

**United Nations Command
Unit #15259
APO AP 96205-5259**



**United Nations Command
Regulation 95-14**

**Combined Forces Command
Unit #15255
APO AP 96205-5255**



**Combined Forces Command
Regulation 95-14**

**United States Forces Korea
Unit #15237
APO AP 96205-5237**



**United States Forces Korea
Regulation 95-14**

3 August 2010

Aviation

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

***This regulation supersedes UNC/CFC/USFK Regulation 95-14, dated 26 November 2003.**

FOR THE COMMANDING GENERAL:

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Summary. This publication is designed to provide a consolidated one-source document on specific staffing and coordination requirements, and correspondence guidance for the United Nations Command/Combined Forces Command/United States Forces Korea (UNC/CFC/USFK) Command Group.

Summary of Change. This document has been substantially changed. A full review of its contents is required.

Applicability. This regulation applies to all aviators, aviation units, flight activities, air traffic control activities, flight operations sections (including airfield operations/management personnel), and those agencies, which maintain aircraft landing sites. Unless specifically noted, whereas the aircraft is operating below 600 feet Above Ground Level (AGL), this regulation does not apply to USAF components of USFK.

Supplementation. Supplementation of this regulation and issuance of command and local forms is prohibited unless prior approval is obtained from G3 Aviation Division (EAGC-EA), Eighth Army, Unit # 15236, APO AP 96205-5236.

Interim Changes. Interim changes to this regulation are not official unless they are authenticated by the Assistant Adjutant General, Eighth Army. Users will destroy interim changes on their expiration date, unless superseded or rescinded.

Restrictions. Approved for public release; distribution unlimited. Local reproduction is authorized.

Internal Control Provisions. This regulation does not contain management control checklists.

Disclaimer. This regulation is not an all-inclusive document. It is a supplement to the policies and procedures established in the manuals listed in the references section contained in this document, as they pertain to operations of United Nations Command (UNC), Combined Forces Command (CFC) and U.S. Forces Korea (USFK).

Exceptions. The Commanding General (CG), Eighth Army, or his authorized representative, the Eighth Army G3 Aviation Officer, has final authority for decisions of aviation policies and procedures. Exceptions to this regulation shall be submitted in writing, with justification to G3 Aviation Division, (EAGC-EA), Eighth Army Unit #15236, APO AP 96205-5236. The G3 Aviation Officer, Eighth Army, is authorized to issue Standardization Communication (STACOM) messages that effect changes to this regulation.

Forms. USFK forms are available at www.usfk.mil.

Records Management. Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2 or applicable service regulations. Record titles and descriptions are available on the Army Records Information Management System (ARIMS) at <https://www.arims.army.mil>.

Suggested Improvements. The proponent agency of this regulation is G3 Aviation. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to G3 Aviation Division, (EAGC-EA), Eighth Army, Unit #15236, APO AP 96205-5236.

Distribution. Electronic Media Only (EMO).

CONTENTS

Chapter 1

Introduction, *page 1*

- 1-1. Purpose
- 1-2. References
- 1-3. Explanation of Abbreviations and Terms
- 1-4. Responsibilities

Chapter 2

Plans and Operation System, *page 3*

- 2-1. NOTAM System
- 2-2. AIRAD System
- 2-3. VFR Flight Plans
- 2-4. Instrument Flight Plans
- 2-5. VFR Flight Routes
- 2-6. Search and Rescue (SAR)
- 2-7. Briefing Program
- 2-8. Procedures
- 2-9. Weather Information
- 2-10. Aircraft Radios
- 2-11. Advisories
- 2-12. Hot Dog/Jack Rabbit Procedures
- 2-13. Use of Communication

Appendix, *page 10*

- A. References

Glossary, *page 11*

Chapter 1 Introduction

1-1. 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.

1-2. References

Required references are listed at appendix A

1-3. Explanation Of Abbreviations and Terms

Abbreviations and terms used in this regulation are explained in the glossary.

1-4. 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) AFI 11-208/AR 95-10/OPNAVINST 3721.20.

(2) Promptly report flight information as outlined in AFI 11-208/AR 95-10/OPNAVINST 3721.20, and disseminates the information 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, 4-58 Airfield Operations Battalion (AOB) 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, known traffic 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). Vectoring is not provided as an advisory service.

(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 and AK Reg 95-33.

(5) US components will forward reports of alleged flight regulation violations to the Eighth Army Aviation Officer IAW AK Reg 95-1/AR Reg 95-1. ROK components will forward reports to ROK Army Headquarters.

(6) Relay, upon request, artillery firing data to aviation units/aviators.

e. Airfield commanders/managers and 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 NOTAM/AIRAD files 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 Army G-3 Aviation 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 Army G-3 Aviation ATS Coordinator's Office.

(6) Issue NOTAMs/AIRADs and initiate DOD FLIP changes IAW subparagraph (5) above for 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 Army G-3 Aviation ATS Coordinator's office and the responsible airfield commander/manager/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/airport manager.

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

Chapter 2 Plans and Operation System

2-1. NOTAM System

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

b. 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 AFI 11-208/AR 95-10/OPNAVINST 3721.20.

c. Submit Korean NOTAMs through ROK AF DOUM, NOF(International Notam Office), and or Gimpo Approach Control.

2-2. AIRAD System

a. Issuing Authority

(1) The 4-58 Airfield Operations Battalion (AOB) Guardian AIC, is the Eighth Army executive agency for assigning AIRAD numbers and distributing AIRADs within the Korean peninsula. Guardian AIC publishes and disseminates AIRADs for airspace activities, operational events and maintenance information within the Republic of Korea at or below 600 feet AGL.

(2) The 7th AF, 607 COD/CODO, Combat Operations is the executive agency responsible for the management, coordination, and dissemination of AIRADs (when NOTAMS are not appropriate) requiring restricted airspace within the ROK, excluding ATC Zones, and excluding airspace within P-518. The 7 AF, 607 COD/CODO, Combat Operations manages, coordinates, and approves all airspace requests above 600 feet AGL within P-5 18. Approved missions will be placed on the Air Tasking Order (ATO)/Integrated Tasking Order (ITO).

b. Coordination/approval

(1) Command Aviation Officers, Airfield/heliport Operations Officers, or Airfield Commanders/managers who are official approving authorities (assigned by Eighth Army G-3, AVN ATS Chief, DSN 741-6462) must process proposed AIRAD through Guardian AIC. Units will assign a primary and alternate representative to be placed on the AIRAD Distribution List to receive published AIRADS (representatives must contact Guardian AIC, DSN 741-7689 for further information).

(2) CFC 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 Army Aviation Department (AADs) 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 Guardian AIC and/or place the operation on the ATO with the 607 COD/CODO.

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 requests on THQ Form 4009-R to the approving authorities (Information Required for AIRADs/NOTAMs) form available at: http://8tharmy.korea.army.mil/g1_AG/Programs_Policy/PublicationsRecords/Forms/THQ%20Form%204009-R-E%20Info%20Rqd%20for%20AIRADS%20&%20NOTAMS.pdf or electronically via Exchange Client E-mail as assigned by Eighth Army, G3 AVN ATS coordinator's office. (THQ Form 4009-R can be reproduced locally on 8 1/2 x by 11 inch paper.) Guardian will email/disseminate approved Army AIRADs to 607 COD/CODO at 607cod.airspace@osan.af.mil and the representatives on the distribution list. Parachute operations must be coordinated **IAW appropriate directives**.

(2) Unscheduled Activities: Immediately telephone or FAX Guardian AIC (741-6780/6779, FAX 741-6716) or 607 COD/CODO (784-2488/7497) for unscheduled occurrences.

(3) Approving Authorities submitting AIRADs are responsible for accuracy, authenticity, completeness and clarity. Guardian AIC does not approve or disapprove an AIRAD; Guardian AIC only disseminates the content of submitted AIRADs. Guardian AIC questions any AIRAD that appears to be vague, misleading or incorrect and seeks guidance from the 4-58th AOB, S-3/ or Eighth Army G3 AVN ATS Coordinator's Office before dissemination.

d. Dissemination System: AIRAD information is placed on the 2CAB S3 Air Operations SharePoint website at <https://8army.korea.army.mil/sites/2CAB/s3/s3air/default.aspx> under the Korea AIRADs and NOTAMS site content, which contains the most current information available for US Army aircraft. Current 7 AF AIRADs are available at SharePoint: <https://osan.eim.pacaf.af.mil/sites/Airspace/default.aspx>. If the Local Area Network (LAN) or Exchange Mail Server is out of service, contact Guardian AIC at 741-6780 for AIRADs. The Guardian AIC will electronically distribute applicable AIRADs. Fax will be utilized to those airfield base operations having difficulties accessing the S3 Air Operations SharePoint Website. During emergencies or time sensitive operations, ATC facilities may transmit priority information to aircraft in flight - if time does not permit AIRAD 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 AIC and NOF 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 0901 34R2NRA revised 0901 34R3NRA and 0901 34RNRA revised 090 134NRA).

(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. (ie. 090 134CR2NRA cancels all AIRADs issued under AIRAD number 090 134NRA)

(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.

2-3. 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: US Army Flight Operation Centers (FOC) 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), and Airspace Information Center (AIC) by telephone or fax.

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

(5) Incheon FIC (Flight Information Center) located in Incheon ATC (Air Traffic Center).

b. FOC/AIC 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/AIC 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.

2-4. 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 initiated by filing a flight plan with airfield operations. FOC/AIC will assist in obtaining an IFR clearance when communications cannot be established between the point of departure and the ACC.

2-5. 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 55-1 for information on high-speed fixed-wing level flight structure.

2-6. Search and Rescue (SAR)

a. Guardian AIC 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 Guardian AIC is monitoring the flight, it is that facility's responsibility to notify the AIC of an overdue aircraft.** Aircraft equipped with 406 MHz devices will automatically (Crash/Ditching) be activated thus broadcasting a signal to the COSPASS/ SARSAT system. Personnel using the Combat Survivor Evader Locator (CSEL) will activate the Beacon feature on the radio to provide accurate fix on location and will execute personnel recovery instructions per current ATO SPINS.

b. Guardian AIC 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 Guardian AIC as soon as possible. Guardian AIC notifies the owning unit that its aircraft is 30 minutes overdue and considered missing. Guardian AIC notifies the **7 AF Battle Watch Duty Officer (BWDO)** at DSN 784-4097/2726 that an aircraft is 30 minutes overdue and the unit is currently conducting a "ramp check" search for the missing aircraft. The BWDO informs USFK- Joint Personnel Recovery Cell (JPRC) who works in conjunction with the Korean Combined Rescue Team (KCRT) at DSN 784-6370 of a Search and Rescue Incident Report (SARIR) and of a possible SAR incident. The JPRC/KCRT notifies the Eighth Army Personnel Recovery Coordination Center (8APRCC) DSN 723-6286 concerning the SARIR.

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 Guardian AIC DSN 741-6780 that the aircraft has been verified as "missing". AIC notifies the 7th USAF BWDO that aircraft is officially missing. The BWDO issues a stand-up order to the JPRC/KCRT. The JPRC/KCRT alerts the 8APRCC for an aircraft SAR Incident.

d. To prevent unnecessary SAR actions, unit commanders must provide knowledgeable information to the 8APRCC and JPRC on the current status and any information in regards to the SARIR. 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, APOAP 96205-5259. Providing temporary numbers is authorized.

e. SAR aircraft launch on SAR missions is by direction of the 8APRCC or JPRC/KCRT only.

f. The FOC/AIC first notified of an aircraft accident must coordinate with Incheon ACC/Master Control Reporting Center (MCRC) "WATCHMAN" 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/AIC notifies the BWDO who in turn notifies the JPRC/KCRT. The JPRC/ KCRT notifies the 8A PRCC.

2-7. 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, 4-58 Airfield Operations Battalion, Unit #15276, APO 96202-5276.

2-8. Procedures

a. Transmit VFR flight plans to the FOC/AIC or Incheon FIC 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 and time enroute).

(6) Time enroute of the destination.

(7) Landing points.

(8) Ground time at each landing point.

(9) Final destination.

(10) Total time.

(11) Number of personnel on board.

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

b. Transmit VFR en-route position reports to the appropriate FOC, FCC, AIC, FIC, 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 other aircraft.

(2) Attempt contact through AIC on HF or MCRC on 278.4. (See the "US. 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 Incheon FIC/Incheon ACC 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 Guardian AIC flight plans may be filed, changed, or closed, and position reports made, by radio contact with FOCs, FCCs, Incheon FIC/Incheon ACC, Ground Control Intercept (GCI) sites, military base operations.

(3) Closing flight plans with Guardian AIC 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 Guardian AIC by radio or telephone.

e. Guardian AIC monitors US and ROK military aircraft, operating in and out of US Army airfields, upon receipt of a VFR/IFR 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.

2-9. Weather Information

Guardian AIC 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 FLIP's.

2-10. Aircraft Radios

During all flights, radios will be on, tuned to the appropriate en-route 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.

2-11. Advisories

Guardian AIC issues an advisory to aircraft when FOC personnel note conditions that may compromise 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, Guardian AIC suggests alternate procedures. Decisions and actions taken, as a result of an advisory, are the pilot-in-command's responsibility.

2-12. Hot Dog/Jack Rabbit Procedures

See UNC/CFC/USFK Reg 95-3/ACCR 60-8.

2-13. Use Of Communication

The use of communications between FOCs, airfield operations, and Incheon FIC/Incheon ACC will be restricted to the relay of information directly associated with ATC or official business.

Appendix A References

ACCR Reg 5 1-1 (Low Level Navigation)

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

AFI 13-203 (Air Traffic Control)

AFI 13-2 13 (Airfield Management)

AFI 11-208/AR 95-10/OPNAVINST 3721.20 (Department of Defense Notice to Airmen (NOTAM) System)

DOD Flight Information Publication (Enroute Supplement Pacific, Australia and Antarctica)

AK Reg 95-1 (Army in Korea General Aviation Provisions, Flight Procedures and Training Guidance)

EUSA Reg 95-2 (Operations and Management of United States Army Airfields, Helipads, and Heliports in the Republic of Korea)

AK Reg 95-33 (Personal Recovery (PR) Operations)

FAA0 7110.65 (Federal Aviation Administration Order)

FM 100-103 (Army Airspace Command and Control in a Combat Zone)

Search and Rescue Plan 529

UNC/CFC/USFK Reg 95-3 (Korea Tactical Zone (RK P-5 18 Flight Procedures)

AR 95-1 (Flight Regulations)

AR 95-2 (Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control and Navigational Aids)

Glossary

Section I. Abbreviations

AGL	Above Ground Level
AIC	Airspace Information Center
AIRAD	Airmen's Advisory
AME	Airspace Management Element
ACC	Air Route Traffic Control Center
ATC	Air Traffic Control
BWDO	AF Battle Watch Duty Officer
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** AFI 11-208(1)/AR 95-1/OPNAVINST 3721.20.

Airfield/Heliport Landing Area Caretaker Unit. A unit designated by a responsible commander to perform tasks outlined in paragraph 1-4e 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 information 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. Prepared area, usually unattended, designed primarily to accommodate takeoff and landing of helicopters at facilities such 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. Notice to Airmen, 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.