by air traffic control (ATC) facilities, broadcasting in the blind along an intended route of flight, trying to regain radio contact with a missing or overdue aircraft.

Flight Coordination Center (FCC). A subordinate element of the FOC utilized to extend the geographical area of the FOC. The FOC provides a means of relaying information between the FOC and aircraft in flight.

Flight information. Data required by aviators, aircrews, air traffic control activities, and command agencies for planning, conducting, and controlling aircraft flights.

Flight Operation Center (FOC). The major elements of the FOS that provide continuity of operations over a wide geographical area and control all elements of the FOS.

Flight Operations System (FOS). Those procedures and controls established to expedite and coordinate the operation of U.S. and ROK Army (ROKA) aircraft within the Korean Air Defense Identification Zone.

FLIP. Flight publications that include textual and graphic data required by aviators, aircrews, air traffic control personnel, and command agencies for planning, conducting, and controlling aircraft operations.

Helicopter landing pad. A prepared area, usually unattended, designed primarily to accommodate takeoff and landing of helicopters at facilities such as hospitals, depots, or remote military installations.

Major military service command. A service command related to a government force, i.e., ROKAF, ROKA, USAF, USA.

NOTAM. Aeronautical information about the establishment, condition, or change in an aeronautical facility or service, or about a procedure that may be a hazard to flight. NOTAMS require fast, wide dissemination by telecommunications.

Ramp Check. This is the process of checking the flight line for an aircraft.