

HEADQUARTERS
유엔사
UNITED NATIONS COMMAND
사령부
UNIT #15259
부대번호 15259
APO AP 96205-0032
군우 96205-0032

HEADQUARTERS
한미연합군
ROK-US COMBINED FORCES COMMAND
사령부
UNIT # 15255
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KOREAN TACTICAL ZONE (RK) P-518
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FLIGHT PROCEDURES
비행절차

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UNC/CFC/USFK Regulation
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KOREAN TACTICAL ZONE (RK) P-518 FLIGHT PROCEDURES

SUPPLEMENTATION. Issue of further supplements to this regulation by subordinate commands is prohibited unless prior approval is obtained from CDR UNC/CFC, ATTN: CFCD-AV, UNIT # 15255, APO AP 96205-0028.

INTERNAL CONTROL PROVISIONS. This regulation does not contain management control provisions.

*This regulation supersedes UNC/CFC/USFK Reg 95-3, 19 October 1995 with Interim Changes 1 and 2 dated 24 February 1997 and 22 September 1997.

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GLOSSARY

CHAPTER 1**GENERAL**

1-1. PURPOSE. This regulation establishes flight procedures and training requirements for ROK and US aviation operations at or below 600 feet above ground level (AGL) during armistice in the Korean Tactical Zone (RK) P-518, including corridors and No Fly Areas. The intent of UNC/CFC/USFK Reg 95-3 regulation is to allow coordination between the corresponding agencies and to permit efficient air traffic and airspace management not to prohibit or restrict flights at or below 600 feet AGL.

1-2. APPLICABILITY.

a. UNC/CFC/USFK Reg 95-3 applies to all aircraft (UNC, CFC, USFK assigned, attached and OPCON aircraft, ROK Forces, ROK Government and Civilian aircraft) operating at or below 600 feet AGL in the Korean Tactical Zone (RK) P-518, including the No Fly Area, in armistice. Flights conducted predominately above 600 feet AGL will comply with the provisions of Air Component Command Regulation (ACCR) 60-8, Prevention of Inadvertent Overflight of Non-Friendly Borders.

b. At a minimum, all pilots must abide by the regulations and guidance of the corresponding country's Armies.

1-3. REFERENCES. Required and related publications are contained in Appendix A, References.

1-4. EXPLANATION OF ABBREVIATIONS AND TERMS.

a. Abbreviations and terms used in this regulation are explained in the Appendix B, Explanation of Terms and Appendix E, Terms and Abbreviations. The following are fundamental terms referenced throughout this regulation.

b. Korean Tactical Zone (RK) P-518 is the area south of the Military Demarcation Line (MDL) and north of the following regions, Gangwha – Shindo – Gapyung – Chuncheon – Sockcho, which connects the Korean peninsula from west to east. It is divided into six sectors. The intent of the Korean Tactical Zone is to: control air operations in armistice, simplify identification of enemy infiltration attempts, and prevent friendly forces inadvertently over flying non friendly borders. The six sectors are explained in Appendix C, Sectors of Interest in the (RK) P-518 Tactical Zone.

c. The P-518 No Fly Area (NFA) is the northernmost part of the P-518. The area begins at the MDL and extends southward approx 5nm (9.3km). The southern limit of the NFA is the No Fly Line (NFL). The NFL aligns with easily identified terrain features and serves as the boundary of the NFA. A corridor system extends from the NFL into the NFA and allows for limited access into the NFA. The intent of the No Fly Area is to restrict unnecessary military aviation operations in the border area. All aircraft conducting flights in this area must obtain special approval prior to the flight and abide by more restrictive procedures while flying. The No Fly Area, No Fly Line, and Corridor system are explained in Appendix D.

d. Flight Operation Centers (FOC) are the primary air traffic control (ATC) center for all aircraft conducting flights at or below 600 feet AGL. The ROK Army has two centers; Wonju FOC controls the First Republic of Korea Army (FROKA) Area and Yongin FOC controls the Third ROK Army (TROKA) Area. US aircraft are controlled by FOC-K (Guardian Control) located in Seongnam.

e. Flight Coordination Centers (FCC) are subordinates of the FOC and provide air traffic flight following and flight information. The four subordinate centers of Wonju FOC are Sun, East Sea, Grant and Lee. The three subordinate centers of Yongin FOC are Bonghwang, Goni

and Gyurugi. North Radio and South Radio are subordinate centers of FOC-K for US aircraft.

1-5. RESPONSIBILITIES.

a. All military Commanders, persons in charge of Government offices and civilian airlines that control aviation assets are responsible for the following:

(1) Ensure that flights in (RK) P-518 Korean Tactical Zone are necessary, scheduled, appropriately planned, and that flight plans are submitted to the corresponding FOC and FOC-K (Guardian Control) in accordance with (IAW) UNC/CFC/USFK Reg 95-14

(2) Aviation battalion commanders, and above, or their equivalent will approve all flights in the No Fly Area, and assign specific corridors that pilots are responsible for maintaining qualification and ensure adequate level of training to complete their assigned missions. For all corridor flights, aircrew briefings shall be conducted IAW paragraph 2-5, Aircrew Briefing Guide.

(3) Ensure adequate instruction is provided to all aviators prior to flight within the Korean Tactical Zone (RK) P-518 to include communication procedures, disorientation, weather requirements, training and validation requirements, DMZ warning signs, indicators and procedures IAW UNC/CFC/USFK Reg 95-3, 95-14 and ACCR 55-3.

(4) Ensure that all aircrew members, supervisory, and mission briefing personnel are thoroughly familiar with No Fly Area/Line procedures.

b. Pilot in Command (PIC).

(1) Responsible for the planning, preparation and conduct of all flights in the Korean Tactical Zone (RK) P-518 to include the No Fly Area and corridors.

(2) Ensure that the flight missions in the Korean Tactical Zone (RK) P-518, No Fly Area and corridors are appropriate, and planned in detail. Submit flight plans to the corresponding FOC (US units submit through FOC-K) and request verification of authority for the flight if appropriate, and request clearance number from ATC prior to conducting flight in the No Fly Area and corridors or at night.

(3) Use all available information pertaining to routes of flight, special-use airspace, weather, navigational aids, active ranges and range locations relative to the planned flight.

(4) Shall know their exact position at all times within the Korean Tactical Zone (RK) P-518.

(5) Will ensure that all crew members thoroughly understand the audiovisual warning signals used to advise an aircraft that it is in danger of violating DMZ airspace.

(6) Will monitor Ultra High Frequency (UHF) or Very High Frequency (VHF) guard frequencies at all times while operating within the Korean Tactical Zone (RK) P-518.

(7) Maintain two-way radio communications with ROK Forces FOC, FCC or U.S. FOC-K (Guardian Control) at all times when operating in the Korean Tactical Zone (RK) P-518. Pilots in command will report their position every fifteen minutes, or as requested by Master Control and Reporting Center (MCRC) or ATC. Non-military helicopters will report every 10 minutes.

(8) Avoid over flight of towns, congested areas, farms and areas of concern to avoid public discontent.

c. FOC and FOC-K (GUARDIAN CONTROL).

(1) Maintain a 24-hour hotline with FROKA and TROKA. Maintain communication with FROKA and TROKA during the day and with FROKA and TROKA Command and Control Room at night. FOC-K must have a bi-lingual capability English/Korean.

(2) Consult with FROKA and TROKA Army Aviation Department (AAD) for night flight clearance. For USFK aircraft the 164th ATS group, for ROK Forces aircraft the 55 ATS BN(ROK AOC) has the responsibility to provide flight following and flight information and coordinate with each other.

(3) Notify all flight plans and information to MCRC and coordinate for flight following.

d. FROKA/TROKA AAD (Airspace Management Element (AME)).

(1) Notify flight plans to the corresponding subordinate units ASAP.

(2) Maintain a control log of all flights. The control log will contain flight information and notification sent to subordinate units.

CHAPTER 2

FLIGHT PROCEDURES GENERAL

2-1. GENERAL. The purpose of this chapter is to provide general procedures that are applied when conducting flight in the Korean Tactical Zone (RK) P-518 including the No Fly Area.

2-2. AIRSPACE CONTROL AUTHORITY.

a. CDR, FROKA and CDR, TROKA have airspace control authority at or below 600 feet AGL in the Korean Tactical Zone (RK) P-518 airspace of their corresponding areas. The AME, FOC and FCC facilitate airspace management for each ROK Field Army.

b. The Army commanders of the corresponding areas have the airspace authority for night flights in (RK) P-518 south of the No Fly Line and for all flight missions at or below 600 feet AGL along the NFL, and in the No Fly Area. AAD or FOC of each ROK Army execute airspace management in these areas.

c. The CDR, ACC has authority for all flight missions at or above 600 feet AGL in the Korean Tactical Zone (RK) P-518, with the exception of momentary incursions up to the coordinating altitude (800 feet AGL, and at all altitudes in the Korean Eastern and Western Tactical Zones (RK) P-518.

d. UNC has control of the airspace in the southern half of the DMZ and in the Han River Estuary (HRE). All aircraft, excluding those stated in Chapter 5 paragraph 5-7, are prohibited from entering or traversing the DMZ.

2-3. FLIGHT MISSIONS AUTHORIZED BY AREA.

a. No Fly Area.

(1) Urgent Operations.

(2) Mandatory aviation missions that directly support United Nations Command (UNC), ROK Forces, or USFK.

(3) Disaster relief missions such as Search and Rescue (SAR), Medical Evacuation (MEDEVAC), firefighting, and disaster assistance..

(4) Training flights for qualification of aviators to conduct missions in the No Fly Area.

(5) Army Tactical Training in the corresponding sectors approved by CDR TROKA/FROKA.

(6) Night flight (sunset to sunrise) in the No Fly Area is prohibited except for urgent military operations, emergency rescue, MEDEVAC and special investigations by UNCMAC by military helicopters. Positive coordination with MCRC is required and ATC agencies will transmit mission to FROKA or TROKA AADs and ground units as soon as possible.

(7) Government and civilian aircraft missions must satisfy the additional requirements of paragraphs 2-6 through 2-9 for conducting flights in the No Fly Area. Government and civilian aircraft may not conduct night flights in the NFA.

b. Korean Tactical Zone (RK) P-518 (Excluding No Fly Area).

(1) All missions listed in paragraph 2-3A.

(2) Missions authorized by the unit commander. For flights along or within 2km of the NFL, authorization by the Army Commander in that area is required.

(3) Government and civilian aircraft must satisfy the requirements in paragraph 2-6 through 2-9 for flight in the Korean Tactical Zone (RK) P-518.

2-4. FLIGHT FOLLOWING. Flight following will be IAW ROKA FLIP, FROKA and TROKA SOP Directives, and U.S. FLIP as applicable.

2-5. AIRCREW BRIEFING GUIDE. The following must be included in the mission briefing and back-brief for each flight:

- a. Flight paths including: major terrain features, navigation aids, restrictions, and flight corridor.
- b. Lost communication and disorientation procedures.
- c. ATC frequencies and report procedures.
- d. Navigation responsibilities.
- e. Equipment requirements.
- f. DMZ warning aids.
- g. Orbit codes.
- h. HOT DOG and JACK RABBIT procedures.
- i. Inadvertent IMC recovery procedures.
- j. Danger of complacency.

k. Risk management.

2-6. FLIGHT REQUIREMENTS OF NON-MILITARY HELICOPTERS.

a. Non military helicopters (government and civilian helicopters) may conduct flight within the Korean Tactical Zone (RK) P-518 for emergency rescue, fire fighting, and MEDEVAC missions. For emergency missions in the DMZ or HRE, requests must be submitted through the UNCMAC Secretariat for Senior Member approval. For missions other than these, non-military helicopters can only operate, in the northerly direction, up to the area 2km below the NFL in the Korean Tactical Zone (RK) P-518 during daytime only. Non-military aircrews must receive monthly validation from the ROK JCS prior to the flight. When the actual flight is planned, the aircrew must receive clearance number from the applicable ROK AADs no later than (NLT) 14:00 one working day prior to the flight. For flights at or above 600 feet AGL, further approval from CDR, ACC is required, IAW ACCR 60-8.

b. CDR, FROKA and TROKA have flight plan approval authority of ROK non-military helicopters for emergency rescue, firefighting, and MEDEVAC related urgent missions. FROKA and TROKA Command and Control centers must report the emergency situation to ROK and US EOC in CC Seoul and the ROK JCS Situation Room, MCRC via FOC, and UNCMAC if the emergency is north of the Southern Boundary.

c. When ROK non military helicopters conduct emergency rescue, firefighting or MEDEVAC, they must receive command and control from the ROK Ops CDR (Division CDR, Regiment CDR) and ROK Army air control aircraft. The non military helicopter must be led by a ROK Army helicopter or have a navigator onboard when conducting missions. The pilot of the lead helicopter and the navigator must be qualified to conduct flights in that area. Night flights in the No Fly Area are prohibited at all times.

d. Army High Angle-Fire is usually conducted in the Korean Tactical Zone (RK) P-518. Therefore high-angle fire plans and flight route must be checked when coordinating flight plans with the FOC. During flight, pilots receive in flight updates from applicable flight following agencies (FCC, FOC or MCRC).

2-7. MAP REQUIREMENTS.

a. All pilots conducting flights in the Korean Tactical Zone (RK) P-518 must carry a series L754 1:50,000 map with aviation overprint.

b. Aviation unit flight operations, command and control units, and pilots will have the following depicted on their maps:

- (1) MDL, HRE, and Demilitarized Zone (DMZ).
- (2) No Fly Area (Korea Buffer Zone: KBZ).
- (3) NFL and Corridors.
- (4) Korean Tactical Zone and Korean Eastern and Western Tactical Zones (RK)
- (5) FROKA and TROKA boundaries.
- (6) P-73 A/B airspace and VFR preferred routes.
- (7) Restricted and prohibited airspace.

P-518.

(8) High density training airspace.

(9) Location of active airfields and airspace along the flight route (Appendix B, location of ROKA Airfields).

(10) Other necessary flight information (NOTAMS, Firing Ranges etc).

c. All coordinates are IAW the WGS-84 mapping system.

2-8. EQUIPMENT REQUIREMENTS.

a. Flights operating in the Korean Tactical Zone (RK) P-518 must have the following minimum operational equipment listed below. ROK helicopters and ROK light fixed-wing conventional aircraft do not need to be equipped with Tactical Air Navigation (TACAN).

b. Navigation Aids.

(1) An operational global positioning system (GPS) or Inertial Navigation System (INS) is required in all US helicopters operating in the (RK) P-518. During formation flight operations, at a minimum, the lead aircraft must have an operational GPS. However, commanders will ensure the maximum number of aircraft possible have an operational GPS.

(2) The GPS should be mounted to the aircraft. A handheld Precision Lightweight GPS Receiver (PLGR) may be used if the aircraft mounted system is not installed or is inoperative.

(3) Single ship fixed-wing aircraft must have a fully operational TACAN with distance measuring equipment (DME).

(4) An operational Radio Magnetic Indicator (RMI) and a standby compass.

c. Communication Equipment.

(1) Two operational radios of which one must be UHF or VHF with guard capabilities; the other must be a Frequency Modulation (FM) radio (FM radio requirement does not apply to non- military helicopters conducting firefighting, MEDEVAC or disaster assistance missions).

(2) A fully operational intercom system for all crew members.

d. IFF Equipment.

(1) All military aircraft operating within the Korean Tactical Zone (RK) P-518 must have a transponder with operating modes I, II, III, and IV IAW ACCR 60-8 and ACCR 55-3. Government and civilian aircraft must have a transponder with operating mode III.

(2) If any required equipment malfunctions during flight, the aircraft may not continue to operate in the Korean Tactical Zone (RK) P-518.

(3) The pilot will notify FOC/FCC and MCRC of the malfunction and return to base. If home airfield is within the Korean Tactical Zone (RK) P-518, the aircraft may still return to base.

NOTE: For the purpose of this regulation, "operational" means on and functioning properly. An equipment malfunction means that the equipment is not functioning properly.

2-9. WEATHER REQUIREMENTS.

a. Weather requirements flight below 600 feet AGL for the Korean Tactical Zone (RK) P-518 not including the No Fly Line and No Fly Area are listed below. Aircraft will remain clear of clouds at all times. For all other flights above 600 feet, refer to ACCR 60-8.

ACFT TYPE	DAY	NIGHT
	600 FT AGL AND BELOW	600 FT AGL AND BELOW
ROTARY WING	* 500' - 1 MI	1000' - 3 MI (UNAIDED) 1000' 1 MI (AIDED)
FIXED WING	1000' - 3 MI	1000' - 3 MI

* Aviation battalion or equivalent commanders may reduce Visual Flight Rules (VFR) requirements for helicopters to no less than 500-1/2 for flights within the Korean Tactical Zone (RK) P-518 on a case by case basis.

b. Weather requirements for the No Fly Area are listed below.

ACFT TYPE	DAY	NIGHT
	600 FT AGL AND BELOW	600 FT AGL AND BELOW
ROTARY WING	500' - 2 MI	*1000' - 5 MI
FIXED WING	1500' - 5 MI	*N/A

* Night flight in the No Fly Area is prohibited except as stated in para 2-3 A8.

2-10. DIVISION OF AIRSPACE.

a. Division of Altitude.

(1) All rotary-wing aircraft operations will normally be at or below 600 feet AGL. Altitudes between 600 feet AGL and 800 feet AGL are a buffer zone for procedural separation from ACC airspace.

(2) Rotary-wing aircraft missions above 600 feet AGL except for momentary incursions must be coordinated with MCRC through Guardian Control or FOC and FCC. Flight following will be conducted with MCRC via radar and radio.

b. Division of Sectors.

(1) For effective flight following and control, the No Fly Area is divided into six sectors (sectors I-VI). The Korean Tactical Zone (RK) P-518 Tactical Zone is also divided into six sectors (S, T, V, W, X and Y) which are detailed in Appendix C and D.

CHAPTER 3

TRAINING AND VALIDATION REQUIREMENTS

3-1. TRAINER REQUIREMENTS.

a. The term "Trainer" means Unit Trainer (UT), Instructor Pilot (IP), or Standardization Pilot (SP), who is current and qualified to conduct flights in the No Fly Area as appointed by the commander. These trainers conduct Korean Tactical Zone (RK) P-518, No Fly Area and NFL orientation/ qualification flights.

b. Trainers must be able to conduct NFL training flights without the aid of maps, and be familiar with procedures for lost communication, disorientation, HOT DOG and JACK RABBIT recall procedures. Corridor training will always be conducted with the aid of maps.

c. A trainer is authorized to conduct training/qualification flights in any aircraft type.

(1) A trainer may conduct training/qualification flights in a seat without access to the flight controls. If the trainer is not qualified for the type of aircraft used for training, he or she must be seated where visual reference to the terrain and pilot is possible. The trainer will be provided dedicated intercom system access and maintain communications with the pilot at all times.

(2) Briefings for training /qualification flights will be accordance with the mission briefing guide in paragraph 2-5.

d. A Trainer must conduct a flight along a No Fly Line sector or within a corridor every 120 days to maintain qualification in that sector or corridor. Only a qualified and current trainer may validate other trainers.

e. Documentation for Eighth Army aviators will be accomplished IAW Eighth Army Reg 95-1. Documentation for all other aviators will be IAW applicable service regulations.

3-2. (RK) P-518 TRAINING AND VALIDATION REQUIREMENTS.

a. The following are the aviator training and validation requirements to conduct flights in the Korean Tactical Zone (RK) P-518, S, T, V, W, X and Y sectors.

(1) All aviators will receive orientation flight for the sector of the Korean Tactical Zone (RK) P-518 in which they are required to operate, with emphasis on familiarization of the NFL and sectors, major terrain features, and areas of interest, and procedures for disorientation, lost communications, HOT DOG and JACK RABBIT. The training will be conducted by a qualified the Korean Tactical Zone (RK) P-518 trainer. No aviator may conduct missions in the (RK) P-518 unless they have been oriented to that sector.

(2) When the trainer anticipates that the aviator is capable of conducting flights along the NFL and the areas he or she may conduct flights in the future with the aid of maps, the trainer may propose a validation of (RK) P-518 flight.

(3) After initial orientation/validation, aviators must conduct a flight every 180 days along the No Fly Line in a sector to maintain qualification for that (RK) P-518 sector.

(4) In the case of formation flights when the formation remains intact during all operations in the Korean Tactical Zone (RK) P-518, only the lead aircraft is required to be qualified in the sector(s) being flown.

3-3. NO FLY AREA TRAINING AND VALIDATION REQUIREMENTS.

a. The following are the aviator training and validation requirements for conducting flights within 2km of the NFL and in the No Fly Area.

(1) All aviators will receive flight orientation and training in the corridors and/or NFA sectors that they will conduct missions. No aviator shall conduct flight in corridors or the No Fly Area prior to the orientation flight conducted by a trainer and qualification to conduct flight in the applicable area.

(2) Aviators should be trained a minimum six times (including the qualification flight) by the trainer for qualification in the No Fly Area, corridors. If the trainer determines that the aviator has the ability to navigate the corridors with the aid of a map and is familiar with UNC/CFC/USFK Reg 95-14 and this regulation, the trainer may request validation prior to the sixth training flight.

(3) ROK and other US Forces will document training and validation per their service directives. Documentation of training and validation for Eighth Army aviators will be IAW Eighth Army Reg 95-1.

b. Aviators must conduct a flight every 90 days to maintain qualification in a No Fly Area sector or corridor. Aviators who lose currency in the No Fly Area must demonstrate to a trainer that they have the ability to navigate the requested sector and/or corridor with the aid of a map. Aviators that have conducted one or more flights every 90 days are exempt from re-evaluation.

c. For ROK aviators, as a general rule, qualification of the PIC to conduct flight in the No Fly Area is mandatory, but unqualified PICs may conduct flight with a qualified copilot if no other alternative exists.

d. In the case of formation flights when the formation remains intact during all operations in the No Fly Area, only the lead aircraft is required to be qualified in the sector(s) being flown.

3-4. JOINT SECURITY AREA (JSA), CORRIDOR 20A, H-128 VALIDATION. Aviator validation procedures for flights in corridor 20A north of the southern boundary of the DMZ will consist of a ground orientation of the terrain between H-127 and H-128 and at least two trips to and from H-128 at either the aviator's or copilot's station, of which one trip must be at the controls of the aircraft. The orientation and validation will be conducted by personnel from the UNCMAC.

CHAPTER 4

(RK) P-518 AREA PROCEDURES AND REQUIREMENTS

4-1. GENERAL. This chapter specifies the procedures for flight in Korean Tactical Zone (RK) P-518 described in appendix C. See chapter 5 for procedures and requirements for the No Fly Area, No Fly Line, and corridors.

4-2. LOST COMMUNICATIONS AND DISORIENTATION.

a. Lost Communications.

(1) If two way radio communications are lost in the Korean Tactical Zone (RK) P-518, the PIC will abort the mission, transponder mode III will be set to 7600 and the aircraft will return to home station. A radio transmission will be made in the blind stating intentions. If a flight is aborted due to lost communications, the PIC will notify FOC or FOC-K upon landing. The FOC and FOC-K will notify MCRC.

(2) If communication is reestablished, the flight may be continued.

b. Disorientation.

(1) If an aircrew cannot verify their exact position while operating in the (RK) P-518, they will immediately turn to a heading of 150 to 170 degrees, notify the flight control center, and fly the selected heading until their exact position is determined. Coordination with MCRC or the corresponding FOC will be maintained by the pilot.

(2) The time of turn, the exact heading, the time flown on the selected heading, and location of the aircraft when its exact position is determined, will be carefully recorded. The recorded information will be used to determine if any airspace violation occurred IAW paragraph 5-8 of this regulation.

(3) Extreme caution must be exercised as the southerly heading may violate the (RK) P-73 area. Aircraft operating in the vicinity of (RK) P-73 must comply with ROK or U.S. DOD FLIP.

(4) Reentry and mission continuation will not be authorized until exact position is determined, the FROKA or TROKA AAD or AME has determined that no airspace violation occurred and after coordinating with the FOC, FCC or FOC-K (Guardian Control).

4-3. NIGHT FLIGHTS IN KOREAN TACTICAL ZONE (RK) P-518.

a. All ROK and US aviators desiring flight into the (RK) P-518 area with the exception of the No Fly Area, between the hours of official sunset and sunrise must submit a flight plan to the corresponding AAD through the corresponding FOC or FOC-K (Guardian Control). A night flight clearance is required for flights between the hours of official sunset and sunrise in the Korean Tactical Zone (RK) P-518.

b. Flight plans must be submitted no earlier than 12 hours and NLT 2 hours before take off.

c. Following information should be submitted to the corresponding FOC for a (RK) P-518 night flight. For flights requiring a clearance number, refer to paragraph 5-2.

(1) Lead aircraft call sign.

(2) Type and number of aircraft.

(3) (RK) P-518 entry point.

(4) (RK) P-518 entry time.

(5) Route of flight or High Density Training Area (HDTAs) (Include enroute and ground times at each destination within P-518 or HDTA).

(6) (RK) P-518 exit point.

(7) (RK) P-518 exit time.

(8) Name of pilot.

(9) Type of mission.

(10) POC (able to clarify request information).

(11) Initials of the person submitting the request.

(12) Specific pilot request for emergency missions such as MEDEVAC or REDCATCHER.

(13) Remarks (VIP code etc).

d. Submission of flight plan should not be delayed to gather flight plan information. FOC or FOC-K (Guardian Control) will coordinate with the corresponding AME to receive the clearance number.

e. FOC and FROKA, TROKA AAD AME will notify FCC, MCRC, and ground units promptly of the flight information. Adjusting the flight plan will delay the flight until validated by FROKA or TROKA AAD AME.

f. If the mission is canceled, the pilot will notify the corresponding FOC or FOC-K (Guardian Control). FOC or FOC-K (Guardian Control) will, in-turn notify the corresponding AAD/MCRC.

g. If the mission is not approved, the AAD will notify FOC or FOC-K (Guardian Control). FOC will, in-turn notify the operations branch of the requesting aviation unit.

h. EMERGENCIES. Urgent MEDEVAC and REDCATCHER missions will be processed using their discrete call signs and will be granted immediate approval. General officer approval is not required for these flights. In the event of other tactical emergencies, the general officers listed in chapter 5 subparagraph 5-5 D(1-2) may authorize night flights in (RK) P-518.

4-4. (RK) P-518 FLIGHT-FOLLOWING DURING FIELD EXERCISES (EXCLUDING NO-FLY Areas).

a. Aviation units conducting Field Training Exercises (FTX) within the (RK) P-518 should notify the FROKA and TROKA AAD NLT 5 working days prior to the exercise. The following information should be submitted to FROKA and TROKA AAD:

- (1) Training Area (Assembly Area, FARP locations).
- (2) Training dates (period).
- (3) Type and Number of aircraft involved.
- (4) Name of Temporary Tower and operating frequency.
- (5) POC and telephone number.
- (6) Remarks as necessary.

b. The following procedures will be used during field training exercises in (RK) P-518 to ensure safety and efficiency.

(1) The requesting unit will notify the FOC or AAD at least five working days prior to the exercise in order to allow time for an Airman's Advisory (AIRAD) to be published and disseminated.

(2) Aircraft entering or leaving the exercise area will provide the corresponding FOC/FCC and FOC-K (Guardian Control), with flight information IAW provisions of this regulation.

(3) Aircraft participating in the exercise area will file flight plans to their unit

operations branch in the field. Unit operations branch will forward the full flight plans to the corresponding FOC. FOC will relay the flight plan to MCRC.

(4) The operations section of the field unit will notify the corresponding FOC when the exercise area is occupied and when it is vacated.

(5) Throughout the exercise, FOCs will closely monitor traffic in the exercise area to rapidly identify targets for MCRC.

4-5. FIXED WING EMPLOYED AT OR BELOW 600 FEET AGL. Fixed wing aircraft operating at or below 600 feet AGL must conduct flights under MCRC radar watch IAW ACC Reg 60-8. An AIRAD must be published NLT than the day prior to the proposed mission.

CHAPTER 5

NO FLY AREA PROCEDURES

5-1. GENERAL.

a. The term No Fly Area applies to the area north of the NFL, corridors north of NFL, and areas outside the corridors north of the NFL.

b. Personal cameras, binoculars, and tape recorders will not be carried aboard any aircraft by crew members or passengers while operating north of the NFL unless they are necessary for the performance of duties.

5-2. FLIGHT PLAN REQUIREMENTS. The following flight plan information is required for operations anywhere within the No Fly Area. Night flight plan requirement is stated in paragraph 4-3 (night flight within the (RK) P-518).

a. Aircrews, units or offices that control aviation assets must request clearance to conduct missions in the No Fly Area to the AAD or FOC NLT 15:00 one working day prior to the flight. The following information is required by the AAD or FOC for approval to operate in the No Fly Area.

(1) Lead Aircraft Call sign.

(2) Number and type of aircraft and expected flight altitude (AGL).

(3) The NFL or corridor entry point.

(4) The NFL or corridor entry time (may be adjusted via the flight plan; actual entry time must be within plus or minus 15 minutes).

(5) In the case of flights outside the corridors in the No Flying Area, flight path including coordinates to each location and waiting time on ground.

(6) The NFL or corridor exit point.

(7) Corridor exit time (pilots may exceed estimated exit time by no more than 15 minutes; however they may exit any time prior to the estimated time after coordinating with the corresponding FOC/AAD. The FOC/AAD will notify MCRC of the aircraft's exit.

(8) Name of PIC.

(9) Type of Mission.

(10) Point of Contact (POC) able to clarify request information and phone number.

(11) Initials of person submitting the request.

(12) Remarks. (VIP Code, etc.)

b. AAD will coordinate with AME for restrictions in utilizing the airspace. Flight is approved only with the concurrence of the AME and the AAD's recommendation to the commander of the corresponding area.

c. Commanders, FROKA and TROKA may delegate flight approval within the No Fly Area and will maintain a record of flights approved. For urgent or time sensitive missions, verbal approval may be granted.

d. For validation of flights within the No Fly Area, each AAD will report to the FOCs in their areas and to MCRC. The AAD, through its chain of command, will notify all ground units in the area of the flight. The clearance number is not issued to the aircrew until the flight notification is complete.

e. All aircraft operating at or below 600 feet AGL in the No Fly Area must have in possession the clearance number provided by ATC.

f. If two or more aircraft conduct formation flight in the No Fly Area, only one clearance number is issued. Separation of the formation is only permissible after receiving a new clearance number from FROKA or TROKA via applicable ATC.

g. Flight plans must be filed with FOC or FOC-K (Guardian Control) no earlier than 24 hours and NLT 2 hours prior to proposed corridor entry time. Units must still comply with the time constraints for the clearance request. FOC or FOC-K (Guardian Control) will clear aircraft into the corridor when clearance has been received from the corresponding AAD.

h. The flight of government and civilian aircraft is validated only after the actions taken IAW the ROK JCS OPSOP is confirmed in writing and the mission satisfies the additional requirements stated in paragraph 2-6 of this regulation.

5-3. COMMUNICATIONS.

a. All aircraft entering or operating in the No Fly Area will maintain two-way radio communication with flight-following facilities.

b. The following mandatory reports will be made to the nearest FOC or FCC by all pilots entering, departing or operating within the No Fly Area:

(1) Time and location of entry into each corridor. Initial corridor entry time must be within plus or minus 15 minutes of approved entry time.

(2) Arrival and departure time at each point of landing and each additional corridor the aircraft passes and/or enters while in the No Fly Area.

(3) Time and location of exit from the No Fly Area.

(4) Flight Route changes.

(5) Any information required for flight-following activity.

(6) Report to the FOC responsible for the corridor being utilized every 10 minutes or as requested by MCRC and FOC/FCC.

c. Flights in sectors I, II and III of the No Fly Area must maintain communication with either FCC Gyugi, FCC Goni or North Radio.

d. Flights in sectors IV, V and VI of the No Fly Area must maintain communication with either FCC Goni, FCC LEE, FCC Grant, FCC Sun or the nearest ATC agency.

e. Pilots are responsible for requesting the appropriate radio frequency hand-over from one flight-following facility to another when transitioning the No Fly Area.

5-4. LOST COMMUNICATION AND DISORIENTATION.

a. Lost Communications

(1) If two-way radio communication is lost while in the No Fly Area, the PIC will abort the flight and exit the No Fly Area via the nearest corridor. Radio transmissions will be made in the blind, stating intentions.

(2) If communication is reestablished prior to departure from the No Fly Area, the flight may be continued. If a flight is aborted due to lost communications, the PIC will notify the corresponding FOC or FOC-K (Guardian control), upon landing. FOC or FOC-K (Guardian Control) will in turn notify MCRC.

b. Disorientation

(1) If aircrews cannot verify their exact position while operating in the no Fly Area, they will immediately turn to a heading of 150 to 170 degrees, notify ATC of the action taken and fly the selected heading until their exact position is determined. The aviator must maintain coordination with the corresponding FOC and MCRC.

(2) The time of turn, the exact heading, the time flown on the selected heading, and the location of the aircraft when its exact position is determined, will be carefully recorded. Recorded information will be used to determine if any airspace violation occurred, if so, comply with chapter 5 paragraph 5-8 of this regulation.

(3) Continuation of the mission will not be authorized until exact position is determined and it has been determined that no airspace violation occurred.

5-5. CORRIDOR OPERATIONS.

a. In order to conduct flights in the corridor areas within the No Fly Area, the following crew and aircraft requirements must be met:

(1) All aircraft operating in the No Fly Area corridors will have at least one qualified crew and/or validator current for the corresponding corridors onboard to insure navigational accuracy. When a navigator is requested, the aviation unit responsible for corridor operations or the nearby aviation unit will support the request when possible.

(2) In formation flight, only the flight lead must be qualified and current for the corridor being flown. If the flight lead is not qualified or current, a current corridor pilot will be onboard in a position to observe the flight path of the aircraft and will be responsible for the navigation of the aircraft during the No Fly Area/Corridor flight. If for any reason an aircraft becomes separated from the flight, the PIC will exit the corridor.

(3) Transient out-of-country aircraft that are required to operate in the (RK) P-518 shall request a U.S. navigator through the USFK J3 Aviation Division NLT 48 hours prior to the planned takeoff time. The transient crew is responsible to provide the navigator with an operational headset and ensure the navigator is able to communicate with flight following

agencies. The navigator must also be seated in a position to observe the flight path of the aircraft.

(4) Maximum airspeed along the NFL will be 120 knots. Maximum airspeed north of the NFL will be 70 knots unless higher airspeed is required to evade a North Korean threat or respond to an air defense warning.

b. Aircrews will observe the following requirements and procedures:

(1) Pilots will contact the corresponding FOC/FCC by radio at least 15 minutes prior to corridor penetration to ensure that their flight plan has been approved by the corresponding AAD. Aircraft will not enter the corridor until the clearance number is confirmed with FOC/FCC, indicating approval by the ground commander.

(2) Flights will enter and exit the corridors only at the points depicted on the L754 special series 1:50,000 DMZ flight map.

(3) Flights within the corridors will be flown as close to the middle of the corridor as possible, staying to the right side of the major terrain feature around which the corridor is designed.

(4) All missions will be flown at the lowest altitude consistent with safety of flight and navigational considerations, not to exceed 600 feet AGL.

(5) Flights into corridors will be flown in close adherence to estimated flight times.

(6) Itinerary changes will be made only when necessary to conduct operationally critical missions or to perform emergency MEDEVACs. Deviations from corridor flight plans are not authorized without prior approval from FROKA or TROKA AADs, except as noted in subparagraph 5-6 C and D. Approval may be obtained by contacting the ATC, which will in-turn request clearance for the deviation with the proper AADs.

c. Night corridor and No Fly Area flights are prohibited for fixed wing and rotary wing flight. Exception for rotary wing and fixed wing aircraft are: urgent operations, emergency SAR and MEDEVAC missions, and missions in support of the UNCMAC special investigative team. Units that must conduct training to perform these missions will submit a request for approval through Commander UNC/CFC, ATTN: CFCD-AV, Unit #15255, APO AP 96205-0028, to Commander, TROKA or FROKA as applicable NLT seven working days prior to the mission.

d. Exceptions to corridor procedures are as follows:

(1) Commander UNC/CFC, Deputy CDR CFC, UNCMAC senior members, Assistant Chief of Staff (ACS) (Deputy ACS) C3 CFC, Chief of J3 ROK JCS, Chief of Staff, ROKA, Chief of G2/G3 ROKA and ROK AOC commander may authorize aircraft to deviate from the corridor structure when the missions dictates.

(2) ROK Army, Corps and Division commanders may authorize aircraft to deviate from the corridor structure in their areas of responsibility. This authority may be delegated to general officer deputies or general chiefs of staff, but will not be delegated any further. Flight plans with deviation from corridors will follow procedures in para 5-6.

(3) Urgent operations, emergency SAR, MEDEVAC, and fire fighting missions may fly outside the corridor system without the specific approval of the above individuals. The PIC must ensure coordination is made through FOC or FCC.

(4) Missions in support of UNCMAC Special Investigative Team are authorized to deviate from the corridor as required to conduct their missions.

(5) For missions that go outside the corridor, the aircraft will use the corridor system to the maximum extent possible, to a point immediately adjacent to the point of intended landing. The navigator must be qualified in the area flown.

5-6. REQUEST FOR FLIGHT OUTSIDE CORRIDORS.

a. Request for missions outside the corridors must include maps depicted with the point of intended landing and entry/exit point of the landing site.

b. Clearance for flight outside the corridors is given by the corresponding AAD. The request must be submitted NLT one working day prior to the mission.

c. Request for flight clearance outside the corridors includes the following:

- (1) Detailed map (area identified by coordinates and boundaries).
- (2) Mission objective and supporting unit.
- (3) Entry and exit point, pickup zones, landing zones and routes.
- (4) Refueling points.
- (5) ROK navigator pickup points (as appropriate).
- (6) Date and time of mission.

d. The G3 or S3 of the requesting unit will be responsible for coordinating with the AAD responsible for the area of operations.

5-7. MILITARY ARMISTICE COMMISSION HEADQUARTERS AREA (MACHA).

a. The UNCMAC is authorized to by the Armistice Agreement to operate and maintain one airfield in the DMZ in the vicinity of the JSA. This airfield has been designated as H-128 and is located in the JSA portion of the MACHA.

b. All flights in H-128 and corridor 20A must be approved NLT seven working days prior to the mission. Requests will be made through CFC C3 Aviation office to the secretariat of UNCMAC for approval. All missions must adhere to the provisions of the Armistice Agreement, UNC Reg 551-4, and this regulation.

c. The following procedures apply for all flights into H-128.

- (1) Flight altitude will not exceed 500 feet AGL.
- (2) Flights will be conducted during the daylight hours only.
- (3) Flights will be flown using corridors 20 and 20A. When traversing the fence, the corridor narrows to 400 meters wide centered on the highway. Flights should be flown as close to the highway as possible.
- (4) The aircraft will be marked with three yellow bands around the body IAW UNC Reg 551-4.
- (5) Crew members will wear yellow arm bands and will have in their possession UNC Form 9EK (Military Armistice Commission Identification Card), issued by the UNCMAC Secretariat.

(6) The UNCMAC will supply a navigator for all flights into H-128. The navigator will be picked up at H-127 prior to crossing the southern boundary of the DMZ.

(7) The aircrew must report corridor 20A entry and exit points, landing and takeoff at H-127 and H-128, entry and exit points of the southern boundary of the DMZ.

(8) Any flight plan deviation or an emergency situation while conducting the mission must be reported immediately to the FOC. Then the corresponding FOC will report the situation immediately to UNCMAC.

5-8. VIOLATION OF RESTRICTED AIRSPACE.

a. Unauthorized penetration of (RK) P-518 by ROK or US aircraft must be reported to the ROK JCS Situation Room and CC Seoul, CFC as soon as possible through the corresponding chain of command.

b. Unit commanders of aircrews involved in alleged violations will:

(1) Immediately upon notification of an actual or alleged violation provide as much information as possible to ROK JCS and CC Seoul CFC via applicable command channels.

(2) Ensure that the following actions are taken:

(a) The aircraft will not be released for flight and aircrew members will not be scheduled for flight duties until the alleged or actual violation is resolved.

(b) The aircraft's avionics and navigation equipment will be checked by competent authority before being cleared for use.

(c) Passengers (O-6 and below) will remain with the aircraft and crew to provide information to the investigating officer.

(3) Immediately upon notification of the incident, initiate an investigation of the alleged or actual violation IAW AR 15-6 or ROKA Reg 351.

(4) Ensure that the investigating officer obtains all possible information from the crew members, passengers, ATC, and ground or airborne observers.

(5) Forward results of the investigation through the chain of command: ROK Forces to ROK JCS and USFK to Commander, UNC/ CFC (ATTN: CFCD-AV, Unit #15255, APO AP 96205-0028). Investigations will be forwarded within 10 days of the actual or alleged violation. The ROK JCS and UNC/CFC will share the results of the investigation with each other.

c. The crew of the aircraft involved will:

(1) When aware of a possible violation, immediately notify their commander.

(2) Remain with the aircraft until released by the investigating officer.

(3) Ensure all passengers (O-6 and below) remain with the aircraft until released by the investigating officer.

d. Penetration or near penetration of the DMZ or HRE is an Armistice Violation and must be reported immediately to the UNCMAC Secretariat. Violations of the DMZ or HRE will be investigated IAW the Armistice Agreement and UNC Reg 551-4.

CHAPTER 6

DEMILITARIZED ZONE (DMZ) WARNING AIDS

6-1. VISUAL WARNING AIDS.

a. The following visual warning aids are used to prevent flights into the DMZ. Upon sighting these warning aids aircrews should turn to a southerly course (150 - 170 degrees) if uncertain of their exact position. Refer to UNC Reg 551-4 for additional information.

(1) Aircraft Warning "T" Markers (14x17m).

(a) Aircraft Warning "T" Markers with the top of the "T" oriented north, are placed approximately 2,000 meters south of the DMZ and 2,000 meters apart, on the southern slopes and near the crests of the prominent terrain features.

(b) The commanders of FROKA and TROKA are responsible for the maintenance of the "T" markers within their respective areas and will ensure through quarterly aerial inspections that the markers are conspicuously visible from the air.

(2) Aircraft Warning Panels (2x2.4m)

(a) Numbered international orange Aircraft Warning Panels are placed 300 to 400 meters apart, generally parallel to the southern boundary along the DMZ to warn aircrews approaching the DMZ.

(b) In some instances, these panel markers are within the southern boundary of the DMZ and are identified by a white "X" painted across the face of the panel. Neither the aircraft warning panels nor the DMZ fence line should be used for flight navigation, as the fence may be north of the southern boundary in numerous places.

(c) The inspection of the aircraft warning panels is conducted quarterly by UNCMAC and CFC C3 Aviation. The maintenance of the aircraft warning panels is conducted by the ground units of the corresponding areas IAW Memorandum of Agreement between USFK J3 and ROKA G3 dated 10 Jan 84.

6-2. VISUAL WARNING SIGNALS.

a. Ground personnel occupying guard and observation posts inside or near the southern edge of the DMZ will warn aviators with red smoke, red or white star clusters, and red or white star parachutes.

b. Personnel occupying these posts are instructed to use these warning devices when, in their opinion, an aircraft is flying in such a manner as to possibly violate the southern boundary airspace. Under normal circumstances, the red/white star cluster and the red/white parachute will be used first, followed by the red ground smoke. These pyrotechnics should not be fired in the direction of the aircraft and personnel will never fire at the aircraft in any circumstances.

c. Ground personnel will, as a last resort, fire 5.56mm tracer rounds in front of the aircraft. In no case will an aircraft be intentionally fired upon.

d. Upon sighting any of these warning signals, pilots must immediately turn to a southeasterly course away from the DMZ and positively establish their position prior to continuing the mission. After completing the mission, the aircrew will report the incident to the chain of command in detail. ROK JCS and USFK will share information as appropriate.

6-3. AURAL WARNINGS. The following aural warnings are used to evacuate aircraft from

Korean Tactical Zone (RK) P-518 and the No Fly Area. These warning broadcasts will be transmitted on guard and primary flight-following frequencies at appropriate intervals until the emergency situation has terminated.

a. "HOT DOG."

(1) The recall word "HOT DOG" will be broadcast to evacuate the No Fly Area in order to warn of an impending or actual violation of the No fly Line and/or MDL. HOT DOG procedures may be initiated by ground or airborne personnel. The broadcast is repeated until the aircraft in the No Fly Area are headed south.

(2) Aircrews will receive a "HOT DOG" warning broadcast every thirty seconds until the emergency situation is terminated. When call sign is unknown, the radio broadcast will be "HOT DOG, HOT DOG, HOT DOG, THIS IS (callsign), ON GUARD. ALL AIRCRAFT ON THE (Buffer Zone/No Fly Area Sector (I -VI), TURN TO HEADING (150-170) IMMEDIATELY, ACKNOWLEDGE." When aircraft callsign is known, the broadcast will be "(Aircraft callsign repeated twice) THIS IS (issuing agency call sign) HOT DOG HOT DOG HOT DOG, TURN TO HEADING (150-170) IMMEDIATELY, ACKNOWLEDGE."

(3) MCRC will utilize UHF, VHF and if possible, FM frequencies to broadcast HOT DOG. HOT DOG transmissions may also be relayed to the aircraft in flight and to FOC/FCC.

(4) Pilots who receive a "HOT DOG" broadcast will turn to the directed heading (150-170 degrees) and use all available terrain features, navigational equipment, and radar service to confirm present position. The aircrew will head in a southeast direction until clear of the No Fly Area/No Fly Line. The pilot will proceed south until confirming that the broadcast was for other aircraft or the "HOT DOG" broadcast is terminated.

(5) When the emergency has been terminated by the responsible agency, the code words "HOT DOG TERMINATED" will be broadcast and relayed by hotline to ATC agencies, airfields, and helicopters maintaining communication with land. If the HOT DOG alert is terminated prior to the departure from the No Fly Area and NFL, the PIC may continue the mission after positive determination of the aircraft's position and confirmation from Air Traffic Control that no airspace violation occurred.

b. "JACK RABBIT."

(1) The term "JACK RABBIT" is used to clear the No Fly Area and Korean Tactical Zone (RK) P-518 airspace for emergency situations. The CDR ACC or designated representatives will direct ROK or U.S. SODO to initiate "JACK RABBIT" procedures.

(2) MCRC will notify the FOC-K (Guardian Control), each Army FOC, and ROK and U.S. command centers and operations branches of aviation units. MCRC and FOC-K (Guardian Control) will broadcast the recall words "JACK RABBIT" utilizing primary and emergency UHF, VHF, and FM flight following frequencies. FOC-K or Army FOCs will relay the broadcast to the FCCs. This recall is designed for emergency situations where tactical fighter or helicopter intercepts may be necessary, and is distinctly different from HOT DOG procedures which will not be used interchangeably. Recall broadcast is as follows:

"JACK RABBIT, JACK RABBIT, JACK RABBIT. THIS IS (recall agency/relay aircraft call sign) ON GUARD. ALL AIRCRAFT EVACUATE P-518 IMMEDIATELY. AUTHENTICATION TIME (##). AUTHENTICATION IS (2 letters IAW AKAC 1553)."

(3) When a JACK RABBIT broadcast is received, all aircraft in the (RK) P-518 (except for aircraft actively involved in the intercept operations) will exit (RK) P-518 by the fastest route available. If an aircraft's home station is in (RK) P-518, it may return to its home base if it can do so more quickly than it can exit (RK) P-518. In circumstances where an

aircraft's home base is in (RK) P-518, but the aircraft is south of its home base, the aircraft will leave (RK) P-518 when JACK RABBIT is transmitted and will not fly north to its home base until the JACK RABBIT is terminated.

(4) JACK RABBIT will be terminated by MCRC under the direction of CDR ACC or designated representative. Termination will be announced through ATC and command channels to all appropriate units.

The proponent of this regulation is the office of the ACS, CJG3. Users are invited to send comments and suggested improvements on DA Form 2028(Recommend changes to Publications and Blank Forms) to the Commander, USFK, ATTN: CFCD-AV, Unit #15255, APO AP 96205-5255.

FOR THE COMMANDER UNC/CFC, AND THE COMMANDER USFK:

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APPENDIX A

REFERENCES

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ACCR 55-3 (Identification and IFF/SIF Procedures (S-R)), 1 Feb 01.

ACCR 55-20 (Theater Air control and Employment Procedures in Korea), 1 Oct 03.

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ROK Army Regulation 351 (Army Aviation Employment Regulation), 1 Jan 05.

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AR 15-6 (Procedures for Investigating Officers and Boards of Officers), 30 Sep 96.

UNC Reg 551-4 (Compliance with the Korean Armistice Agreement), 1 Dec 03

UNC/CFC/USFK Reg 95-14 (Flight Information and Flight Following Services), 25 Nov 03.

UNC/CFC/USFK Reg 95-6 (Airspace Management During Indirect Firings, Parachutes and Drone Flights), 4 Apr 84.

APPENDIX B

SECTORS OF INTEREST IN THE (RK) P518 TACTICAL ZONE

B-1. Sector S

Location

- | | |
|----------------------|----------------|
| A. H-104 | BG74118048 |
| B. G-107 | BG84887706 |
| C. C-182 ("UN Pad") | BG74018158 |
| D. NFL Corridor 2-12 | Refer to App D |

B-2. Sector T

Location

- | | |
|-----------------------|--|
| A. Camp Stanton | CG10308510 |
| B. G-222 | CG23288900 |
| C. G-219 Valley | Starting at the pond at CG240983 and heading north along the road to the road intersection at CH255059 |
| D. 219 Extension | Starting at the road intersection CH255059 heading northeast along the road to the bridge at CH292086 |
| E. Scott's Pass | Starting at the road junction at CG209973 heading north along the road to the junction abeam the NFL at CH178030 |
| F. North Pass | Starting at the road junction at CG180918 heading west along the road to the intersection at CG129911 |
| G. East Pass | Starting at the road junction at CG196875 heading west along the road to the junction at CG132858 |
| H. South Pass | Starting at the pond at CG199831 heading west along the road to the junction at CG131834 |
| I. West Route | Refer to DOD FLIP |
| J. Red Route | Refer to DOD FLIP |
| K. NFL Corridor 12-32 | Refer to App D |

B-3. Sector V

Location

- | | | |
|--------------------------------|-------------|-------------------|
| A. MPRC | center mass | CG43431064 |
| B. Camp Mobile (H-220) | | CG29109870 |
| C. Nightmare Range | center mass | CH55661506 |
| D. Pochon Noise Abatement Area | | CG41799573 |
| E. Chorwon Valley | | CH46792573 |
| F. G-219 | | CG24909760 |
| G. G-231 | | CH56601000 |
| I. Yellow Route | | Refer to DOD FLIP |
| J. Green Route | | Refer to DOD FLIP |
| K. NFL Corridor 32-56 | | Refer to App D |
| L. MPCP Route | | Refer to DOD FLIP |

B-4. Sector W

Location

- | | |
|----------|------------|
| A. G-313 | CH84802010 |
|----------|------------|

- B. G-314
- C. G-317
- D. Orange Route
- E. Green Route
- F. NFL Corridor 56-64

CH89702200
CH82403060
Refer to DOD FLIP
Refer to DOD FLIP
Refer to App D

B-5. Sector X

- A. G-404
- B. G-406
- C. NFL corridor 64-84

Location

DH11101600
DH13202170
Refer to App D

B-6. Sector Y

- A. G-413
- B. G-414
- C. East Route
- D. NFL Corridor 84-92
- E. P-423

Location

DH52704840
DH29871783
Refer to DOD FLIP
Refer to App D
DH65102240

APPENDIX C

NO FLY LINE, NO FLY AREA AND CORRIDOR AREAS

C-1. No Fly Line (NFL). The NFL is a line extending across the Korean Peninsula. Flights north of the NFL (into the NFA) must meet the requirements of this regulation. The NFL follows man made features (i.e. roads), and easily identifiable terrain features (i.e. rivers, valleys, ridgelines) to the maximum extent possible, and is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps as a black line. (= check point)

a. Sector SIERRA

The NFL begins in the west at BG52006700. Then the NFL tracks 035°M to BG55007100 (JUMUN-DO). Then the NFL follows the north shore of Jumun-Do to BG58007082, tracks 010°M to BG59307720 on Songmo-Do. Then the NFL follows the western & northern shoreline of Songmo-Do, through BG60637725 ("V" DAM) to BG63718173. Then the NFL tracks 064°M to Gangwha-do at BG67298339 (INLET). Then the NFL follows Hwy 301 easterly to BG71218493, from here along Hwy 48 past BG74738335 (BLUE ROOF APT). The NFL continues to follow Hwy 48 easterly through Ganghwa city to BG81467937 (west end of bridge). Continuing along Hwy 48, the NFL crosses over the Yom-Ha (on the northern bridge). The NFL continues along Hwy 48 to the intersection at BG84507704 (vicinity N-225/G-107). From this intersection the NFL continues NNE along Hwy 56, to BG86107847, a "Y" intersection, (vicinity DAIRY FARM, BG86107835). The NFL follows the left 'fork' in a northeasterly direction to BG86817913. From there, the NFL follows a stream/irrigation canal easterly to BG88407824, then along Hwy 56 passing BLUE/ORANGE ROOF (BG88617806). The NFL continues easterly along Hwy 56, past BOY/GIRL SCHOOL (BG91357748), ENE along Hwy 56 to BG92947796. Then the NFL tracks 039°M, past BLUE BLDG (BG93727879) to 3rd TALL GUARD SHACK (BG94597991), then 046°M, crossing into Sector Tango, to EXPRESSWAY BRIDGE (BG96248141).

b. Sector TANGO

From EXPRESSWAY BRIDGE (BG96248141) the line continues north along Hwy 23 to BG96218242. Then easterly along the road to BG97248264. Then directly to BG97938227, BG97248264, BG99028236, to "2" FINGERS INTERSECTION (BG99548295). The NFL continues northerly along Hwy 310, passing east of BOOT HILL (BG98548541). At Corridor 16A, the NFL follows the road northeasterly to OIL BANK (CG00838885). Continuing northeasterly, the NFL follows Hwy 310, passing south of SMOKE STACK (CG01559088). At CG02319069, the NFL turns to the north, intercepts Hwy 23, and continues along Hwy 23 to the NNE, then NW. At G02459351, the NFL departs Hwy 23, and proceeds directly to N/S GUARD SHACK (CG01079456). The NFL continues north along the western shore of the Imjin River until intercepting Freedom Bridge at CG00489614. The NFL continues NW along the road for 500 meters, then turns NE along the road prior to C-123. The NFL follows the road to the NE, passing north of Camp Greaves, to CG00769728, then over T15 (CG00929741), to the north end of Unification Bridge (CG01439769). The NFL continues along the north shore of the Imjin River to CG08349765 at the east side of Corridor 22. From here, the NFL continues east over the bridge, then immediately NNE along 'new' Hwy 37 (closest to the river). From CH10000023 the NFL follows a stream to the east, until intercepting Hwy 37 at CH11670035. The NFL continues easterly along Hwy 37, passing north of FISH FARM (CH12850098) to CH17820306 then north along the road, crossing the Imjin River to CH17450688. The NFL then follows the road along the northern bank of the Imjin River until CH20890763, then along the northern shore of the Imjin River to CH22821056. From here the

NFL proceeds NE along Hwy 322 to CH26241404 (along the southern bridge).

c. Sector VICTOR

From CH26241404 the NFL proceeds north along Hwy 324 (Hwy 78) passing east of OLD SCHOOL (CH26091668), to CH30962247. The NFL then passes south of 4 STORY RED BRICK BUILDING (CH31202278) continues NE along a road through town until intercepting the railroad tracks at CH31872270. The NFL continues northerly along the railroad tracks to CH37063101, then ENE along a draw and unimproved road to CH39073134. From here, NNE along road to CH397933285, east 400 meters, passing north of TENNIS COURT (CH40103276), then NE along road to YUL CHI-RI TURN (CH41573442). The NFL continues SE along road to CH43603330, then north along road to CH4360486 then easterly along Hwy 464, passing north of CHORWON O.P. (CH46403442) to CH49763590. The NFL then proceeds south along road to SMALL BRIDGE (CH50053473), SE along unimproved road to CH51693380, then east along ridgeline to CH53383369. After crossing the ridgeline the NFL continues east following the draw and unimproved road to CH55453378. Then the NFL proceeds to the north along a stream to CH55663461. From here, the NFL continues east along road, passing north of G-240 (CH58093467), to CH61643467. The NFL continues SE along road to CH63493370, vicinity of OLYMPIC BOWLING ALLEY (CH63403364).

d. Sector WHISKEY

From CH63493370 (vicinity of OLYMPIC BOWLING ALLEY (CH63403364)), the NFL continues NE along road to CH66143512, then south along road to CH66273278, vicinity "HOWARD JOHNSON" HOTEL (CH 6639 3283). The NFL then follows the road and valley SE crossing the high ground at SWATH CUT (CH70442898). It continues southerly to CH71512626, then turns easterly along the road, passing south of BLUE ROOF (CH71692634). The road turns to the NE vicinity LONE TREE (CH75462622), at CH76662822 the NFL departs from the road and continues NE along the small ridgeline. Coming down from the ridgeline, it crosses the road and valley to continue NE along a draw, through a saddle to GRAVEL PIT (CH78402989). Then the NFL continues NE down a draw to CH79003054 where the NFL then follows the road to the east to CH82373058. The NFL continues SSE along the road to CH83202862, just north of SK GAS (CH83282856).

e. Sector X-RAY

From CH83202862, just north of SK GAS (CH83282856), the NFL proceeds NE along the road and valley to CH85012940 (a fork in the valley). The NFL continues along the southern fork, as the terrain rises, to CH86722890. Then directly to CH87222853. The NFL follows the road and valley to CH88652864, the ESE up the middle of three forks to RIDGE NOTCH (CH89372830). The NFL continues directly, across the north-south valley, to CH92312745. It then follows an easterly draw north of WEST TUNNEL (CH 9279 2733), crossing the ridgeline at CH93622765. The NFL continues easterly down the draw to EAST TUNNEL (CH 9479 2749). The NFL continues easterly along the ridgeline from CH95372754 to CH96062738 to CH96782717 to CH97222693 to CH98132737. It crosses over Hill 583 then continues down the ridgeline to CH99202732 then directly (across the river) to DH00212704 (a small inlet). The NFL proceeds east up the draw to PINNACLE (DH01652710). It continues east along a small spur, across Hill 639, to DH02672686. Then down the draw the 'horse shoe' bend in the river (DH03242692). The NFL then follows along the river to DH04652702; it then follows the road northeasterly to DH05802732. It then follows the road NNE, passing to the west of "S" TURNS (DH06502737), to DH088343175. The road and NFL then turn to an easterly direction to DH11623132. From here the NFL continues SSE along the road and valley to "T" INTERSECTION (DH13532721). The NFL follows the road to the east passing south of

TWIN SPIRES (DH15352740). The NFL continues northerly along the road to DH16253014 (Corridor 76), then ENE to DH18873223. From here, the NFL proceeds northerly, directly to HAIR PIN TURN (DH189533160). It continues easterly along the road (just north of the ridgeline) to DH20783333. It remains on the high ground to DH21113319, then follows the draw NE to CORRIDOR 80A (DH22883456). The NFL then follows a straight line across the valley floor to CORRIDOR 80 (DH22883456). It then follows the road to the NNE to DH26923809, and then turns to the SE to DH27513767. The NFL departs the road, and proceeds through the saddle to DH28093727. It continues SE in the draw until intercepting the road at DH28693705, then along the road to DH29163642. Then the NFL goes directly to DH29493556, it then continues easterly along the road to DH30993526, just north of LITTLE HILL INTERSECTION (DH31013501).

f. Sector YANKEE

From LITTLE HILL INTERSECTION (DH31013501), the NFL continues easterly along the stream to DH32643583. It then follows the road (northern most) easterly to DH34513609. The NFL continues ENE along the unimproved road and valley, passing south of HILL 675 (DH37993758) to DH38323786. It continues east for 1,200 meters, then turns NE along the draw, passing south of HILL 1070 (DH39533856) to DH40243900. The NFL continues north to DH40243983, crossing the ridgeline to DH40574017, then SE down the draw, passing south of ROKA HELIPADS (DH41014029) to SORAK BRIDGE (DH44293865). The NFL then proceeds northerly along Hwy 46 to MICROWAVE TWR 3 (DH46554693), where it turns easterly to DH53164999. From here, the NFL follows the small stream/inlet to the coast line at DH54505070.

C-2. No Fly Area (NFA). An area within P518, bounded on the north by the southern boundary of the DMZ and on the south by the NFL, within which aerial flight is limited and access controlled by TROKA and FROKA. Aircraft must have proper clearance prior to entry in the NFA. Flight corridors are established within the NFA to better facilitate command, control, and navigation of aerial flights. In order to simplify and effectively control flight clearances and flight-following, the NFA is divided into six smaller areas. These areas are defined as follows:

a. Area 1. From a north-south line BG47007542 to BG500407076 (the western boundary of P518) to BG52006700, to a north-south line centered on the Han River, from BG94398335 (NZ) to BG95378064 (NFL). Note: A portion of Area 1 and the NFL is south of the P518 southern boundary. Aerial flight north of the NFL will comply with this regulation. Area 1 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3021-III, 3021-IV, 3021-I, 3021-II, 3121-III, 3121-IV.)

b. Area 2. From the eastern boundary of Area 1, east to a north-south line beginning at CH21312022 (Southern Fence), continuing south along the northern and eastern shore of the Imjin-Gang, to CH25771485, then along the eastern boundary of Corridor 36 to CH26191431 (NFL). Area 2 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3121-IV, 3122-II, 3121-I.)

c. Area 3. From the eastern boundary of Area 2, to a north-south line beginning at CH64564016 (Southern Fence), to CH64773962 to CH64303900 (NW corner of Corridor 56) to CH64403870 (along the west side of Corridor 56) to CH64013750 to CH64163626 to CH63843531 (along an unimproved road) to CH63443443 to CH63503367 (NFL). Area 3 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3122-I, 3122-II, 3222-III, 3222-IV.)

d. Area 4. From the eastern boundary of Area 3, east to a north-south line beginning at CH83464160 (Southern Fence), to CH83284120 to CH82654092 to CH82724004 to CH82803921 to CH83303892 to CH83563820 to CH83403730 (along east side of Corridor 64) to CH83503470 to CH84403162 to CH83232860 (NFL). Area 4 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3222-I, 3222-II, 3222-III, 3222-IV.)

e. Area 5. From eastern boundary of Area 4, to a north-south line beginning at DH30604539 (Southern Fence), to DH30584485 (along road and east of Corridor 84) to DH30734437 to DH30504305 to DH30594200 to DH31133967 to DH30953690 to DH30683642 to DH30593585 to DH31003527 (NFL). Area 5 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3222-I, 3222-II, 3322-III, 3322-IV, 3322-I, 3322-II.)

f. Area 6. From the eastern boundary of Area 5, east to eastern edge of P518 (the coastline). Area 6 is depicted on the P518 Aviation Special 2004, 1:50,000, series L754S maps. (Map sheets: 3322-I, 3322-II, 3422-IV, 3423-III.)

C-3. Corridor Areas. The coordinates of each corridor boundary are listed in the tables below. Generally: For corridors that adjoin the NFL, the first point listed is the most SW point of the corridor. The listing then continues clockwise, terminating at the NFL.

For corridors that do not adjoin the NFL, the first point is the western or southern most point. The listing then continues clockwise, terminating at the beginning.

Corridor boundaries are depicted on the P518 Aviation Special 2004 maps as solid red lines. The interior of corridors is shaded yellow.

Table 1

	2	2A	4	8
1	BG 6299 8132	BG 6171 8280	BG 7075 8460	BG 8132 7946
2	BG 6171 8280	BG 5660 7870	BG 7054 8472	BG 8181 8051
3	BG 6101 8351	BG 5330 7300	BG 7169 8626	BG 8182 8169
4	BG 5830 8680	BG 5240 7362	BG 7057 8743	BG 8280 8168
5	BG 5910 8731	BG 5600 7961	BG 7133 8798	BG 8280 8009
6	BG 6379 8182	BG 6101 8351	BG 7225 8712	BG 8222 7879
7		BG 6171 8280	BG 7287 8798	
8			BG 7338 8842	
9			BG 7397 8757	
10			BG 7174 8426	

Table 2

	10	12	16	16A
1	BG 8418 7707	BG 9623 8245	BG 9916 8652	BG 9780 8800
2	BG 8429 8121	BG 9541 8341	BG 9729 8641	BG 9670 8801
3	BG 8530 8121	BG 9631 8400	BG 9719 8749	BG 9670 8900
4	BG 8522 7819	BG 9773 8238	BG 9775 8772	BG 9880 8901
5			BG 9780 8800	BG 9882 8762
6			BG 9840 8800	BG 9840 8800
7			BG 9882 8762	BG 9780 8800

Table 3

	20	20A	20B	22
1	CG 0041 9572	BH 9939 0065	CH 0083 0118	CG 0171 9793
2	BG 9934 9621	BH 9650 0199	CH 0360 0210	CG 0168 9839
3	CG 0060 9830	BH 9541 0280	CH 0409 0320	CG 0150 9860
4	BH 9990 0041	BH 9601 0371	CH 0480 0251	CG 0175 9860
5	BH 9939 0065	BH 9702 0280	CH 0451 0139	CG 0241 9971
6	BH 9650 0199	CH 0004 0151	CH 0224 0050	CG 0641 9970
7	BH 9541 0280	BH 9997 0122	CH 0083 0118	CG 0704 9943
8	BH 9601 0371	BH 9971 0102		SE & S along
9	CH 0083 0118	BH 9939 0065		Road, to NFL
10	CH 0224 0050			CG 0834 9765
11	CG 0150 9860			
12	CG 0168 9839			
13	CG 0171 9793			

Table 4

	24	24A	24B	26
1	CG 0965 9940	CH 0881 0140	CH 0901 0260	CH 1681 0248
2	CH 0881 0040	CH 0780 0230	CH 0930 0540	CH 1560 0370
3	CH 0881 0140	CH 0851 0299	CH 1037 0527	CH 1040 0430
4	CH 0901 0260	CH 0901 0260	CH 1040 0430	CH 1037 0527
5	CH 0991 0259	CH 0881 0140	CH 0991 0259	CH 1620 0460
6	CH 0978 0110		CH 0901 0260	CH 1767 0302
7	CH 1022 0045			

Table 5

	28	28A	28B	28TC
1	CH 1705 0595	CH 1439 0811	CH 1439 0811	CH 1543 0851
2	CH 1481 0760	CH 1380 0661	CH 1330 0823	CH 1620 0900
3	CH 1439 0811	CH 1230 0721	CH 1270 0899	CH 1632 1170
4	CH 1521 0895	CH 1250 0810	CH 1351 0943	CH 1732 1199
5	CH 1543 0851	CH 1320 0789	CH 1380 0900	CH 1852 1251
6	CH 1631 0771	CH 1330 0823	CH 1521 0895	CH 1850 1393
7	CH 1745 0689	CH 1439 0811	CH 1330 0823	CH 2013 1509
8			CH 1439 0811	CH 2079 1446
9				CH 1949 1344
10				CH 1951 1187
11				CH 1732 1086
12				CH 1724 0849
13				CH 1631 0771
14				CH 1543 0851

Table 6

	28C	32	28TC	36
1	CH 1632 1170	CH 2255 1054	CH 2082 1592	CH 2550 1350
2	CH 1551 1251	CH 2150 1220	CH 2384 2002	CH 2278 1678
3	CH 1480 1300	CH 2171 1360	CH 2427 2209	CH 2341 1771
4	CH 1561 1361	CH 2079 1446	CH 2469 2204	CH 2619 1431
5	CH 1651 1302	CH 2013 1509	CH 2434 1869	
6	CH 1732 1199	CH 1991 1528	CH 2341 1771	
7	CH 1632 1170	CH 1920 1860	CH 2278 1678	
8		CH 2010 1881	CH 2151 1530	
9		CH 2082 1592	CH 2082 1592	
10		CH 2151 1530		
11		CH 2272 1391		
12		CH 2261 1240		
13		CH 2357 1079		

Table 7

	37	37A	37B	37TC
1	CH 2894 2058	CH 2758 2170	CH 2711 2369	CH 2711 2369
2	CH 2758 2170	CH 2469 2204	CH 2550 2471	CH 2783 2448
3	CH 2768 2270	CH 2427 2209	CH 2472 2640	CH 2881 2450
4	CH 2820 2270	CH 2436 2315	CH 2560 2701	CH 2880 2554
5	CH 2949 2140	CH 2650 2292	CH 2639 2540	CH 2923 2659
6		CH 2711 2369	CH 2783 2448	CH 3019 2661
7		CH 2768 2270	CH 2711 2369	CH 3010 2600
8		CH 2758 2170		CH 2975 2472
9				CH 2790 2323
10				CH 2768 2270
11				CH 2711 2369

Table 8

	38	38A	38TC	38B
1	CH 3390 2652	CH 2923 2659	CH 3241 2790	CH 3272 3037
2	CH 3270 2689	CH 2840 2671	CH 3272 3037	CH 3029 3239
3	CH 3019 2661	CH 2720 2940	CH 3251 3169	CH 3081 3311
4	CH 2923 2659	CH 2800 3010	CH 3352 3199	CH 3251 3169
5	CH 2949 2759	CH 2911 2760	CH 3722 3640	CH 3272 3037
6	CH 3241 2790	CH 2949 2759	CH 3821 3700	
7	CH 3340 2770	CH 2923 2659	CH 3882 3700	
8	CH 3416 2740		CH 3880 3601	
9			CH 3821 3599	
10			CH 3371 3047	
11			CH 3360 2850	
12			CH 3340 2770	
13			CH 3241 2790	

Table 9

	38C	42	42A	42B
1	CH 3251 3169	CH 3676 3074	CH 3722 3640	CH 3882 3700
2	CH 3250 3400	CH 3690 3200	CH 3671 3690	CH 4000 3828
3	CH 3480 3500	CH 3901 3470	CH 3730 3760	CH 4120 3841
4	CH 3510 3420	CH 3880 3601	CH 3821 3700	CH 4120 3809
5	CH 3350 3340	CH 3882 3700	CH 3722 3640	CH 3990 3668
6	CH 3352 3199	CH 3990 3668		CH 3882 3700
7	CH 3251 3169	CH 3990 3581		
8		CH 4033 3481		
9		CH 3780 3160		
10		CH 3776 3118		

Table 10

	46A	46	46B	46C
1	CH 3990 3581	CH 4278 3358	CH 4220 3600	CH 4284 3681
2	CH 4220 3600	CH 4280 3440	CH 4181 3799	CH 4470 3910
3	CH 4231 3491	CH 4259 3441	CH 4449 4061	CH 4620 4011
4	CH 4033 3481	CH 4231 3491	CH 4520 4010	CH 4652 3910
5	CH 3990 3581	CH 4220 3600	CH 4261 3760	CH 4530 3840
6		CH 4284 3681	CH 4284 3681	CH 4349 3604
7		CH 4349 3604	CH 4220 3600	CH 4284 3681
8		CH 4292 3531		
9		CH 4380 3541		
10		CH 4381 3491		

Table 11

	48A	48	52A	52
1	CH 4620 4011	CH 4943 3578	CH 5136 3848	CH 5432 3364
2	CH 4880 4049	CH 4851 3681	CH 5482 3798	CH 5461 3481
3	CH 4900 3950	CH 4967 3700	CH 5471 3698	CH 5471 3698
4	CH 4967 3700	CH 5136 3848	CH 5192 3748	CH 5482 3798
5	CH 4851 3681	CH 5192 3748	CH 5136 3848	CH 5635 3900
6	CH 4803 3912	CH 4995 3576		CH 5701 3830
7	CH 4652 3910			CH 5673 3651
8	CH 4620 4011			CH 5667 3546
9				CH 5660 3474

Table 12

	52B	52C	52D	56
1	CH 5482 3798	CH 5635 3900	CH 5673 3651	CH 6444 3479
2	CH 5521 3879	CH 5818 3971	CH 5768 3637	CH 6401 3750
3	CH 5550 4027	CH 5843 3884	CH 5768 3540	CH 6440 3870
4	CH 5604 4004	CH 5701 3830	CH 5667 3546	CH 6430 3900
5	CH 5635 3900	CH 5635 3900	CH 5673 3651	CH 6530 3921
6	CH 5482 3798			CH 6540 3870
7				CH 6525 3801
8				CH 6520 3688
9				CH 6547 3515

Table 13

	56A	60	60A	62
1	CH 6525 3801	CH 7070 2830	CH 7187 3773	CH 7689 2842
2	CH 6741 3811	CH 7081 3001	CH 7529 3718	CH 7560 3498
3	CH 6860 3761	CH 7151 3081	CH 7518 3609	CH 7518 3609
4	CH 7046 3767	CH 7189 3251	CH 7180 3668	CH 7529 3718
5	CH 7073 3657	CH 7131 3381	CH 7187 3773	CH 7670 3630
6	CH 6830 3659	CH 7140 3481		CH 7660 3486
7	CH 6730 3710	CH 7073 3657		CH 7680 3369
8	CH 6520 3688	CH 7046 3767		CH 7780 2914
9	CH 6525 3801	CH 7187 3773		
10		CH 7180 3668		
11		CH 7240 3480		
12		CH 7233 3411		
13		CH 7302 3266		
14		CH 7250 3040		
15		CH 7180 2970		
16		CH 7180 2626		

Table 14

	64A	64	66A	66
1	CH 8177 3050	CH 8302 3009	CH 8451 3741	CH 9130 2775
2	CH 7870 3311	CH 8279 3091	CH 8870 3750	CH 9361 3380
3	CH 7680 3369	CH 8330 3170	CH 9020 3570	CH 9340 3430
4	CH 7660 3486	CH 8250 3441	CH 9481 3520	CH 9481 3520
5	CH 7941 3392	CH 8240 3840	CH 9340 3430	CH 9541 3370
6	CH 8279 3091	CH 8191 3980	CH 8970 3478	CH 9462 3359
7	CH 8302 3009	CH 8290 4020	CH 8831 3651	CH 9232 2746
8		CH 8451 3741	CH 8381 3641	
9		CH 8340 3731	CH 8340 3731	
10		CH 8350 3470	CH 8451 3741	
11		CH 8440 3162		
12		CH 8315 2867		

Table 15

	68A	68	68B	72
1	CH 9481 3520	CH 9920 2732	CH 9952 3020	DH 1026 3147
2	CH 9541 3610	CH 9820 2850	DH 0131 3211	DH 1041 3190
3	CH 9540 3680	CH 9870 2941	DH 0270 3491	DH 0960 3290
4	CH 9651 3670	CH 9952 3020	DH 0347 3436	DH 0960 3381
5	CH 9651 3570	DH 0029 2959	DH 0221 3156	DH 1029 3460
6	CH 9590 3465	CH 9955 2878	DH 0029 2959	DH 1132 3360
7	CH 9659 3371	CH 9940 2850	CH 9952 3020	DH 1070 3310
8	CH 9820 3370	DH 0077 2701		DH 1159 3208
9	CH 9810 3180			DH 1122 3137
10	CH 9871 3041			
11	CH 9952 3020			
12	CH 9870 2941			
13	CH 9801 2961			
14	CH 9710 3160			
15	CH 9710 3270			
16	CH 9610 3270			
17	CH 9541 3370			
18	CH 9481 3520			

Table 16

	72A	72B	72C	76
1	DH 0960 3381	DH 1029 3460	DH 1172 3688	DH 1626 2852
2	DH 0850 3490	DH 1050 3590	DH 1340 3701	DH 1550 3160
3	DH 0791 3611	DH 1090 3640	DH 1430 3800	DH 1580 3470
4	DH 0710 3640	DH 1041 3710	DH 1490 3731	DH 1540 3590
5	DH 0581 3811	DH 1130 3759	DH 1380 3600	DH 1575 3737
6	DH 0640 3841	DH 1172 3688	DH 1192 3590	DH 1681 3704
7	DH 0690 3840	DH 1192 3590	DH 1172 3688	DH 1650 3580
8	DH 0770 3721	DH 1139 3550		DH 1680 3480
9	DH 0870 3679	DH 1132 3360		DH 1650 3170
10	DH 0940 3560	DH 1029 3460		DH 1684 3024
11	DH 1029 3460			
12	DH 0960 3381			

Table 17

	78	80A	80	84
1	DH 2077 3332	DH 2184 3339	DH 2598 3701	DH 2821 3717
2	DH 1950 3600	DH 2141 3430	DH 2529 3768	DH 2990 4070
3	DH 1949 3751	DH 2191 3511	DH 2451 3849	DH 2920 4230
4	DH 2051 3751	DH 2215 3573	DH 2320 3990	DH 2981 4400
5	DH 2050 3620	DH 2451 3849	DH 2380 4070	DH 3080 4390
6	DH 2141 3430	DH 2529 3768	DH 2667 3784	DH 3061 4341
7	DH 2184 3339	DH 2310 3541		DH 3032 4239
8		DH 2290 3460		DH 3031 4220
9				DH 3090 4061
10				DH 2896 3665

Table 18

	84A	84B	88	90
1	DH 3061 4341	DH 3405 3593	DH 4430 3972	DH 5126 4800
2	DH 3251 4251	DH 3551 4151	DH 4278 3989	DH 4619 4880
3	DH 3552 4248	DH 3552 4248	DH 4010 4220	DH 4564 5011
4	DH 3551 4151	DH 3549 4530	DH 3961 4361	DH 4320 5071
5	DH 3231 4149	DH 3649 4531	DH 4067 4379	DH 4270 5131
6	DH 3032 4239	DH 3651 4150	DH 4107 4273	DH 4330 5231
7	DH 3061 4341	DH 3510 3590	DH 4330 4080	DH 4370 5171
8			DH 4436 4070	DH 4639 5100
9				DH 4690 4980
10				DH 5234 4874

Table 19

	92	92A	92B	92C
1	DH 5372 5029	DH 5160 5421	DH 5080 5532	DH 5183 5576
2	DH 5160 5421	DH 4831 5500	DH 4920 5601	DH 5210 5599
3	DH 5080 5532	DH 4671 5611	DH 4921 5941	DH 5057 5923
4	DH 5183 5576	DH 4571 5760	DH 5014 6019	DH 5014 6019
5	DH 5240 5470	DH 4670 5980	DH 5057 5923	DH 4821 6443
6	DH 5450 5070	DH 4661 6261	DH 5020 5891	DH 4767 6555
7		DH 4767 6555	DH 5020 5660	DH 4731 6640
8		DH 4821 6443	DH 5183 5576	DH 4721 6841
9		DH 4770 6261	DH 5080 5532	DH 4480 7120
10		DH 4770 5940		DH 4571 7181
11		DH 4691 5770		DH 4819 6881
12		DH 4740 5671		DH 4830 6690
13		DH 4861 5591		DH 5331 5589
14		DH 5080 5532		DH 5240 5470
15		DH 5160 5421		DH 5183 5576

GLOSSARY**Section I
ABBREVIATIONS**

AAD	Army Aviation Department
ACC	Air Component Command
ACS	Assistant Chief of Staff
AGL	Above Ground Level
AIRAD	Airmen's Advisory
AME	Airspace Management Element
ATC	Air Traffic Control
CC	Command Center
CFC	Combined Forces Command
DMZ	Demilitarized Zone
DOD	Department of Defense
FCC	Flight Coordination Center
FLIP	Flight Information Publications
FM	Frequency Modulation
FOC	Flight Operations Center
FROKA	First ROK Army
GPS	Global Positioning System
HDTA	High Density Training Area
HRE	Han River Estuary
IAW	In Accordance With
JSA	Joint Security Area
MACHA	Military Armistice Commission Headquarters Area
MCRC	Master Control Reporting Center
MDL	Military Demarcation Line
MEDEVAC	Medical Evacuation
NFL	No-Fly-Line
NLT	No Later Than
PIC	Pilot in Command
POC	Point of Contact
RK	ICAO Country Identifier for South Korea
ROK	Republic of Korea
RMI	Radio Magnetic Indicator

TACAN	Tactical Air navigation
TROKA	Third ROK Army
UHF	Ultra High Frequency
UNC	United Nations Command
UNCMAC	United Nations Command Military Armistice Commission
UNCSF-JSA	United Nations Command Security Force-Joint Security Area
U.S.	United States (of America)
USFK	United States Forces, Korea
UT	Unit Trainer
VFR	Visual Flight Rules

Section II EXPLANATION OF TERMS

Korean Tactical Zone (RK) P-518. The area bounded on the north by the MDL and on south by a line connecting BG498707, BG948768, CG123694, CH833039, DH569141, DH662260. (RK) P-518 includes the No Fly Area and is further broken down into six sectors. The intention of the Korea Tactical Zone is to control aviation operations in armistice, simplify identification of air-infiltration by North Korea and to prevent inadvertant overflight of non-friendly borders. The sectors are further explained in Appendix C, P-518 Sector Areas of Interest.

a. Sector Sierra (S). The southern boundary starts in the western coast extends eastwards passing BG498707 to BG948768 to BG960762. The boundary between Sector S and T starts from BG960762, north along the highway to southwestern point of corridor at BG963824.

b. Sector Tango (T). Starts on the eastern boundary of Sector S at BG960762 and extends eastwards to CG123694 and to CG280770. The boundary between Sector T and V starts from the center of corridor 32 at CH231105, extends south to CH254060 and to CG260932. Extends southeastwards along highway on CG247847, and extends south to terrain on CG264797 to CG280772.

c. Sector Victor (V). Starts on the eastern boundary of Sector T at CG280770 and extends eastwards to CG466865. The boundary between Sector V and W starts from the center of corridor 56 at CH650350, extends south to CH634336, extends south along the highway to CH555063 and to CG466865.

d. Sector Whiskey (W). Starts on the eastern boundary of Sector V at CG466865 and extends eastwards to CH833039. The boundary between Sector W and X starts from the center of corridor 64 at CH830301, extends southwards along the highway to CH867177 and to eastern area of Chuncheon lake at CH833039

e. Sector X-ray (X). Starts on the eastern boundary of Sector W at CH833039 and extends eastwards to DH278100. The boundary between Sector X and Y starts from the center of corridor 84 at DH287370, extends southwards along the western bank of Soyang River to DH308352 to DH296208 and to DH278100.

f. Sector Yankee(Y) starts on the eastern boundary of Sector X at DH569141, extends northeastwards to DH662260. The boundary of Sector Y starts from DH662260, extends north along the eastern coastline to corridor 92 at DH543510 92.

No Fly Area. The No Fly Area is an area, bordered by the MDL on the north, and extending south approximately 5NM (9.3km) south to the No Fly Line. The intention of No Fly Area is to prevent unnecessary military discord in the border area of non-friendly nations. All aircraft conducting flights in this area must obtain clearance prior to flight and abide by the appropriate procedures while flying. The No Fly Area is explained in Appendix D (No Fly Area and Corridor Areas of Interest).

Flight Operation Center (FOC). The main Army air traffic control center for all aircraft conducting flights at or below 600 feet AGL. FOCs that control the Korean Tactical Zone (RK) P-518, are the Wonju FOC which controls the FROKA Area and Yongin FOC which controls the TROKA Area. USFK is controlled by FOC-K (Guardian Control) located in Seongnam.

Flight Coordination Center (FCC). A subordinate unit of FOC that mainly provides real-time air traffic control and flight information. There are four subordinate centers of Wonju FOC (SUN, East Sea, GRANT and LEE), and three subordinate centers of Yongin FOC (Bonghwang, Goni and Gyugi). NORTH RADIO and SOUTH RADIO are subordinate centers of FOC-K for USFK Army.

Corridor Current and Qualified Pilot. An aviator authorized to penetrate the No Fly Line and participate in aerial flight within the Corridor Structure.

Demilitarized Zone (DMZ). An area 4,000 meters in width extending approximately 150 miles across Korea from the Han River Estuary (HRE) to the Eastern Sea as depicted on the 1953 Military Armistice Agreement 1:50,000 Map. The general trace of the southern boundary of the DMZ is approximately 2,000 meters south of the Military Demarcation Line (MDL). The northern boundary is 2,000 meters north of the MDL.

FOC-K (Guardian Control). A flight following facility in the ROK for VFR aircraft operating 600 feet AGL and below. It is comprised of North Radio, South Radio, Warrior Radio, and Evenreach Radio.

Han River Estuary (HRE). The Body of Water extending 45 miles westward from the west end of the DMZ to the yellow sea, shown on the special DMZ 1:50,000 flight maps series L754. The HRE is also demilitarized. The southern boundary is the western and northern shoreline of Kyodong Island extending to the Imjin River's confluence.

High Density Training Area (HDTA). An area geographically defined for intensified low level flight training by ROK/US helicopters.

a. HDTA #1. Eastern Boundary: From North of Uijongbu (CG261807) north along the (RK) P-518 S/T line to vicinity of G-219 (CG243977) and the bridge across the Imjin River (CH246087). Northern Boundary: Southwest along line CH241068 - CH180027 - CH156012 - CG088967. Western Boundary: South along line CG088928 - CG088894 - CG088828 - CG088807. Southern Boundary: East along line CG133807 - CG218807 - CG261807.

b. HDTA #2. From North of Uijongbu (CG261807) northeast along line CG372821 -

CG428848 - CG61865. Eastern Boundary: CH566107 North along highway 391 to CH568107. Northern Boundary: West along line CH473107 - CH369107 - CH298107 - CH256087. Western Boundary: South along (RK) P-518 S/T boundary to CG243977 - CG261807.

c. HDTA #3. Southern Boundary: From CH256087 east along line CH298107 - CH369107 - CH473107. Eastern Boundary: North along highway 391 to CH623287. Northern Boundary: West along line CH546287 - CH482287 - CH448287 - CH359287. Western Boundary: South along line CH349255 - CH320172 - CH298107.

Location of ROKA Aviation Airfields in P-518.

a. The ROKA Aviation airfields operating in the Korean Tactical Zone (RK) P-518 are listed below.

Airfield	Center Coordinate	Twr / Freq.	Airspace range	Remarks
G-110(Paju)	CG054820	Paju / 38.00	3NM / 2,000ft	
G-217(Pocheon)	CG395921	Pocheon / 36.10	3NM / 2,000ft	ROKA/UAV
G-218(Shinsanri)	CG215962	Shinsan / 38.00	3NM / 2,000ft	
G-219(Bongamri)	CG250976	Bongamri / 36.70	3NM / 2,000ft	
G-222(Ganapri)	CG231893	Ganap / 36.70	3NM / 2,000ft	ROKA/UAV
G-228(Baekeuri)	CH369109	Baekeuri / 40.55	3NM / 2,000ft	
G-231(Idong)	CH566105	Idong / 38.00	3NM / 2,000ft	
G-312(Sachangri)	CH703152	Sachangri / 74.40	3NM / 2,000ft	
G-313(Hwacheon)	CH848199	Hwacheon / 56.35	3NM / 2,000ft	
G-404(Yanggu)	DH112160	Yanggu / 36.70	3NM / 2,000ft	ROKA/UAV
G-414(Wontong)	DH299179	Wontong / 36.60	3NM / 2,000ft	

b. Many aircraft operate in the above airfields. When passing this area, the pilot must communicate with the tower in the respective area.

Military Demarcation Line (MDL). A line across the Korean Peninsula separating the area under military control of UNC Forces from that controlled by the North Korean People's Army. The MDL is depicted on Special 1:50,000 DMZ Flight Maps Series L754 (Map Sheets 3121 III, 3122 I, II, and III, 3222 I and IV, 3322 I and IV, and 3323 II). The referenced maps are issued by Korean Map Issue Point.

Master Control and Reporting Center (MCRC). Agency responsible for automated air defense monitoring, radar surveillance, IFF, and tactical measures against intercepted hostile aircraft. MCRC is part of the Theater Aviation Control Center.

No Fly Area. An area bounded on the north by the southern boundary of the DMZ and on the south by the NFL. The No Fly Area contains corridors which aircraft use to enter the No Fly Area. In order to simplify and effectively manage flight clearances and flight following, the No Fly Area is divided into six smaller areas. These areas are defined as follows (see also Appendix D):

a. Area I. From corridor number two to north-south line from BG943832 to BG954765.

- b. Area II. From the western boundary of Area I east to corridor 32.
- c. Area III. From corridor number 32 to east to north-south line from CH408397 to CH408337.
- d. Area IV. From the eastern boundary of Area III east to corridor 56.
- e. Area V. From corridor number 56 east to north-south line from DH038407 to DH038267.
- f. Area VI. From the eastern boundary of Area V east to corridor 92.

No Fly Line (NFL). A line of terrain extending west to east across the peninsula, north of which no aircraft will fly unless the aircraft and pilots meet the requirements of this regulation. The line is depicted on Special Series L754 DMZ Maps. See Appendix D for details.

(RK)P73. The boundaries, description, and procedures are located in the Korean MOCT AIP, the MND Guide For Flight Procedures In The Vicinity Of (RK)P73, U.S. DOD FLIP AP/3A and U.S. DOD FLIP VFR Arrival/Departure Routes Korea.

Tactical Zone Exemption Area. Beginning at CG25707360 NNW (clockwise) to CG20808570, northerly to CG20809170, NNE to CH28800270, east to CH33000270 southerly to CG30607610 and back to the beginning. The southern boundary of the TZEA is the southern boundary of the P518.

(RK)P-518 E. An area from the surface to unlimited that connects DH449763-DH680762-CH606355 northward along the eastern coast line to the beginning point. ACCR 60-8 rules apply. Control in the area is provided by MCRC.

(RK)P-518 W. An area that connects XC010064-XC624074-East along No Fly Line - BG452782-BG500767-BG500708-YB444516-Starting Point from surface to unlimited. Follows Korea Tactical Zone (RK)P-518 Flight Procedures and is controlled by MCRC. Must coordinate with Seoul Tower when in the vicinity of Incheon International Airport.