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**United Nations Command  
Regulation 95-3**

**Combined Forces Command  
Unit #15255  
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**Combined Forces Command  
Regulation 95-3**

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



**United States Forces Korea  
Regulation 95-3**

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**Aviation**

## **KOREAN TACTICAL ZONE (RK) P518 FLIGHT PROCEDURES**

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**\*This regulation supersedes UNC/CFC/USFK Regulation 95-3, dated 24 June 2012.**

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**Summary.** This regulation establishes flight procedures and training requirements for Republic of Korea (ROK) and United States (U.S.) aviation operations at or below 800 feet above ground level (AGL) during armistice in the Korean Tactical Zone (RK) P518, including corridors, No Fly Line (NFL) and No Fly Areas (NFAs).

**Summary of Change.** A full review of its contents is required.

**Applicability.**

a. United Nations Command (UNC)/Combined Forces Command (CFC)/United States Forces Korea (USFK) Regulation (Reg) 95-3 applies to all aircraft (UNC, CFC, USFK assigned, attached and Operational Control (OPCON) aircraft, ROK Forces, ROK Government and Civilian aircraft, Ultra-Light Aircraft, UAS) operating at or below 800 feet AGL in the Korean Tactical Zone (RK) P518 (KTZ), including corridors, NFL and NFA, during armistice. Flights conducted predominately above 800 feet AGL will comply with the provisions of Air Component Command Regulation (ACCR) 60-8, Aviation Operations in Korean Buffer Zone / Korean Tactical Zone Prevention of Inadvertent Overflight of Non-Friendly Borders.

b. ROK and US Forces can write out detailed provisions and guidelines within the boundary of this regulation. In such cases, the respective force is responsible for disseminating the information, as well as training and overseeing their aircrew/pilots. At a minimum, all pilots must abide by the regulations and guidance of the corresponding country's Armies.

**Supplementation.** Issue of further supplements to this regulation by subordinate commands is prohibited unless prior approval is obtained from Commander (CDR) UNC/CFC/USFK ATTN: CJ3, 8A G3 Aviation, GCC Combat Support Branch.

**Internal Control Provisions.** This regulation does not contain management control provisions.

**Forms.** USFK forms are available at:

[http://8tharmy.korea.army.mil/g1\\_AG/Programs\\_Policy/Publication\\_Records\\_Forms.htm](http://8tharmy.korea.army.mil/g1_AG/Programs_Policy/Publication_Records_Forms.htm).

**Records Management.** Identify, maintain and dispose of records created as a result of processes prescribed by this regulation in accordance with CJCSM 5760.01 Volume II, Joint Staff and Combatant Commands Records Management Manual, Disposition Schedule. See record titles and descriptions on the CJCS website at:

[http://www.dtic.mil/cjcs\\_directives/cdata/unlimit/m576001v2.pdf](http://www.dtic.mil/cjcs_directives/cdata/unlimit/m576001v2.pdf).

**Suggested Improvements.** The proponent of this regulation is the office of the GCC Combat Support Branch and Eighth Army (8A) AVN Users are invited to send comments and suggested improvements on DA Form 2028 (Recommend changes to Publication and Blank Forms) to the Commander (CDR) UNC/CFC/USFK, ATTN: CJ3, 8A G3 Aviation and GCC Combat Support Branch.

**Distribution.** Electronic Media Only (EMO).

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## Chapter 1 Introduction

### 1-1. Purpose

This regulation establishes flight procedures and training requirements for ROK and U.S. aviation operations at or below 800 feet above ground level (AGL) during armistice in the Korean Tactical Zone (RK) P518, including corridors, No Fly Line (NFL) and No Fly Areas (NFAs). The intent of UNC/CFC/USFK Regulation (Reg) 95-3 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 800 feet AGL.

### 1-2. References

Required and related publications and forms are listed in Appendix A.

### 1-3. Explanation of Abbreviations, Terms, and Fundamental Terms

Abbreviations and terms used in this regulation are explained in the glossary. The following are fundamental terms referenced throughout this regulation.

a. **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.

b. **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.

c. **Military Demarcation Line (MDL)** is a line that crosses across the Korean Peninsula and tells apart UN army jurisdiction from nK jurisdiction. DML is indicated in special DMZ 1:50,000 flight maps series L754. (map 3121 III, 3122 III III, 3222 I IV, 3322 I IV, 3323 II) (Reference maps are published by Korean Map Publications)

d. **The Korean Tactical Zone (RK) P518 (KTZ)** is the area bounded on the north by the Military Demarcation Line (MDL) and on south by a line connecting BG 5004 7076 – BG 9581 7691 – CG 1323 6724 – CH 8288 0296 – DH 5760 1332 – DH 5910 2071 – DH 6498 2808. The KTZ is divided into six alphabetic sectors and the No Fly Area (NFA) divided into six numeric sectors. The intention of the KTZ is to control aviation operations in armistice, simplify identification of air-infiltration by North Korea and to prevent inadvertent overflight of non-friendly borders. The sectors are further explained in Appendix C, Sectors of Interest in the (RK) P518 Tactical Zone.

e. **The No Fly Area (NFA)** is an area, bordered by the Military Demarcation Line (MDL) on the north, and extending south approximately 5NM (9.3km) to and including the NFL. The intention of NFA 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 NFA is explained in Appendix D, NFL, NFA and Corridor Areas. In order to simplify and effectively manage flight clearances and flight following, the NFA is divided into six smaller sectors. (Ref Appendix D-2)

f. **No Fly Line (NFL).** A line selected along visible geographic features that are located 5NM (around 9.3KM) to the north of MDL. This line was set across the Korean Peninsula from west to

east. The purpose of NFL is Prevention of Inadvertent Over flight of Non-Friendly Borders. Flights conducted north of NFL (No Fly Area) should abide by standard qualifications and flight procedures. (Ref Appendix D-1)

g. **(RK)P518 Tactical Zone Exemption Area (TZEA)** is an area selected for ROK, US Helicopters' intensive training and the operation of unmanned aircraft. Flights conducted in the Tactical Zone Exemption Area do not require P518 pilot certification and approval for night flights. Minimum weather conditions abide by U.S. Army Regulation 95-1 and ROK Army Regulation 323. (Further information can be found in Appendix C-7)

h. **(RK) P-518 E.** An area from the surface to unlimited that connects DH449763 - DH680762-CH606355 northward along the eastern coast line. ACCR 60-8 rules apply. MCRC is the controlling authority for this area.

i. **(RK) P-518 W.** An area that connects XC010064 to XC624074 east along NFL BG452782 to BG500767 to BG500708 to YB505541 and to XB444516, from surface to unlimited. MCRC is the controlling authority for this area. Aviators must coordinate with Incheon Tower when in the vicinity of Incheon International Airport.

j. **(RK) P73.** The boundaries, description, and procedures are located in the Korean MOCT AIP, the MND Flight Procedures In The Vicinity Of (RK) P73 (23 JUN 2016), U.S. DOD FLIP AP/3A and U.S. DOD FLIP VFR Arrival/Departure Routes Korea. If conflict exist between these documents the MND Flight Procedures have precedence.

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

l. **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 under the control of Korean Air Operations Center.

m. **Army Aviation Master Control Center (AMCC)** is the main ROK Army air traffic control center for all aircraft conducting flights at or below 800 feet AGL.

n. **Guardian-AIC** is the main control center for U.S. Army aircraft carrying out aviation operation in Korean peninsula. It oversees the operation of FCC guardian.

o. **Flight Coordination Centers (FCC)** provide air traffic flight following and flight information. There are five FCCs (Go Nee, Lee, Crane, Lighthouse, and Guardian) that conduct flight following services for ROK and U.S. Rotary Wing aircraft throughout the Korean Theater of Operations.

p. **Army Aviation Department (AAD)** is the aviation element for the Field Armies in Korea.

q. **Ground Operations Command (GOC).** GOC Aviation Department. FROKA and TROKA will transfer entire flight control authority for aviation operations within the KTZ, scheduled in 2018.

r. **Corps Operations Branch (COB).** ROK Corps Operations Branch will be GOC delegated approval agencies when the GOC is fully operational.

#### 1-4. 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) P518 Korean Tactical Zone and NFA are necessary, scheduled, appropriately planned, and that flight plans are submitted to the corresponding AMCC and GUARDIAN-AIC and approved by FROKA/TROKA AAD (COB). Commanders will confirm that aircrews and pilots are adequately trained to use navigation tools as described in Chapter 2.

(2) Aviation Battalion Commanders and equivalent or above, to include Medevac Commanders, will approve all flights in the NFA. Battalion Commanders will ensure aviators receive the adequate level of training to complete their assigned missions and assign specific corridors for which aviators are responsible to maintain qualification.

(3) Commanders will ensure adequate instruction is provided to all aviators prior to flight within the Korean Tactical Zone (RK) P518 to include communication procedures, disorientation recovery procedure, weather requirements, training requirements, Demilitarized Zone (DMZ) warning signs, indicators, and procedures in accordance with UNC/CFC/USFK Reg 95-3, 95-14 and ACCR 55-3.

(4) Commanders will ensure that all aircrew members, supervisors, and mission briefing personnel are thoroughly familiar with (RK) P518 procedures.

b. Pilot in Command (PC).

(1) Responsible for the planning, preparation and conduct of all flights in the Korean Tactical Zone (RK) P518.

(2) Ensure that the flight missions in the Korean Tactical Zone (RK) P518, NFA and corridors are appropriate, and planned in detail. Submit flight plans to the AMCC (U.S. units submit through GUARDIAN-AIC) and confirm clearance approval and number if applicable (i.e., NFA or KTZ night flight). For all corridor flights, aircrew/pilot briefings shall be conducted in accordance with paragraph 2-5, Aircrew/Pilot Briefing Guide.

(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) P518.

(5) Will ensure that all aircrew/pilots 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) P518.

(7) Maintain two-way radio communications with the appropriate FCC at all times when operating in the Korean Tactical Zone (RK) P518. Pilots in command will report their position every fifteen minutes, or as requested by Master Control and Reporting Center (MCRC) or the FCC. 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. AMCC and GUARDIAN-AIC.

(1) Maintain a 24-hour telephone communication capability with First Republic of Korea Army (FROKA) or Third Republic of Korea Army (TROKA) as applicable. Ground Operations Command (COG) and/or Corps Operations Branch (COB) when established (projected 2018) will replace all FROKA/TROKA references within this regulation. Maintain communication with FROKA/TROKA AAD (COB) during duty hours and with FROKA, TROKA Command and Control Room through AMCC after duty hours and weekend/holidays. AMCC and GUARDIAN-AIC must have a bi-lingual capability English/Korean.

(2) Consult with FROKA/TROKA AAD (COB) as appropriate for night flight clearance. For USFK aircraft the 4-58th Airfield Operation Battalion, 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. (For close coordination, 55 ATS BN (ROK AOC) assigns a liaison to 4-58 AOB (GUARDIAN-AIC)

(3) Notify all flight plans and information to Master Control Reporting Center (MCRC) and coordinate for flight following.

d. FROKA/TROKA Army Aviation Department (AAD) (COB).

(1) Notify flight plans to the corresponding subordinate units as soon as possible (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) P518 including the NFA.

#### **2-2. Airspace Control Authority**

a. CDR, FROKA and CDR, TROKA (GOC when established delegated to appropriate Corps CDR) have airspace control authority at or below 800 feet AGL in the Korean Tactical Zone (RK) P518 airspace of their corresponding areas.

b. The Army commanders (GOC when established delegated to appropriate Corps CDR) of the corresponding areas have the airspace authority for night flights in (RK) P518 south of the NFL and for all flight missions at or below 800 feet AGL in the NFA. Army Aviation Departments (AAD) execute flight management in these areas.

c. The CDR, Air Component Command (ACC) has authority for all flight missions at or above 800 feet AGL in the Korean Tactical Zone (RK) P518 and at all altitudes in the Korean Eastern and Western Tactical Zones (RK) P518.

d. UNC has control of the airspace in the southern half of the DMZ and in the Han River Estuary. 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 (NFA).

(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) Supply, Administration, Logistics support with urgent necessity.

(5) Training flights for qualification of aviators to conduct missions in the NFA.

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

(7) Night flight (sunset to sunrise) in the NFA is prohibited except for urgent military operations, emergency SAR, MEDEVAC and special investigations by United Nations Command Military Armistice Commission (UNCMAC) by military helicopters with permission of FROKA or TROKA Commander (Corps CDR). Positive coordination with MCRC is required and air traffic control agencies will transmit mission to FROKA/TROKA AAD (COB) and ground units as soon as possible.

(8) Government and civilian aircraft missions must satisfy the additional requirements of paragraphs 2-6 through 2-10 for conducting flights in the NFA. Government and civilian aircraft may not conduct night flights in the NFA.

b. Korean Tactical Zone (RK) P518 (Excluding NFA).

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

(2) Government and civilian aircraft must satisfy the requirements in paragraph 2-6 through 2-10 for flight in the Korean Tactical Zone (RK) P518.

### **2-4. Flight Following**

Flight following will be In Accordance With (IAW) ROKA Flight Information Publications (FLIP), FROKA and TROKA (GOC) SOP Directives, and U.S. FLIP as applicable.

### **2-5. Aircrew/Pilot 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. Air traffic control 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 Instrument Meteorological Condition (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) P518 for emergency rescue, firefighting, and MEDEVAC missions. For emergency missions in the DMZ or Han River Estuary, requests must be submitted through the UNCMAC Secretariats for Senior Member approval. For missions other than these, non-military helicopters can only operate, in the northerly direction, up to the No-Fly-Line (NFL) in the Korean Tactical Zone (RK) P518 during daytime only. Non-military aircrew/pilots must receive monthly validation from the ROK Joint Chief of Staff (JCS) prior to the flight. When the actual flight is planned, the aircrew must receive clearance number from the applicable ROK AADs (COB) no later than (NLT) 12:00 one working day prior to the flight. For flights at or above 800 feet AGL, further approval from CDR, ACC is required, IAW ACCR 60-8.

b. CDR, FROKA and TROKA (Corps CDR) have flight plan approval authority of ROK non-military helicopters for emergency rescue, firefighting, and MEDEVAC related urgent missions. FROKA/TROKA AAD (COB) Command and Control centers must report the emergency situation to ROK and U.S. Emergency Operations Center (EOC) in Command Center (CC) Seoul and the ROK JCS Situation Room, ROK Ground Operations Command's Command Control Center (GOC CCC), MCRC via AMCC, and UNCMAC if the emergency is north of the Southern Boundary.

c. When ROK non-military helicopters conduct emergency rescue, firefighting or MEDEVAC within the NFA, 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 NFA are prohibited at all times.

d. Army High Angle-Fire is usually conducted in the Korean Tactical Zone (RK) P518. Therefore high-angle fire plans and flight route must be checked when flight is planned. During flight, pilots receive in flight updates from applicable flight following agencies (FCC or MCRC).

## **2-7. Map Requirements**

a. All pilots conducting flights in the Korean Tactical Zone (RK) P518 must utilize an appropriate 1:50,000 scale map with applicable aviation overprint. Digital rendered maps are an authorized means of meeting this requirement as long as the maps are the most current edition and all required information is displayed.

b. Aviation unit flight operations, command and control units will maintain a master map IAW the requirements of ACCR 60-8 para 3-1.

c. Aviator flight maps will have the following information depicted:

- (1) MDL, Han River Estuary, and Demilitarized Zone.
  - (2) NFA and Corridors.
  - (3) NFL.
  - (4) (RK) P518 Korean Tactical Zone (KTZ) Korean Eastern and Western Tactical.
  - (5) Tactical Zone Exemption Area (TZEA).
  - (6) MPRC Corridor.
  - (7) FCC boundaries.
  - (8) P73 A/B, R75 airspace and ROK Army Aviation Combined Air Routes (preferred routes).
  - (9) Restricted and prohibited airspace.
  - (10) High density training airspace.
  - (11) Location of active airfields and airspace along the flight routes. (See active ROKA airfields in Appendix C-9).
  - (12) Other necessary flight information (Notice to Airmen (NOTAMS), Firing Ranges etc.).
- d. All coordinates are IAW the World Geodetic System (WGS)-84 mapping system.

## **2-8. Equipment Requirements**

a. Flights operating in the Korean Tactical Zone (RK) P518 must have the following minimum operational equipment listed below. ROK helicopters and ROK ultra-light 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 aircraft operating in the (RK) P518. 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 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 aircrew/pilots.

d. IFF Equipment.

(1) All aircraft operating within the Korean Tactical Zone (RK) P518 must have a transponder.

(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 the corresponding FCC and MCRC of the malfunction and return to base. If home airfield is within the Korean Tactical Zone (RK) P518, 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. Transponder Code Requirements**

All military aircraft operating within the Korean Tactical Zone (RK) P518 must have a transponder with operating modes I, II, III, and IV in accordance with ACCR 60-8 and ACCR 55-3. Government and civilian aircraft must have a transponder with operating mode III. For all missions, transponder codes should be set as follows.

a. Mode 1: In accordance with ACCR 55-3.

b. Mode 3: If conducting mission at or below 800 feet AGL, KAOC assigned code or 7721 (7731 in NFA).

c. To prevent IFF/SIF error, only one aircraft in the formation operates mode 3A/C. (All other aircraft maintain “standby”)

## **2-10. Weather Requirements**

a. Weather requirements for flight at or below 800 feet AGL for the Korean Tactical Zone (RK) P518 not including the NFL and NFA are listed below (table 2-1). Aircraft will remain clear of clouds at all times. For all other flights above 800 feet, refer to ACCR 60-8.

**Table 2-1**  
**Weather Requirements (not including NFA)**

ACFT TYPE	DAY	NIGHT
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.

a. Weather requirements NFL or within the NFA are listed below (table 2-2).

**Table 2-2**  
**Weather Requirements (NFL or within NFA)**

ACFT TYPE	DAY	NIGHT
ROTARY WING	500' - 2 MI	*1000' - 5 MI
FIXED WING	1500' - 5 MI	*N/A

\* Night flight in the NFA is prohibited except as stated in paragraph 2-3a(7).

## 2-11. Division of Airspace

a. Division of Altitude.

(1) All rotary-wing aircraft operations will normally be at or below 800 feet AGL,

(2) Rotary-wing aircraft missions above 800 feet must be coordinated with MCRC through Guardian-AIC and FCC. Flight following will be conducted with MCRC via radar and radio.

b. Division of Sectors. For flight approval and effective flight following and control, the NFA is divided into six areas (areas I-VI). The Korean Tactical Zone (RK) P518 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

### Korean Tactical Zone (RK) P518 (KTZ) and No Fly Area (NFA), Orientation, Qualification, and Trainer Requirements

#### 3-1. General

This chapter outlines the requirements for Pilots, Pilot-in-Commands (PC), and Trainers, to operate within in the KTZ and NFA.

#### 3-2. KTZ and NFA General Procedures

a. KTZ qualified aviator (U.S. only) is one that has completed the requirements listed in paragraph 3-3 of this regulation. Differences between ROK and U.S. Pilot requirements within the KTZ and NFA. Unless otherwise specified listed requirements apply to both ROK and U.S. Pilots.

b. Briefings for orientation, training, and qualification flights will be in accordance with the Aircrew/Pilot briefing guide in paragraph 2-5 of this regulation.

c. All orientation, training, and qualification flights in the KTZ and NFA will be conducted by a qualified and current trainer (paragraph 3-4) with the aid of a map.

d. Aviators that have access to Eighth Army flight simulators should utilize their respective simulator to further enhance training in the KTZ and NFA. (U.S. Only)

e. Aviators will only enter the applicable KTZ sector(s) (U.S. only) and/or NFA corridor(s) (ROK and U.S.) in which they are oriented, qualified, and current as applicable.

f. For ROK aviators, as a general rule, qualification of the PC to conduct flight in the NFA is mandatory, but unqualified PCs may conduct flights with a qualified copilot or navigator if no alternatives exist.

### **3-3. KTZ and NFA Requirements**

This section defines requirements for aviators to conduct flights in the KTZ and NFA.

a. Aviator requirements:

(1) PCs must be qualified in each KTZ sector(s) (U.S. only) and NFA Corridor in which they will operate. Qualification and currency for the NFL is not mandatory. KTZ (U.S. only) or NFA qualified aviator is one who has had –

(a) An Orientation training flight for applicable KTZ sector(s) (U.S. only) and/or NFA Corridor a minimum of - twice for ROK, once for U.S.. Training will include KTZ sector(s), knowledge of the NFL, corridor positions (refer to appendix D), major terrain features, disorientation procedures, lost communication procedures, and the procedures for HOT DOG and JACK RABBIT. During orientation flights the trainee may or may not be at a set of flight controls.

(b) A qualification flight (evaluated by a different trainer if possible) in which the pilot is demonstrates knowledge of this regulation and the ability to navigate the applicable KTZ sector(s) and applicable NFA corridors with the aid of a map, without error. A lapse in currency requires a currency/qualification flight with a trainer. During qualification flights the trainee must be at a set of flight controls.

(2) Pls, at a minimum, will be oriented for each KTZ sector(s) (U.S. only) and NFA corridor(s) in which they will operate in. An oriented aviator is one who has flown in the applicable KTZ and/or NFA(s) at least once. (Excluding simulator)

(3) A qualified aviator or trainee with a current trainer will navigate with the aid of a map during all operations in the NFA.

b. Formation flight considerations:

(1) Only the PC of the lead aircraft is required to be qualified in the KTZ sector(s) (U.S.

only) and NFA corridor(s) being flown, provided the formation remains intact during all operations.

(2) Operations that require landings or takeoffs are authorized provided the flight can maintain visual contact with the lead aircraft.

c. Currency requirements: Qualified or Oriented aviators as appropriate must conduct a flight within the applicable KTZ sector(s) (U.S. only) or NFA Corridor at least once every 180 days to maintain currency in that area. Aviators who lose currency must successfully complete a qualification or orientation flight (training flight prior to qualification flight is not required).

### **3-4. KTZ and NFA Trainer Requirements**

a. KTZ and NFA trainer, known hereafter as trainer, will be –

(1) Designated by the commander.

(2) Either a Unit Trainer (UT), Instructor Pilot (IP), or Standardization Pilot (SP).

(3) Qualified by a current and qualified trainer.

b. A trainer must be –

(1) Able to conduct a flight along the KTZ sector(s), NFL boundaries and NFA corridors without the aid of a map, as required.

(2) Familiar with major terrain features and areas of interest in the applicable KTZ sector(s), or NFA as required.

(3) Familiar with procedures for lost communication, disorientation, HOT DOG and JACK RABBIT recall procedures.

(4) Be thoroughly knowledgeable with UNC/CFC/USFK Reg 95-14 (U.S.), AR 323 (ROK) and this regulation.

c. Currency requirements:

(1) Trainers must conduct a flight along corridors every 180 days to maintain qualification as a trainer.

(2) A trainer must receive a qualification flight with a current and qualified trainer if currency for a corridor within the NFA has elapsed.

(3) In the event a unit has lost currency or is required to operate in an area not previously qualified in – a trainer may self-start in any NFA corridor (except Corridor 20A) provided –

(a) No other current and qualified trainer is available and every effort has been exhausted to obtain a current and qualified trainer (including trainers from other units).

(b) The flight will be conducted with the aid of a map by a trainer.

(c) The flight is approved as High Risk (O-6) on the unit's Aviation Risk Assessment.

d. A trainer is authorized to perform as a copilot (CP) in any aircraft type to conduct orientation, training, and qualification provided -

- (1) Applicable service regulations allow, e.g., AR 95-1.
- (2) The requirements of AK Reg 95-1 (U.S. Only) / AR 323 (ROK only) are met.
- (3) The trainer is authorized by the Final Mission Approval Authority for the mission.
- (4) The trainer is listed on the flight plan and the unit's operational log.
- (5) Visual reference to the terrain is maintained.
- (6) A dedicated intercom system for the trainer is operational and utilized at all times.

### **3-5. Joint Security Area (JSA), Corridor 20A, H-128 Qualification**

Aviator qualification procedures for flights in corridor 20A north of the southern boundary of the DMZ will consist of a ground orientation of the terrain between C-127 and H-128 and at least two trips to and from H-128 at either the pilot's or copilot's station, of which one trip must be at the controls of the aircraft. The orientation and qualification will be conducted by a navigator from the UNCMAC.

## **Chapter 4**

### **Korean Tactical Zone (RK) P518 (KTZ), Procedures and Requirements**

#### **4-1. General**

This chapter specifies the procedures for flight in KTZ described in Appendix C. See Chapter 5 (No Fly Area (NFA) Procedures and Requirements) for procedures and requirements in the NFA.

#### **4-2. Lost Communications and Disorientation**

##### **a. Lost Communications.**

(1) If two way radio communications are lost in the KTZ, the PC 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 PC will notify AMCC or GUARDIAN-AIC upon landing. The AMCC and GUARDIAN-AIC will notify MCRC.

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

##### **b. Disorientation.**

(1) If an aircrew/pilot cannot verify their exact position while operating in the KTZ, 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 FCC 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 in accordance



with paragraph 5-8 of this regulation.

(3) Extreme caution must be exercised as the southerly heading may violate the (RK) P73 area. Aircraft operating in the vicinity of (RK) P73 must comply with ROK or U.S. DOD FLIP.

(4) Reentry and mission continuation will not be authorized until exact position is determined, FROKA/TROKA AAD (COB) has determined that no airspace violation occurred and coordination is completed with the corresponding FCC or GUARDIAN-AIC.

#### **4-3. Night Flights in Korean Tactical Zone (RK) P518 (KTZ)**

a. All aviators desiring flight into the (RK) P518 area with the exception of the NFA, between the hours of official sunset and sunrise must request approval of FROKA/TROKA AAD (COB) NLT 1500 the day of flight (working days), after 1500 request are required through the AMCC to the corresponding command and control section. (See para 4-4b) P-518 TZE and P73 flights are exempt from KTZ night flight clearance.

b. The following information must be submitted with the flight plan to the corresponding AAD (COB) for a KTZ night flight.

(1) Lead aircraft call sign.

(2) Type and number of aircraft.

(3) KTZ entry point.

(4) KTZ entry time.

(5) Route of flight or High Density Training Area (HDTAs) (Include approximate enroute and ground times at each destination within the KTZ or HDTA).

(6) KTZ exit point.

(7) KTZ exit time.

(8) Name of pilot.

(9) Type of mission.

(10) Point of Contact (POC) (able to clarify flight information).

(11) Initials of the person submitting the flight plan.

(12) Specific request for emergency missions such as MEDEVAC or AV-QRF.

(13) Remarks (VIP code etc.).

c. AMCC/Guardian-AIC will not delay the submission of flight plans to the applicable AAD (COB).

d. Changes to the flight plan must be submitted NLT two hours before take-off.

- e. If the mission is canceled, the pilot will notify AMCC/GUARDIAN-AIC.
- f. The applicable AAD (COB) will notify AMCC/Guardian-AIC if adjustments must be made to the flight plan. AMCC/GUARDIAN-AIC will, in-turn, notify the requesting aviation unit.
- g. The AMCC will coordinate with FROKA/TROKA AAD (Corps) command and control section for additional or changed flight plans submitted on weekends, holidays, and after work hours.
- h. Emergencies. Urgent MEDEVAC, AV-QRF, and SAR 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 5-5d(1) and (2) may authorize night flights in KTZ.

#### **4-4. Korean Tactical Zone (RK) P518 (KTZ) Flight-Following during Field Exercises (Excluding NFA)**

a. Aviation units conducting Field Training Exercises (FTX) within the KTZ (excluding ROKA Airfields) must notify the FROKA/TROKA AAD (COB) NLT seven working days prior to the exercise to allow the distribution of NOTAM(s) and AIRAD. The following information should be submitted to FROKA/TROKA AAD (COB):

- (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 the KTZ to ensure safety and efficiency.

(1) Aircraft participating in the exercise area will file flight plans with their unit operations branch in the field. That Unit operations branch will forward the full flight plan to the corresponding FROKA/TROKA AAD (COB) through AMCC and GUARDIAN-AIC.

(2) Aircraft entering or leaving the exercise area will provide the corresponding FCC with flight information IAW provisions of this regulation.

(3) Interim tower, when in use, must notify the start and end time of the flights to the control center.

(4) The applicable FCCs will closely monitor the traffic in the exercise area and provide information to nearby aircrafts and air traffic control centers if needed.

(5) Night flight must be approved in advance FROKA/TROKA AAD (COB). (See para 4-3)

#### **4-5. Fixed Wing, Ultra-Light Aircraft or Unmanned Aircraft Systems (UAS) Employed At or Below 800 Feet AGL**

- a. Fixed wing operations in the KTZ will be IAW ACCR 60-8.
- b. Battalion-level military Unmanned Aerial Vehicle (UAV) employed in the KTZ including the NFA must notify its flight plans to FROKA/TROKA AAD (COB). Government and Civilian Ultra-Light Aircraft must notify its flight plans approved by Joint Chiefs of Staff (JCS) through appropriate ATC agencies to AMCC and FCCs.
- c. The Commander of units conducting UAS operations will ensure that all UAV operators are familiar with rules and flight procedures that must be abided by within the Korean Tactical Zone (RK) P-518. Operators must check Notice to Airmen (NOTAMS) for the operating sector prior to launch. Operations without a valid NOTAM are prohibited from conducting operations.
- d. Government and Civilian Ultra-Light Aircrafts operating in the KTZ must get prior approval of JCS, IAW procedures established in ROK JCS Document, Flight Approval Guideline for Non-military Ultra-Light Aircraft within the Military Airspace.
- e. Government, Civilian, and Ultra-Light Aircraft are prohibited from flight north of the NFL.
  - (1) Ultra-Light Aircraft (unmanned) flight north of the NFL may be conducted if approved by ROK JCS on a case by case basis for:
    - (a) Agricultural reasons and other times.
    - (b) Operations that are in the public interest.
    - (c) When approved operators are required to follow all ROK JCS control measures.
    - (d) All approved agricultural operations must remain at or below 30 feet AGL at all times and within visual contact of the controller (not to exceed 1 KM).
- f. All Government, Civilian, Military and Ultra-Light Aircraft (unmanned) operating in the KTZ or NFA (military only) must:
  - (1) Not operate higher than\*500 AGL.
  - (2) Must maintain visual contact with the aircraft/UAS at all times. At no time will the aircraft/UAS operate at a distance exceeding 2 KM from the operator.
  - (3) Operate only within the area and time, approved by the controlling agency. Civilian operations between Sunset and Sunrise are prohibited.
  - (4) Yield right of way to manned aircraft.
  - (5) Ground operator and military supervisors shall be in real time radio communication (radio and cell phone), with FCC (or corresponding control center) and agency with approval authority. Especially when operating north of the NFL, personnel shall be in real time radio communication (military-use radio sets). When radio communication is not available operations are prohibited.

(6) Battalion-level military UAV will maintain two-way radio communication with FCCs (ATC agencies). When radio communication is not available operations are prohibited.

*Note.* Exception is made for drones operated for Agricultural purpose. For this type of flight operators will comply with para 4-5e(1)(d).

## **Chapter 5**

### **No Fly Area (NFA) Procedures and Requirements**

#### **5-1. General**

a. The procedures and requirements for the NFA apply to all areas north of the NFL to include the corridors.

b. Flights conducted south of the NFL are not required to follow the procedures stated in this chapter. See Chapter 4 (Korean Tactical Zone (RK) P518, Procedures and Requirements) for procedures and requirements in the KTZ, south of the NFL.

c. Personal cameras, binoculars, and tape recorders will not be carried aboard any aircraft by aircrew/pilots or passengers while operating north of the NFL unless they are necessary for the performance of duties. Personal electronic devices may be carried on board but must be turned off prior to entry into the NFA.

#### **5-2. Flight Plan Requirements**

The following flight plan information is required for operations anywhere within the NFA. Night flights in the NFA are prohibited with exceptions stated in paragraph 5-5c.

a. Aircrews, units or offices that control aviation assets must request clearance to conduct missions in the NFA to FROKA/TROKA AAD (COB) NLT 1500 one working day prior to the flight. The following information is required by the AAD for approval to operate in the NFA.

- (1) Lead Aircraft Call sign.
- (2) Number and type of aircraft and expected flight altitude (AGL).
- (3) The NFA entry point. (See paragraph 5-3)
- (4) The NFA 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 NFA, flight path including coordinates to each location and waiting time on ground. (See paragraph 5-5d and paragraph 5- 6)
- (6) The NFA exit point. (See paragraph 5-3)
- (7) The NFA exit time.
- (8) Name of Pilot in Command.
- (9) Type of Mission.

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

(11) Initials of person submitting the request.

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

b. Commanders, FROKA and TROKA (Corps CDR) may delegate flight approval within the NFA and will maintain a record of flights approved. For urgent or time sensitive missions, verbal approval may be granted.

c. For validation of flights within the NFA, each AAD (COB) will report to the AMCC/GUARDIAN-AIC and to MCRC. The AAD (COB), 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.

d. All aircraft operating at or below 800 feet AGL in the NFA must have in possession the clearance number provided by AAD.

e. If two or more aircraft conduct formation flight in the NFA, only one clearance number is issued. Separation of the formation is only permissible after receiving a new clearance number from FROKA/TROKA AAD (COB) via applicable Air Traffic Control.

f. Flight plans must be filed with AMCC (ROK) or GUARDIAN-AIC (U.S.) NLT 2 hours prior to proposed corridor entry time.

g. Aviators planned entry/exit time must be within a deviation of 15 minutes of the actual entry/exit time. Any actual Corridor entry/exit time that exceed the planned time by more than 15 minutes, require the aviator to request a new entry/exit time through the corresponding FCC at least 15 minutes prior to the new planned entry/exit time. The corresponding FCC will receive the reauthorization from the aviation branch and relay it to the aircrew/pilot.

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 NFA will maintain two-way radio communication with flight-following facilities.

b. The following mandatory reports will be made to corresponding FCC by all pilots entering, departing or operating within the NFA:

(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 NFA.

(3) Time and location of exit from the NFA.

(4) Flight Route changes.

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

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

c. Flights in areas I, II and III must maintain communication with FCC Go Nee.

d. Flights in areas IV, V and VI must maintain communication with FCC Lee.

e. Pilots are responsible for requesting the appropriate radio frequency hand-over from one flight-following facility to another when transitioning in the NFA.

#### **5-4. Lost Communication and Disorientation**

a. Lost Communications.

(1) If two-way radio communication is lost while in the NFA, the PC will abort the flight and exit the NFA via the nearest corridor. Radio transmissions will be made in the blind, stating intentions.

(2) If communication is reestablished prior to departure from the NFA, the flight may be continued. If a flight is aborted due to lost communications, the PC will notify the corresponding FCC or GUARDIAN-AIC upon landing. The corresponding FCC or GUARDIAN-AIC will in turn notify MCRC.

b. Disorientation.

(1) If aircrew/pilots cannot verify their exact position while operating in the NFA, they will immediately turn to a heading of 150 to 170 degrees, notify FCC of the action taken and fly the selected heading until their exact position is determined. The aviator must maintain coordination with the corresponding FCC 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. No Fly Area (NFA) Corridor Operations**

a. In order to conduct flights in the corridor areas within the NFA, the following aircraft and pilot/aviator requirements must be met:

(1) All aircraft operating in the NFA corridors will have at least one qualified pilot/aviator current for the corresponding corridors onboard or employ a navigator to insure navigational accuracy. When a navigator and a lead aircraft is requested, the aviation unit responsible for corridor operations will support the request when possible.

(2) In formation flight, only the flight lead PIC, 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 NFA/Corridor flight. If for any reason an aircraft becomes separated from the flight, the PC will exit the corridor.

(3) Transient out-of-country aircraft that are required to operate in the NFA shall request a U.S. navigator through the Eighth Army G3 Aviation NLT 48 hours prior to the planned takeoff time. The transient aircrew/pilots are 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 in the NFA is 70 knots unless higher airspeed is required to evade a North Korean threat or respond to an air defense warning.

b. Aircrew/Pilots will observe the following requirements and procedures:

(1) Pilots will contact the corresponding FCC by radio at least 5 minutes prior to corridor entry to confirm the clearance number. Aircraft will not enter the corridor until the clearance number and entry approval is confirmed with the corresponding FCC.

(2) Flights will enter and exit the corridors only at the point's tangent to the NFL of each corridor unless different entry is requested and approved.

(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 800 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/TROKA AAD (GOB), except as noted in paragraph 5-6c and d. Approval may be obtained by contacting the corresponding FCC (at least 15 minutes earlier), which will in-turn request clearance for the deviation with the proper AADs (GOB).

c. Night flights in the NFA are strictly prohibited for fixed wing and rotary wing flight. Exception for rotary wing and fixed wing aircraft are: Urgent operations, emergency SAR, 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/USFK, ATTN: CJ3, Unit #15255, APO AP 96205-0028, to Commander, FROKA/TROKA (Corps CDR) as applicable NLT seven working days prior to the mission.

d. Exceptions to corridor procedures are as follows:

(1) Commander UNC/CFC/USFK, Deputy CDR CFC, UNCMAC senior members, Assistant Chief of Staff (ACofS) (Deputy ACofS) J3 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. The pilot must notify the AMCC thru the FCC, the AMCC will notify the corresponding FROKA/TROKA AAD (COB).

(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 paragraph 5-6.

(3) Missions in support of urgent operations, emergency SAR, and MEDEVAC may fly outside the corridor system without the specific approval of the above individuals. The PC must ensure coordination is made through the corresponding 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 or their grids.

b. Clearance for flight outside the corridors is given by the corresponding AAD (GOB). The request must be submitted NLT 1500 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 (GOB) 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 (Ref Appendix B-4).

b. All flights in H-128 and corridor 20A must be approved no later than seven working days prior to the mission. Requests will be made through Eighth Army G-3 Aviation 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 in accordance with UNC Reg 551-4.

(5) Aircrew/pilots 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 provide a navigator for all flights into H-128. The navigator will be picked up at C-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 C-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 corresponding FCC. Then the corresponding FCC will report the situation to TROKA (1st Corps Operations Branch), and TROKA (1st Corps Operations Branch) will report to the UNCMAC.

#### **5-8. Violation of Restricted Airspace**

a. Unauthorized penetration of NFA by ROK or U.S. aircraft must be reported to the ROK JCS CCC and CC Seoul CFC as soon as possible through the corresponding chain of command.

b. Unit commanders of aircrews/pilots 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/pilot 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 a competent authority before being cleared for use.

(c) Passengers (O-6 and below) will remain with the aircraft while aircrew/pilots 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 Regulation 323.

(4) Ensure that the investigating officer obtains all possible information from the

aircrew/pilot, 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/USFK (ATTN: CJ-3, 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/USFK will share the results of the investigation with each other.

c. The aircrew/pilots 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 Han River Estuary is an Armistice Violation and must be reported immediately to the UNCMAC Secretariat. Violations of the DMZ or Han River Estuary will be investigated in accordance with the Armistice Agreement and UNC Reg 551-4.

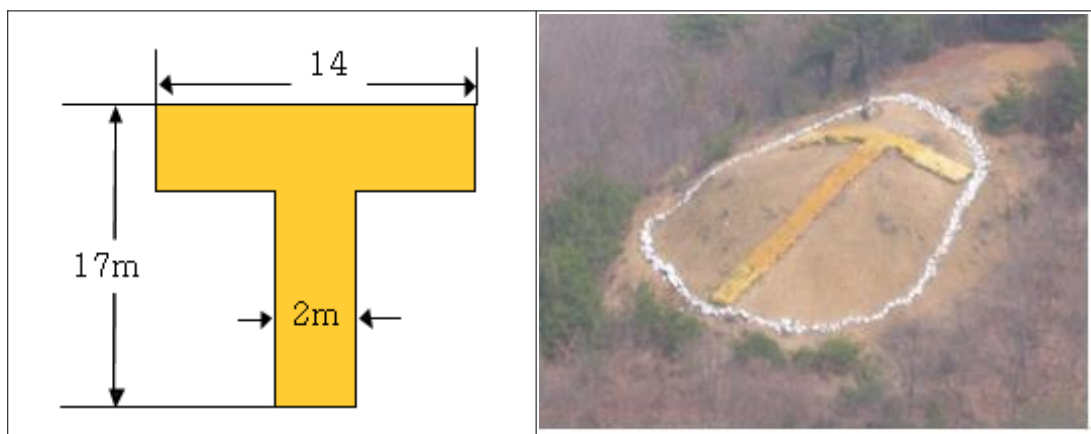
## Chapter 6

### Demilitarized Zone (DMZ) Warning Aids

#### 6-1. Visual Warning Aids

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

a. Aircraft Warning “T” Markers (14x17m).



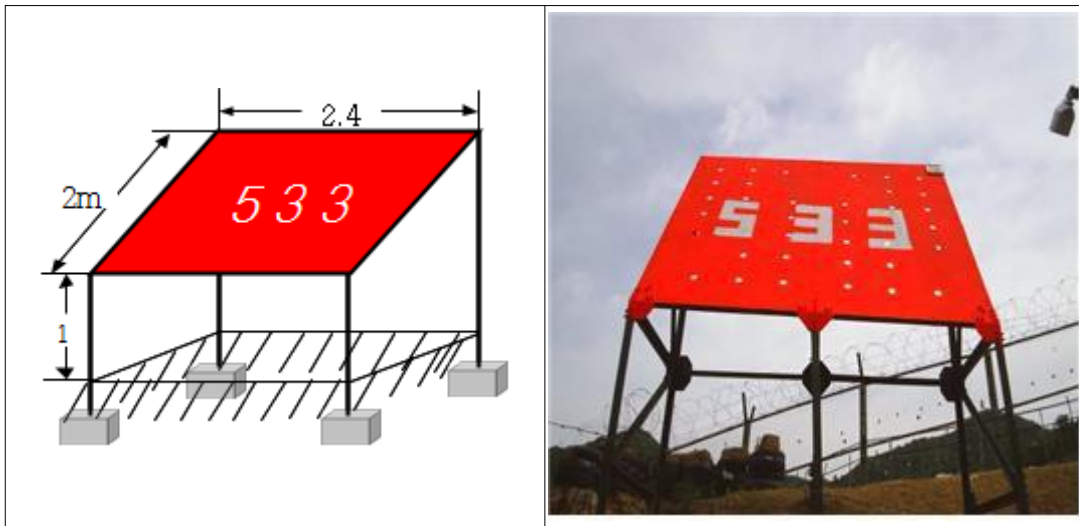
**Figure 6-1. Aircraft Warning “T” Markers**

(1) 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.

(2) The commanders of FROKA and TROKA (Corps CDR) 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.

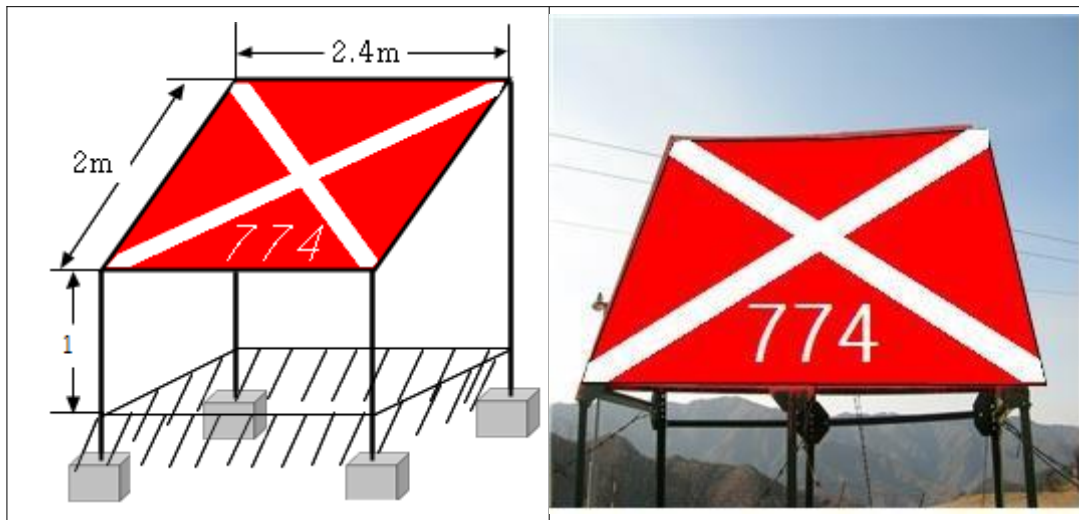
b. Aircraft Warning Orange Panels (2x2.4m).



**Figure 6-2. Aircraft Warning Orange Panels South of the SBL**

(1) Numbered international orange Aircraft Warning Panels are placed 300 to 400 meters apart, generally parallel to the southern boundary along the DMZ to warn aircrew/pilots they are approaching the Demilitarized Zone.

(2) 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.



**Figure 3-3. Aircraft Warning Orange Panels North of the SBL**

(3) The inspection of the aircraft warning panels is conducted bi-annually by UNCMAC and GCC Combat Support Branch (GOC AOB). The maintenance of the aircraft warning panels is conducted by the ground units of the corresponding areas in accordance with 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 KTZ and the NFA. 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 NFA in order to warn of an impending or actual violation of the NFL and/or MDL. HOT DOG procedures may be initiated by ground or airborne personnel. The broadcast is repeated until the aircraft in the NFA are headed south.

(2) Aircrews will receive a "HOT DOG" warning broadcast along with the respective NFA number and directed heading every thirty seconds until the emergency situation is terminated.

(a) 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 (I -VI)), TURN TO HEADING (150-170) IMMEDIATELY, ACKNOWLEDGE."

(b) When aircraft call sign 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. If necessary, MCRC can request an FCC or an aircraft in flight to relay the HOT DOG transmission.

(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 NFA/NFL. 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 telephone and radio to ATC agencies, airfields, and helicopters maintaining communication. If the HOT DOG alert is terminated prior to the departure from the NFA, the PC 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 NFA and KTZ airspace for emergency situations. The CDR ACC or designated representatives will direct ROK or U.S. Battle Watch Duty Officer (BWDO) to initiate "JACK RABBIT" procedures.

(2) MCRC will notify the FCCs, ROK and U.S. command centers, and the operations branches of aviation units. MCRC will broadcast the recall words "JACK RABBIT" utilizing primary and emergency UHF, VHF, and FM flight following frequencies. If necessary, MCRC can request an FCC to relay the JACK RABBIT transmission. 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.

(a) Recall broadcast for MCRC is as follows:

“JACK RABBIT, JACK RABBIT, JACK RABBIT. THIS IS MCRC ON GUARD. ALL AIRCRAFT EVACUATE P518 IMMEDIATELY. AUTHENTICATION TIME (##). AUTHENTICATION IS (2 Letters IAW AKAC 1553).”

(b) Recall relay for an FCC or aircraft is as follows:

“JACK RABBIT, JACK RABBIT, JACK RABBIT. THIS IS (recall agency/relay aircraft call sign) ON GUARD. ALL AIRCRAFT EVACUATE P518 IMMEDIATELY.”

(3) When a JACK RABBIT broadcast is received, all aircraft in the (RK) P518 (except for aircraft actively involved in the intercept operations) will exit (RK) P518 by the fastest route available. If an aircraft's home station is in (RK) P518, it may return to its home base if it can do so more quickly than it can exit (RK) P518. In circumstances where an aircraft's home base is in (RK) P518, but the aircraft is south of its home base, the aircraft will leave (RK) P518 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.

## **Appendix A. References**

### **Section I. Publications**

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

ACCR 55-20, Theater Air control and Employment Procedures in Korea.

ACCR 60-8, Korean Buffer Zone and Tactical Zone Flight Operations and Procedures for the Prevention of Inadvertent Over flight of Non-Friendly Borders.

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

AR 15-6, Procedures for Investigation Officers and Boards of Officers.

AR 95-1, Flight Regulations.

JP 1-02, Department of Defense Dictionary of Military and Associated Terms.

MOLIT Enforcement Regulation – Presidential Enforcement Ordinance / Aviation Security Law (UAS)

ROK Army Regulation 323, Army Aviation Employment Regulation/Safety Regulation, 28 Jan 2013.

ROK JCS Document, Guide line for Non-military aircraft flight in (RK) P-518, 1 Mar 2013.

ROK JCS Standard Operating Procedures, Annex F (Air Force Operations), Appendix 8 (Theater Air Control System), Tab 1 (Airspace Control and Air Traffic Control), Enclosure 2 (Special Airspace Management and Control).

UNC Reg 551-4, Compliance with the Korean Armistice Agreement.

UNC/CFC Pub 525-4, Armistice Rules of Engagement (S-R).

UNC/CFC/USFK Reg 95-14, Flight Information and Flight Following Services – Low Altitude.

### **Section II. Required Form**

DA Form 2028, Recommended Changes to Publications and Blank Forms.

UNC Form 9EK, Military Armistice Commission Identification.



## Appendix B

### Explanation of Korea Tactical Zone (RK-P518.P-518E/P518W) Simplified Maps

#### B-1. RK P518 Korea Tactical Zone



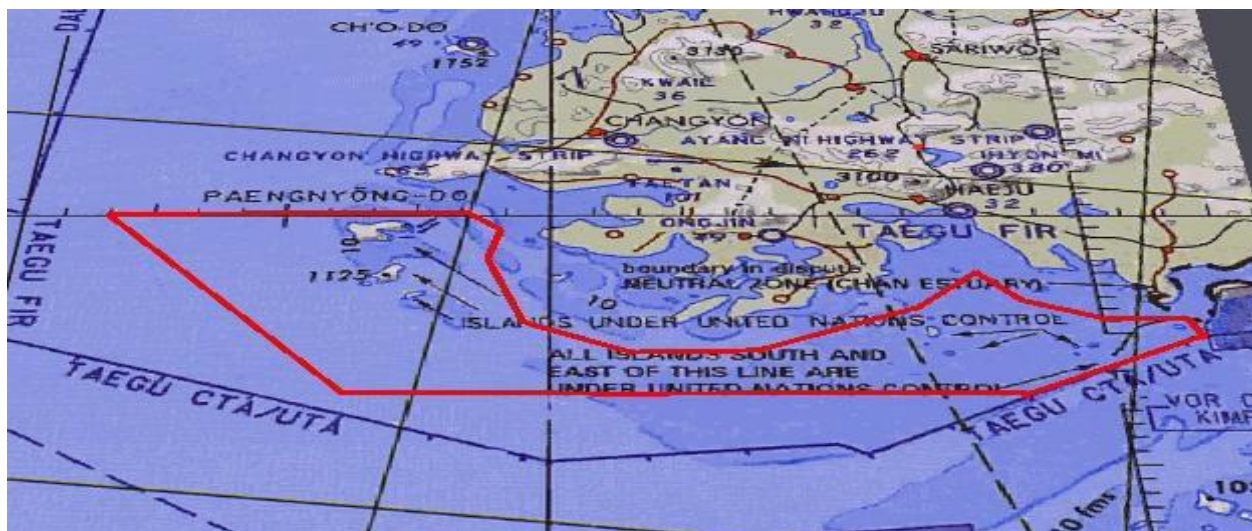
Figure B-1. RK P518

#### B-2. RK P518E/W

(RK)P-518 Korean Tactical Zones East and West are wholly separate geographic areas from the KTZ, and are referenced as (RK) P-518 East or West. Reference to the KTZ does not include (RK) P-518 Korean Tactical Zones East and West. All operations within (RK) P-518 East or West must meet the requirements specified in ACCR 60-8.

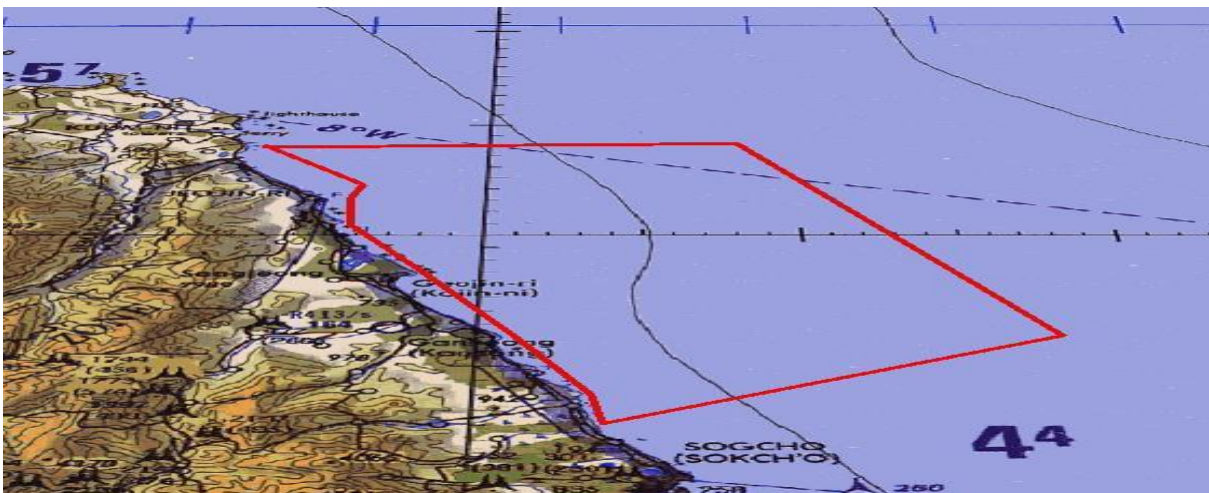
a. (RK) P-518 Korean Tactical Zone West. Surface to Unlimited. The area formed by the following points (WGS-84) beginning at 38°00'N 124°09'E (XC010064) to 38°00'N 124°51'E (XC624074) eastward along the NFL to 37°42'.55N 126°06".33E (BG452782) to 37°42".13N 126°09".51E (BG500767) to 37°39'N 126°10'E (BG500708) to 37°30'N 125°50'E (YB505541) to 37°30'N 124°38'E (XB444516) to beginning point. Altitudes are from SFC - Unlimited. KTZ flying rules apply. Control in the area is provided by MCRC and must be coordinated with Incheon Approach due to the proximity of Incheon International Airport airspace.





**Figure B-2. P-518 Korean Tactical Zone West**

b. (RK) P-518 Korean Tactical Zone East. Surface to Unlimited. The area formed by the following points (WGS-84) beginning at 38°38'N 128°22'E (DH449763) to 38°38'N 128°38'E (DH680762) to 38°22'N 128°47'E (DH811465) to 38° 16'N 128°33'E (DH606355), northward along the eastern coast line to the beginning point. KTZ flying rules apply. Control in the area is provided by MCRC.



**Figure B-3. P-518 Korean Tactical Zone East**

### B-3. Military Armistice Commission Headquarters Area (MACHA)

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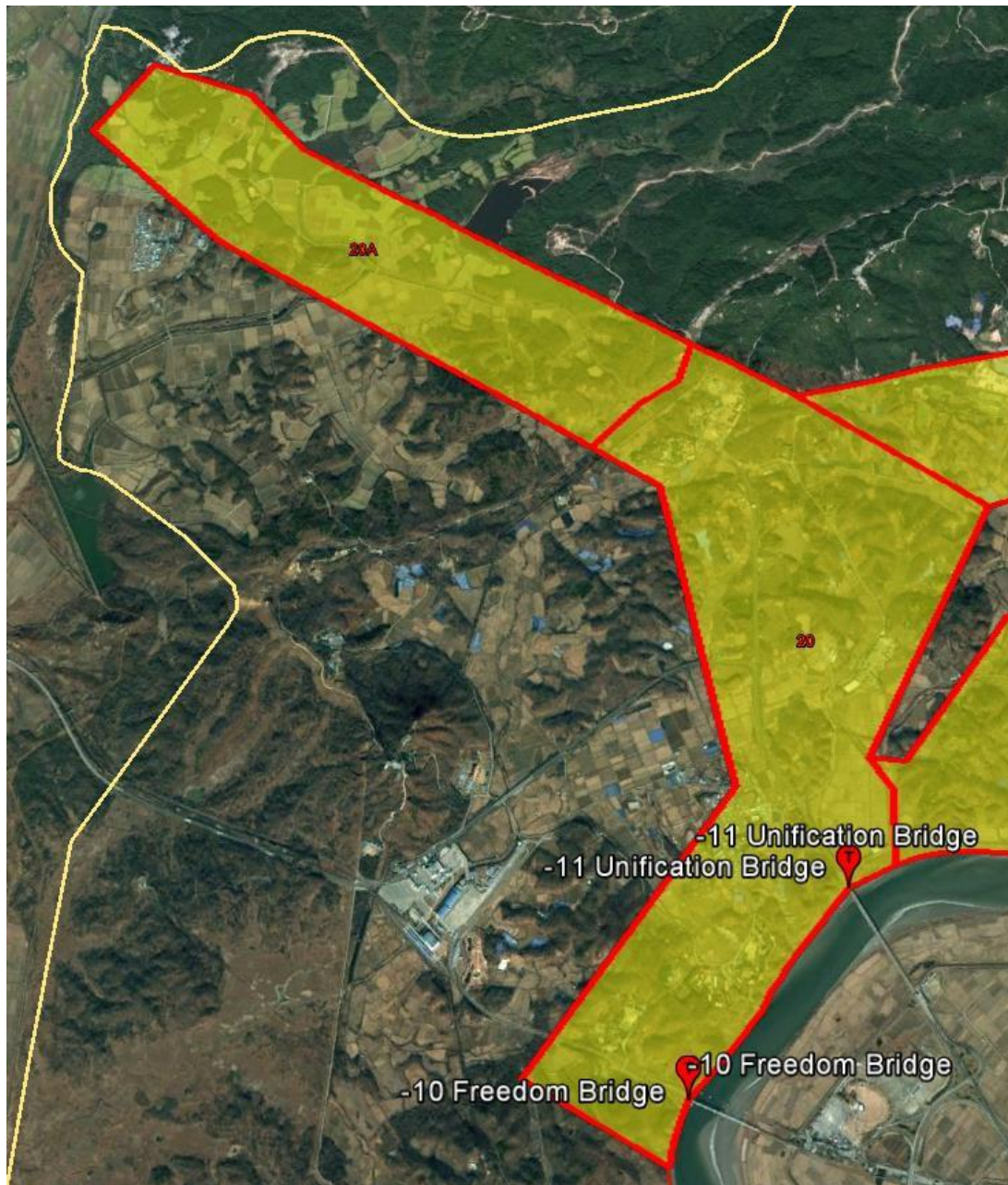
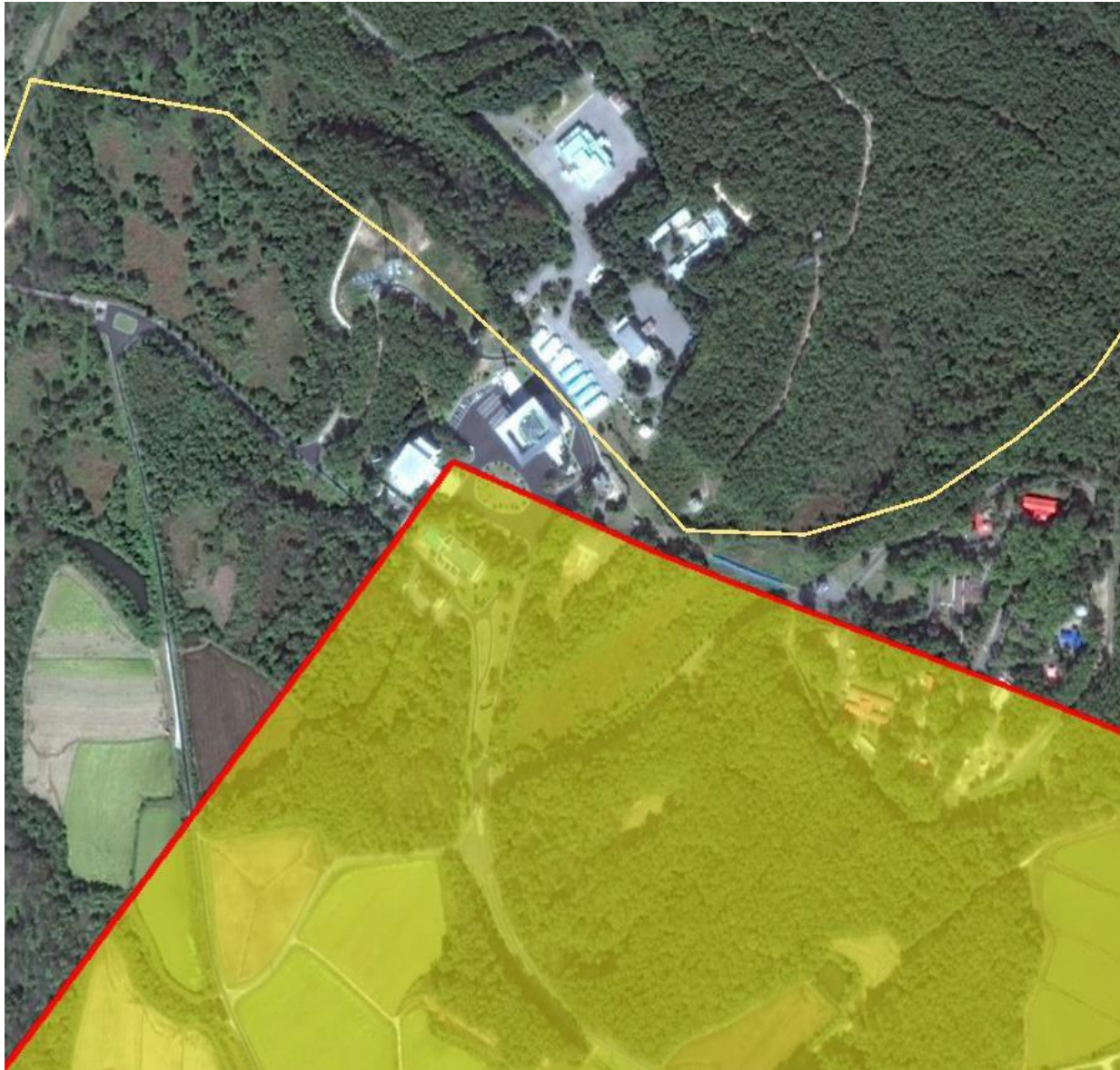


Figure B-4. Corridor 20 to MACHA

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**Figure B-5. MACHA**

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#### B-4. HDTA

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

a. HDTA #1.

(1) **Eastern Boundary:** From North of Uijongbu (CG261807) north along the (RK) P518 S/T line to vicinity of G-219 (CG243977) and the bridge across the Imjin River (CH246087).

(2) **Northern Boundary:** Southwest along line CH241068 - CH180027 - CH156012 - CG088967.

(3) **Western Boundary:** South along line CG088928 - CG088894 - CG088828 - CG088807.

(4) **Southern Boundary:** East along line CG133807 - CG218807 - CG261807.

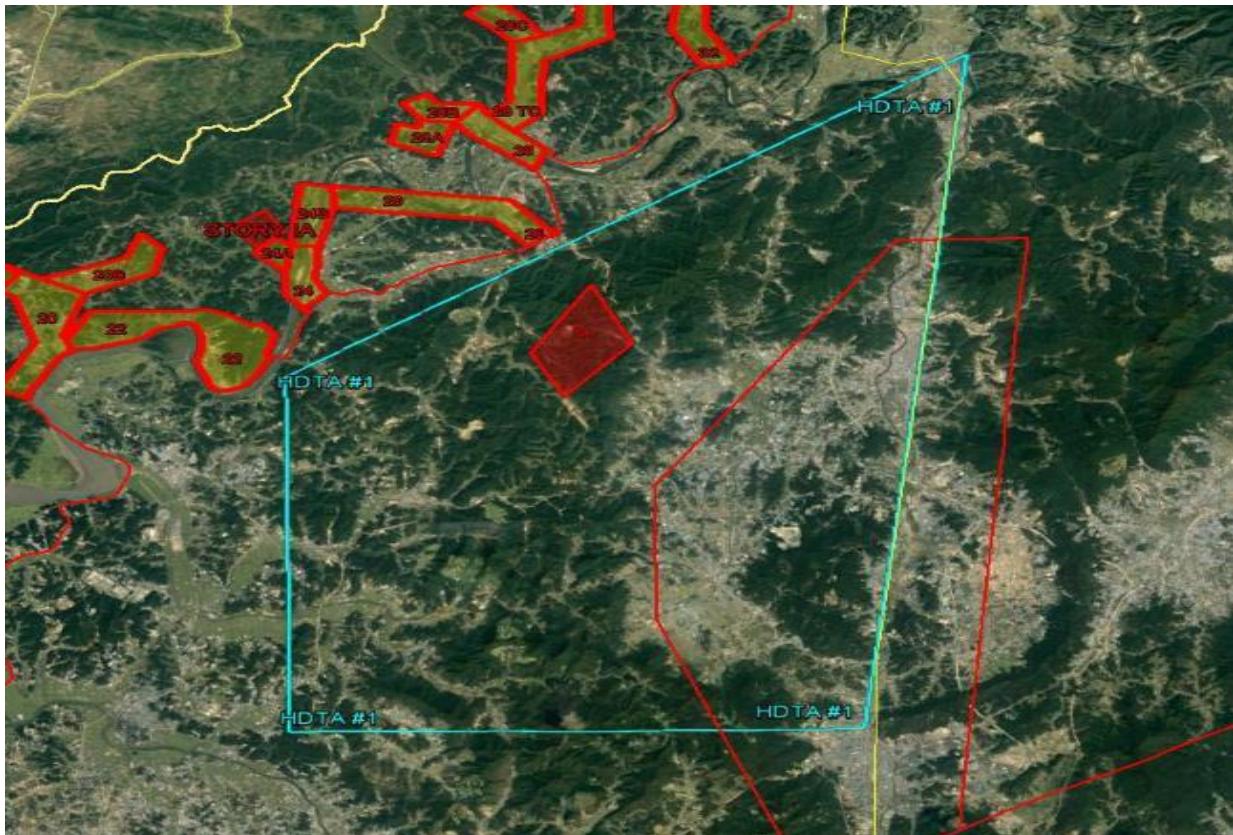


Figure B-6. HDTA #1



b. HDTA #2.

(1) **Southern Boundary:** From North of Uijongbu (CG261807) northeast along line CG372821 - CG428848 – CG461865.

(2) **Eastern Boundary:** CH566107 North along highway 391 to CH568107.

(3) **Northern Boundary:** West along line CH473107 - CH369107 - CH298107 - CH256087.

(4) **Western Boundary:** South along (RK) P-518 S/T boundary to CG243977 - CG261807.

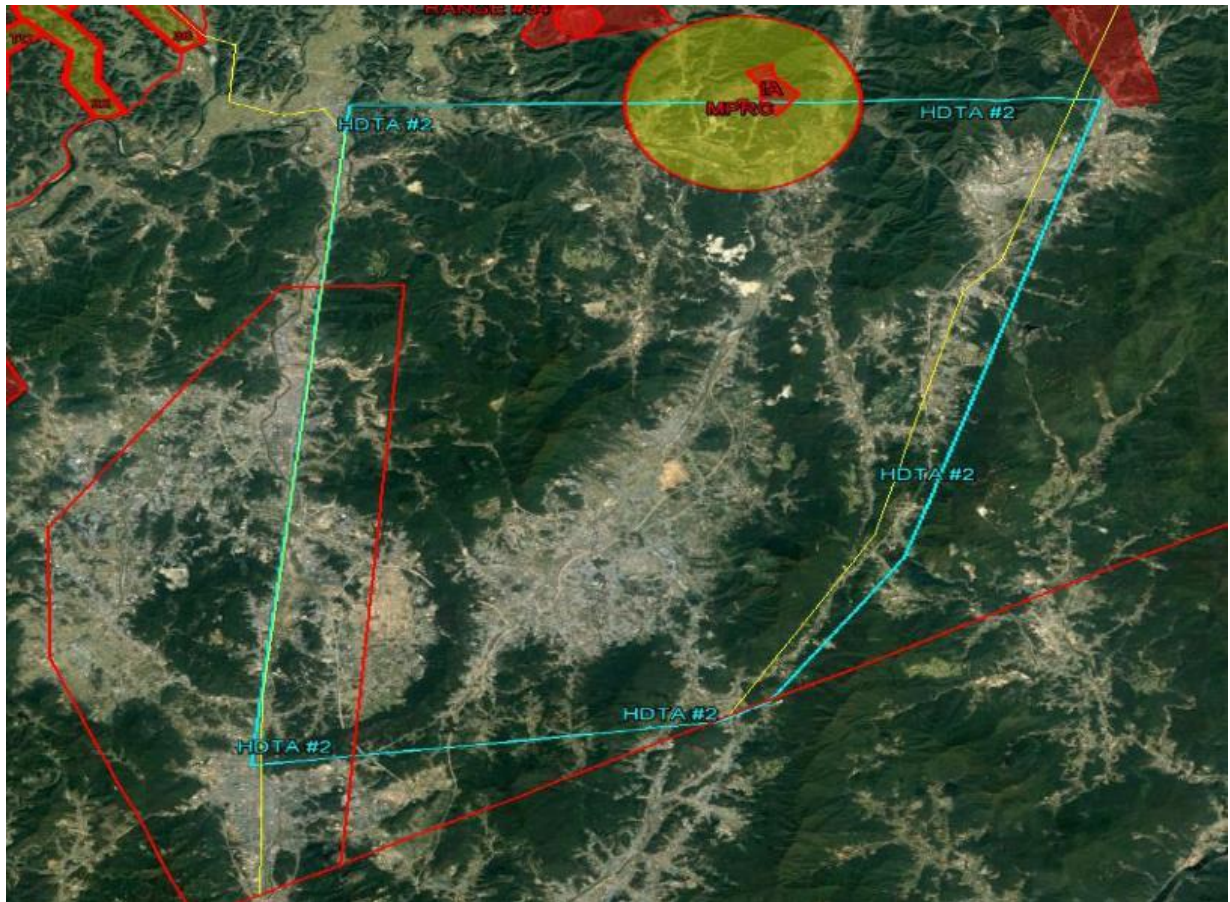


Figure B-7. HDTA #2

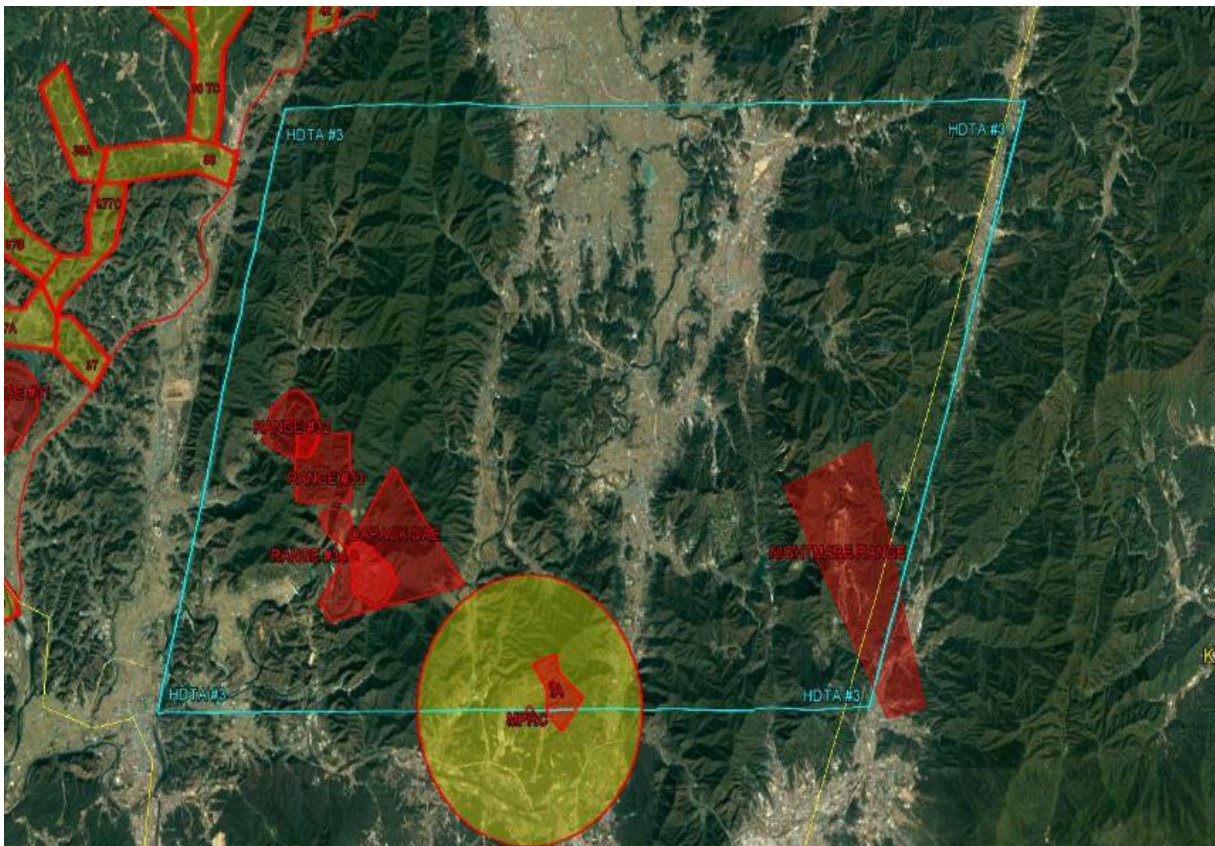
c. HDTA #3.

(1) **Southern Boundary:** From CH256087 east along line CH298107- CH369107- CH 473107.

(2) **Eastern Boundary:** North along highway 391 to CH623287.

(3) **Northern Boundary:** West along line CH546287 - CH482287 - CH448287 - CH359287.

(4) **Western Boundary:** South along line CH349255 - CH320172 - CH298107.



**Figure B-8. HDTA #3**

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## Appendix C

### Sectors of Interest in the (RK) P518 Tactical Zone

#### C-1. Sector S

	Location
a. H-104	BG 7411 8048.
b. G-107	BG 8488 7706.
c. NFL Corridor 1-10	Refer to App D.

The southern boundary starts in the western coast at BG 5004 7076 and extends east to BG 95808 76911. The boundary between Sector S and T starts at BG 95236 76834, and proceeds north along the center of the Han River to the NFL at BG 95379 80095. The boundary line continues north to SLL at BG 9430 8330; dividing area 1 (to the west) from area 2 (to the east).

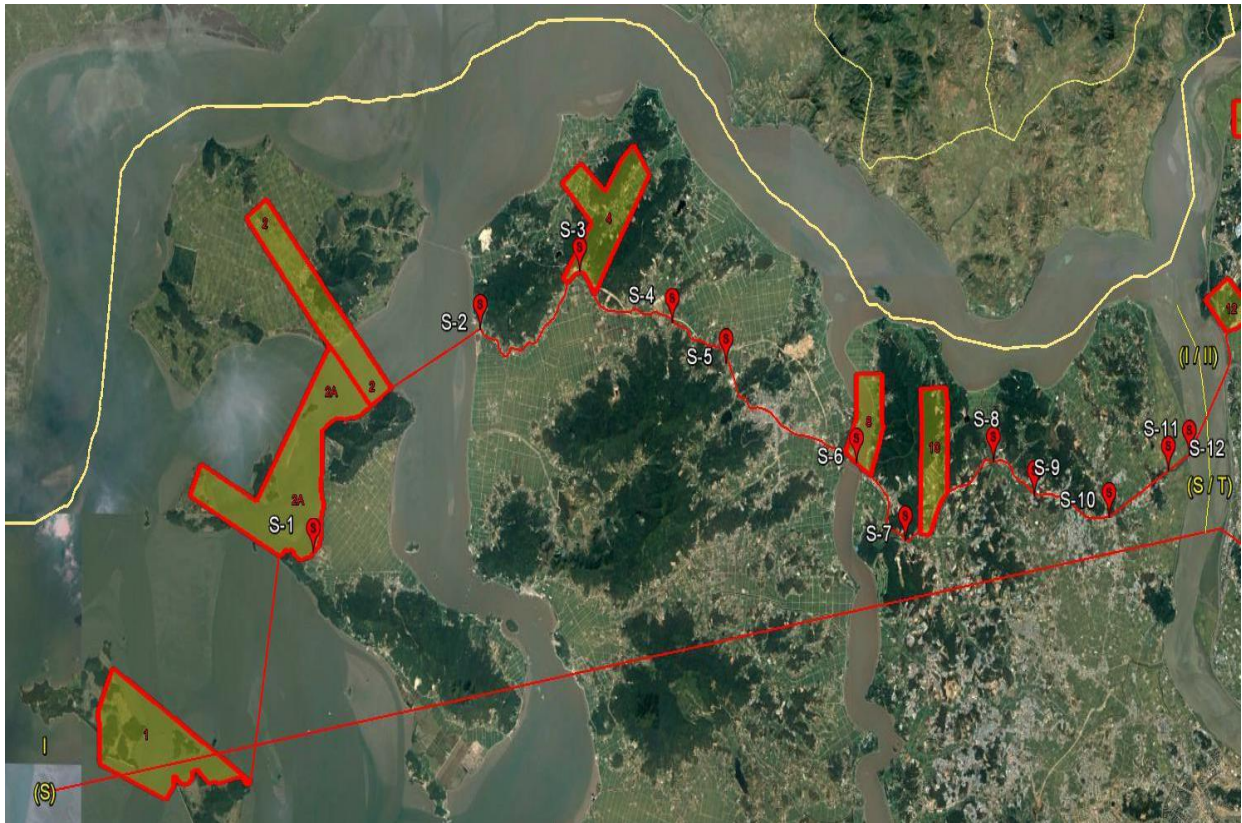


Figure C-1. Sector S

## C-2. Sector T

### Location

- |                       |                       |
|-----------------------|-----------------------|
| a. G-222              | CG 2328 8900.         |
| b. 5 Route            | Refer to ROK/US FLIP. |
| c. 17 Route           | Refer to ROK/US FLIP. |
| d. NFL Corridor 12-36 | Refer to App D.       |

Starts on the eastern boundary of Sector S at BG 95236 76834 and extends eastwards to BG 95808 76905 and to CG 13229 67240 and CG 27842 74732. The boundary between Sector T and V starts at CG 27842 74732 and proceeds north along the highway 3 to CP17D CG 27984 83650 then north along route 17 to 17H CH 30540 05905 then to CH 30995 09622. The boundary then proceeds NW to CH 30300 10887, then W to CH 28900 10600 then W to G-226 CH 27075 11245, north to CH 27315 13853, and to the SE corner of corridor 36 CH 26172 14342. The boundary continues north along the eastern limit line of corridor 36 from CH 2577 1485 following the Imjin River and dividing area 2 (to the west) from area 3 (to the east) at CH 2131 2022 where it meets with the southern limit line north of corridor 36.

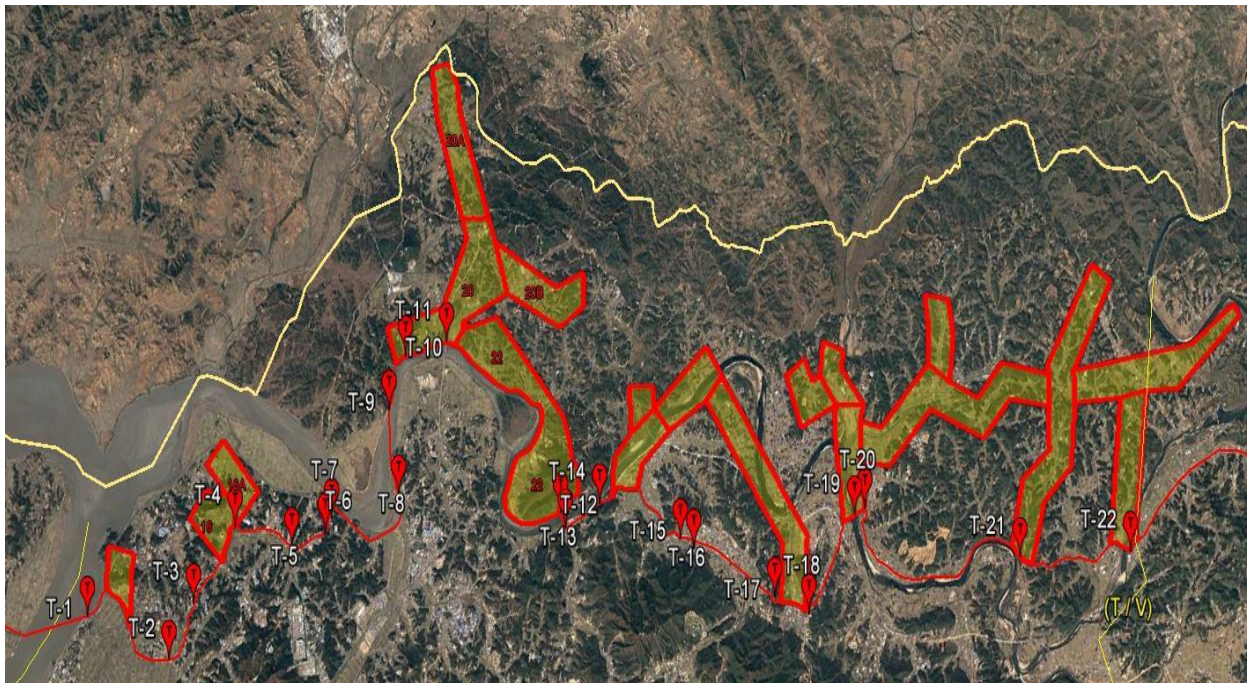


Figure C-2. Sector T



### B-3. Sector V

	Location
a. MPRC (center mass)	CG 4343 1064.
b. Camp Mobile (H-220)	CG 2910 9870.
c. Nightmare Range (center mass)	CH 5566 1506.
d. Pochon Noise Abatement Area	CG 4179 9573.
e. Chorwon Valley	CH 4679 2573.
f. G-219	CG 2490 9760.
g. G-231	CH 5660 1000.
h. 19 Route	Refer to ROK/U.S. FLIP.
i. 25 Route	Refer to ROK/U.S. FLIP.
j. NFL Corridor 37-52	Refer to App D.
k. MPRC Route	Refer to ROK/U.S. FLIP.

Starts on the eastern boundary of Sector T at CG 27842 74732 and extends eastwards to CG 43818 82888. The boundary between Sector V and W starts at CG 43818 82888 and continues north along route 25 passing G231 and 25O (Intersection CH 63493 33685) and continues north to CH 63443 34394 and then meets the NFL at an intersection CH 63848 35393. The boundary line continues north to divide area 3 from 4 via, CH 6416 3626, CH 6401 3750, and then following the western boundary of corridor 56 past CH 6430 3900 (NW corner of corridor 56), CH 6477 3962, then terminating at the SLL at CH 6457 4016.

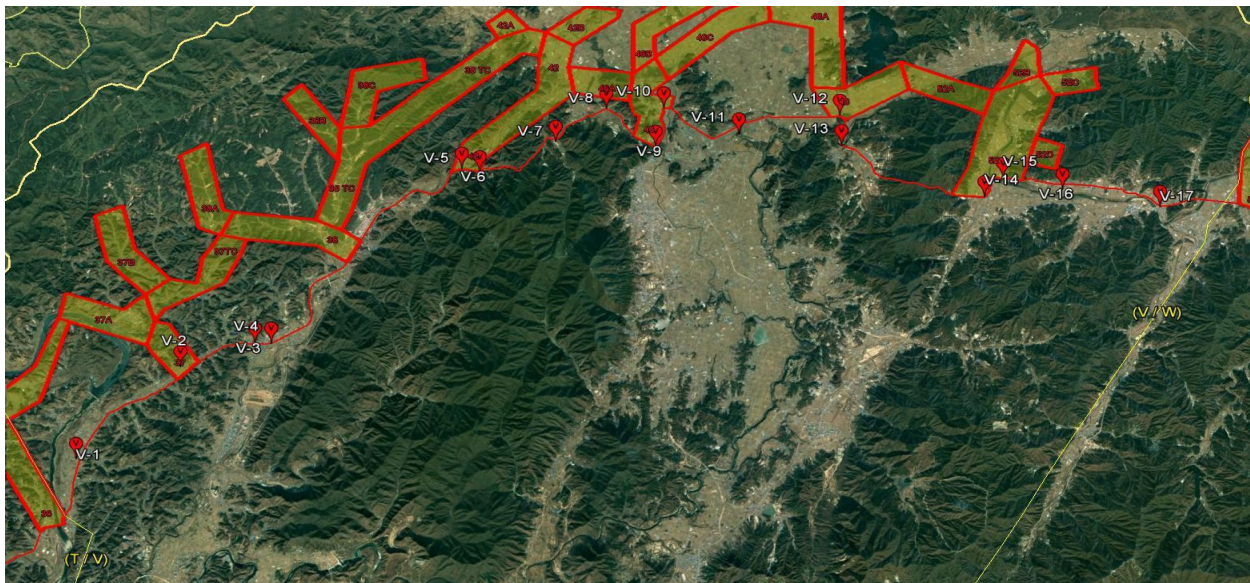


Figure C-3. Sector V

#### C-4. Sector W

	Location
a. G-313	CH 8480 2010.
b. G-314	CH 8970 2200.
c. G-317	CH 8240 3060.
d. 65 Route	Refer to ROK/U.S. FLIP.
e. 25 Route	Refer to ROK/U.S. FLIP.
f. NFL Corridor 56-64	Refer to App D.

Starts on the eastern boundary of Sector V at CG 43818 82888 and extends east to CH 82881 02955 and CH 83164 02991. The boundary between Sector W and X starts at CH 82984 02968 and continues north on route 65 until reaching 90G, then N on route 35 to 35E, then to the NFL at the Masan Bridge intersection north of a Gas Station (CH 83225 28603). The boundary line continues north along the eastern edge of corridor 64 to CH 84400 31620, CH 83500 34700, CH 83400 37310, CH 8356 3820, CH 8330 3892, CH 8280 3921, CH 8272 4004, CH 8265 4092, CH 8328 4120 to the SLL at CH 83428 41607.

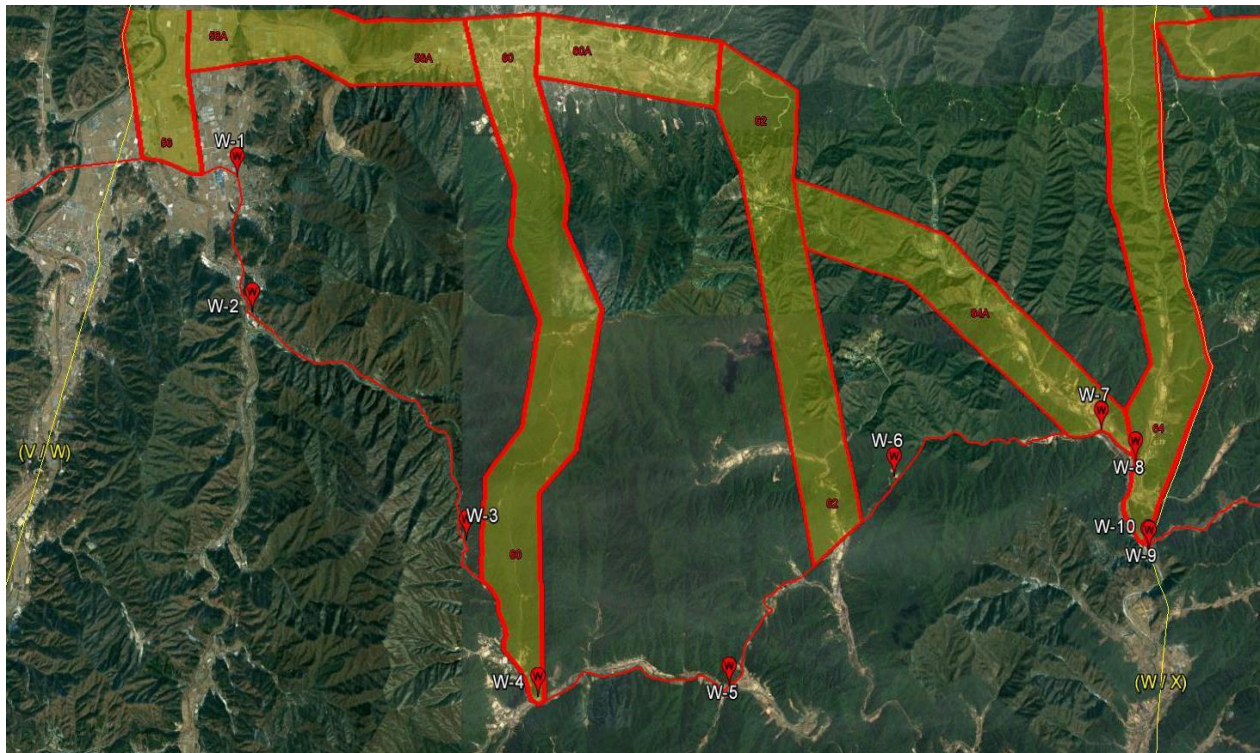


Figure C-4. Sector W



## C-5. Sector X

	Location
a. G-404	DH 1110 1600.
b. G-406	DH 1320 2170.
c. NFL corridor 66-84	Refer to App D.

Starts on the eastern boundary of Sector W at CH 82984 02972 and extends east to DH 23693 08616. The boundary between Sector X and Y starts at DH 23693 08616 and continues NW along route 70 to 70O then DH 31077 20879 and then N to 90M. From 90M the boundary follows the Soyang River north to the NFL at Little Hill Intersection North Pyongchon Bridge DH 30992 35210. From the Little Hill Intersection, the boundary line continues northwest along highway 453 to DH 30668 35558 and follows a narrow road on the north to meet with the SLL at DH 30520 45285 dividing areas 5 and 6.

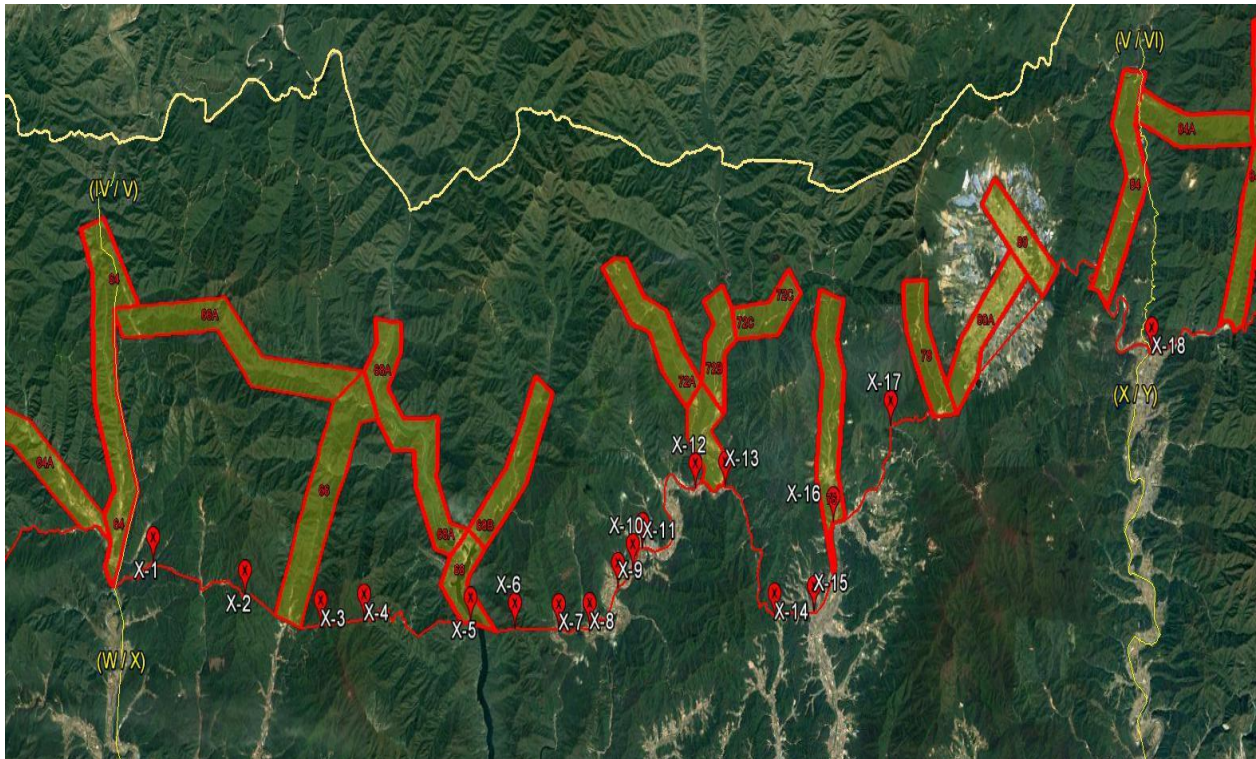


Figure C-5. Sector X

## B-6. Sector Y

	Location
a. G-413	DH 5270 4840.
b. G-414	DH 2987 1783.
c. 70 Route	Refer to ROK/U.S. FLIP.
d. NFL Corridor 84B-92	Refer to App D.
e. C-423	DH65102240.

Starts on the eastern boundary of Sector X at DH 23693 08616, extends NE to DH 57602 13322, DH 59102 20711, and DH 6498 2808. The boundary of Sector Y starts from DH 6498 2808, extends north along the eastern coastline past the SE corner of corridor 92 (DH5450 5070), continues north past the NE corner of corridor 92C (DH 4571 7181), and meets the SLL at DH 44590 73278.

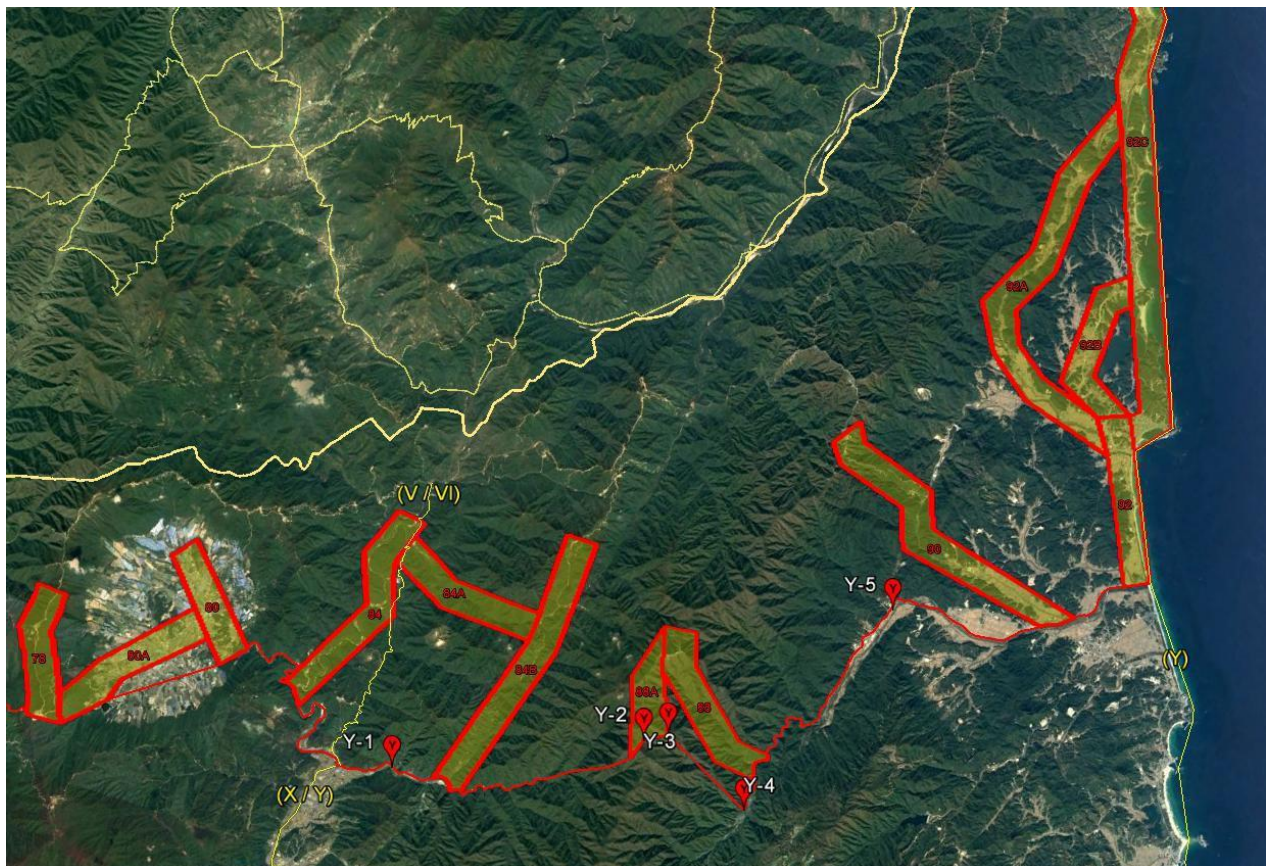


Figure C-6. Sector Y



### C-7. Tactical Zone Exemption Area (TZEA)

Beginning at CG 25700 73634 NNW (clockwise) to CG 2080 8570, north to CG 2080 9170, NNE to CH 2880 0270, east to CH 3300 0270 south to CG 3060 7614 and back to the beginning. The southern boundary of the TZEA aligns with the southern boundary of the P518.

a. Flights conducted in the TZEA are exempt from this regulations following requirements:

(1) (RK) P-518 orientation or qualification requirements.

(2) Night clearance from ACC.

(3) Weather requirements for the (RK) P518 (weather minimums may be reduced IAW AK Reg 95-1 (U.S.)/ROKA Reg 323 (ROK)).

b. All other (RK) P518 requirements and procedures apply.

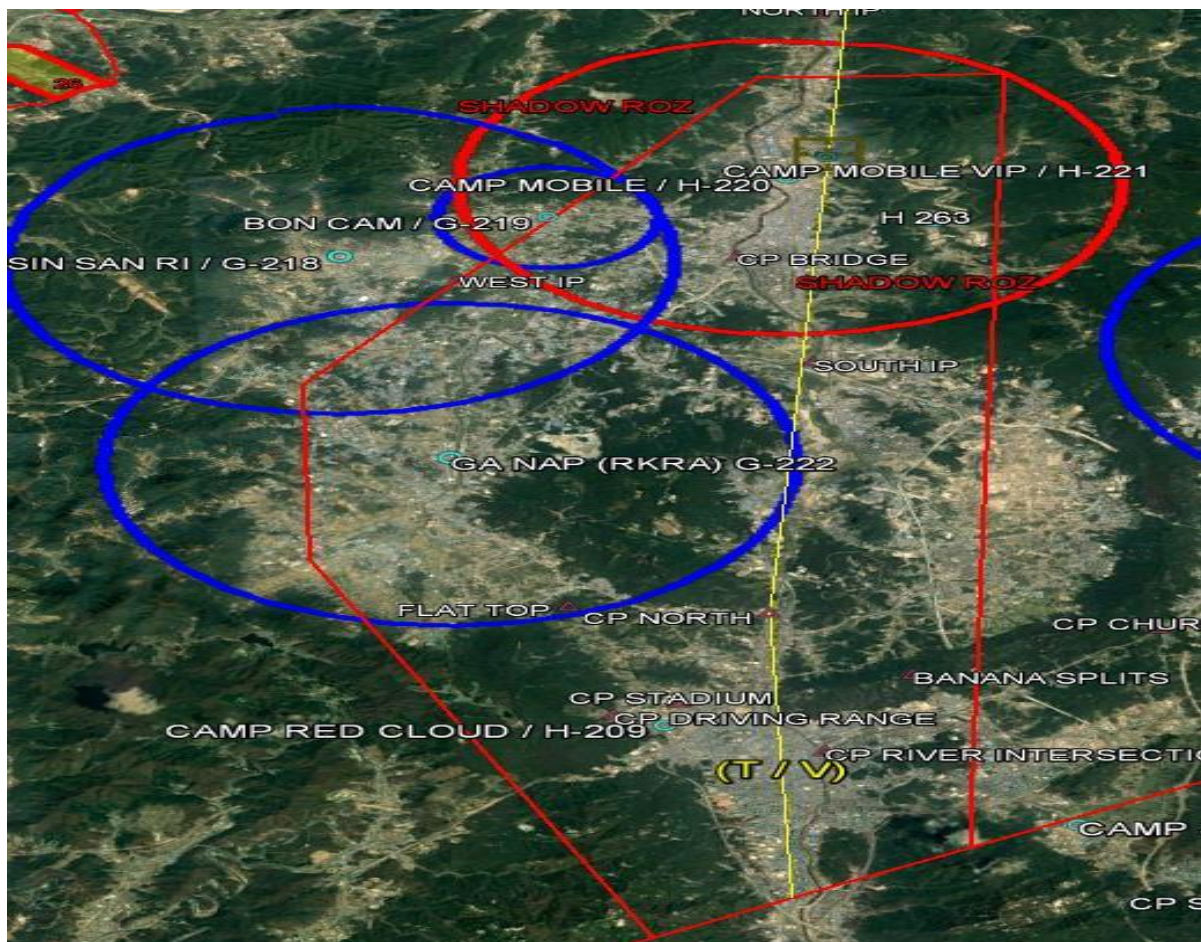


Figure C-7. Tactical Zone Exemption Area (TZEA)

#### **C-8. MPRC Corridor - USFK Aviation Corridor thru (RK) P518 Airspace to the Multi-Purpose Range Complex (MPRC)**

a. MPRC Corridor preferred flight altitude is 800 feet AGL. Minimum flight altitude will comply with AK Reg 95-1 (U.S.)/ROKA Reg 323 (ROK).

b. Operational GPS/INS navigation equipment during flight in the MPRC corridor is mandatory. MPRC Corridor flight will not exceed 500 meters either side of centerline utilizing the following GPS points:

(1) 52S CG 43900 83500.

(2) 52S CG 48600 90150.

(3) 52S CH 46300 03600.

(4) 52S CH 46150 08300.

(5) 52S CH 43750 08750.

c. Operations in and around the MPRC will not exceed a four (4) kilometer radius from 52S CH 44500 11000 except in an in-flight emergency. Primary emergency airfield will be G-228.

d. Minimum weather for flight in MPRC Corridor is 1000ft AGL ceilings and 3 Miles Visibility.

e. The Mission Briefing Officer (MBO) must be (RK) P-518 sector V, NFL oriented and current.

f. Flight must be for the specific purpose of going to and from the MPRC for gunnery operations or in support of gunnery operations.

g. A P518 Trainer will conduct P518/KTZ/NFA academics for rated crew members that have not been oriented in the KTZ. Academics should occur within 30 days prior to MPRC Corridor flight. Academics will include, at a minimum, all aircrew briefing requirements per UNC/CFC/USFK Reg 95-3, paragraph 2-5.

h. Aircraft equipment requirements will be IAW this regulation.

#### **B-9. Location of ROKA Aviation Airfields in (RK) P518**

a. The ROKA Aviation airfields operating in the Korean Tactical Zone (RK) P518 are listed below.

<b>Airfield</b>	<b>Center Coordinate</b>	<b>Twr / Freq.</b>	<b>Airspace Range</b>	<b>Remarks</b>
G-110/ (Paju)	CG054820	Paju/133.150 38.50 300.600	<b>3NM / 800ft</b>	
G-217(Pocheon)	CG395921	Pocheon/127.800. 37.80 345.700	<b>3NM / 800ft</b>	ROKA/UAV
G-218(Shinsanri)	CG215962	Shinsan/121.850 36.40 346.750	<b>3NM / 800ft</b>	
G-219(Bongamri)	CG250976	Not Active	<b>3NM / 800ft</b>	
G-222(Ganapri)	CG231893	Ganap/127.200 41.45 363.950	<b>3NM / 800ft</b>	ROKA/UAV
G-228(Baekeuri)	CH369109	Baekeuri/132.250 38.50 346.650	<b>3NM / 800ft</b>	
G-231(Idong)	CH566105	Idong/125.450 36.60 365.200	<b>3NM / 800ft</b>	
G-312(Sachangri)	CH703152	Sachangri/122.300 34.00 346.725	<b>3NM / 800ft</b>	
G-313(Hwacheon)	CH848199	Not Active	<b>3NM / 800ft</b>	
G-404(Yanggu)	DH112160	Yanggu/121.850 36.40 346.750	<b>3NM / 800ft</b>	ROKA/UAV
G-414(Wontong)	DH299179	Not Active	<b>3NM / 800ft</b>	

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

## Appendix D

### 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 running parallel to the DMZ. The NFL is the Southern border of the No Fly Area (NFA) and is included as part of the No Fly Area. Given that the NFL is the southern border of the NFA it is important to understand that while flying near the NFL if any part of the aircraft crosses the NFL then that aircraft is technically in the NFA. With this understanding when flying “the NFL” the aircraft should be navigated and flown so that it never unintentionally crosses the NFL. Do not fly directly over any point of the NFL unless entering/exiting Corridors. The NFL follows man made features (i.e., roads and bridges) and easily identifiable terrain features (i.e., rivers, valleys, ridgelines) to the maximum extent possible. The NFL is additionally identified with coordinates at key turning or navigational points (indicated like this: □) and named check points (indicated like this: S-1) that describe what to look for to positively identify points that establish the NFL or points of reference that are near the NFL. Many of the check points are located inside the NFA and therefore should not be confused as the NFL but rather references to identifiable points along the NFL for communication and coordination purposes. Where the NFL is predicated on a shoreline it is important to understand that the shorelines change due to the tides and seasonal flooding and therefore the NFL shall be assumed as being 25 meters from where the water stops and land begins (visible shoreline) on the side of that body of water that is closest to the MDL (typically the north side). Where the NFL is predicated on a road or bridge the NFL shall be understood as the edge of the road closest to the MDL (typically the north side).

a. Sector **SIERRA**. The western end of the NFL and the southern boundary of the KTZ both start at □BG 5004 7076 and proceed east as one line to □BG 52967 71153. These two points are only identifiable with GPS navigation since they are both located over open water and not associated with any visual reference points. From □BG 52967 71153 the NFL extends south of the KTZ southern boundary to □BG 5469 7042 (SW corner of corridor 1) to □BG 5504 7081 and continues along north coastline of Joomoon-Do to □BG 5802 7083 (SE corner of corridor 1) then on to □BG 58225 71860 where the NFL crosses to the northern side of the southern boundary of the KTZ. From this point the NFL remains north of the KTZ southern boundary. From □BG 58225 71860 the NFL continues as a straight line to □BG 5930 7720 (SW corner of corridor 2A) then it follows the NW coastline of Songmo-Do passing “Samsan” DAM **S-1** (BG 6063 7725) to □BG 6379 8182 (SE corner of corridor 2). Then the NFL is a straight line to the Gangwha-do Canal Inlet **S-2** (BG 6729 8339). From this point the NFL follows Hwy 301 east passing “Sin-Bong” Intersection **S-3** (“Y” intersection / BG 7119 8489) and continues along Hwy 48 SE passing the GREEN MIR APT **S-4** (ORANGE ROOF APT / BG 7473 8335) the MICRO TWR #1 **S-5** (BG 7678 8214) through Ganghwa city to cross the Ganghwa-bridge **S-6** (BG 8175 7918) and continues SE to Gimpo-Intersection **S-7** (Y-Intersection / BG 8358 7693). From the Y intersection the NFL follows Hwy 56 NE to the Intersection at □BG 8450 7704 (vicinity of G- 107/Road Intersection). From this intersection the NFL continues NE along Hwy 56, crosses the Gaegok Bridge **S-8** (BG 8704 7907) and continues past the STRIPED ORANGE ROOF FACTORY **S-9** (BG 8861 7806) to the Ha-sung Intersection **S-10** (BG 9150 7736). From the Ha-Sung intersection the NFL is a straight line to “Y” Canal **S-11** (BG 9384 7861) and to the Canal Entrance **S-12** (BG 9467 7903) then to the middle of the Han River where the NFL crosses the S/T sector line at □BG 95379 80095.



No.	Name	Grid	No.	Name	Grid
<b>S-1</b>	Samsan Dam	BG 6063 7725	<b>S-7</b>	Gimpo Y-Intersection	BG 8358 7693
<b>S-2</b>	Canal Inlet	BG 6729 8339	<b>S-8</b>	Gaegok Bridge	BG 8704 7907
<b>S-3</b>	Sin-bong Intersection	BG 7119 8489	<b>S-9</b>	STRIPED ORANGE ROOF FACTORY	BG 8861 7806
<b>S-4</b>	ORANGE ROOF APT/ GREEN MIR APT	BG 7473 8335	<b>S-10</b>	Ha-sung Intersection	BG 9150 7736
<b>S-5</b>	MICROWAVE TWR #1	BG 7678 8214	<b>S-11</b>	"Y" Canal	BG 9384 7861
<b>S-6</b>	Ganghwa-bridge	BG 8175 7918	<b>S-12</b>	Canal Entrance	BG 9467 7903

b. Sector **TANGO**. From the S/T sector line at □BG 95379 80095 the NFL proceeds directly to the south end of the Songcheon Bridge **T-1** (BG 96192 81348) and continues northerly along Freedom Road Hwy 77 to □BG 96227 82453 then turns east along the road to the intersection at □BG 9724 8264. The NFL continues in a series of straight lines connecting □BG 9793 8227 to □BG 9844 8208 to □BG 9902 8237 and to Galhyon Intersection **T-2** (BG 9954 8292). The NFL continues north along HWY 359 to east of the COAS Building **T-3** (BG 9913 8481) to the north end of the Oguem Bridge **T-4** (BG 98817 87612). The NFL proceeds NE along the road to the Guemseung Intersection **T-5** (CG 00948 88893) and continues NE along HWY 359 to the Y-intersection **T-6** (CG 0165 9020) then follows the road running west of the Paju Environment Center Smoke Stack **T-7** (CG 0155 9067) until it meets Freedom Road Hwy 77 at □CG 0139 9094. Then the NFL follows Freedom Road Hwy 77 east, then turns NW to Dangdong Interchange **T-8** (CG 0308 9316). The NFL continues in a straight line to cross the southern shore of the Imjin River at □CG 0223 9353 and proceeds directly to the N/S GUARD POST **T-9** (CG 0106 9459) then follows the road on the north shore of the river to the north end of Freedom Bridge **T-10** (CG 00442 96189). From this point the NFL follows along the north shore of Imjin River NW passing the north end of Unification Bridge **T-11** (CG 0141 9769) and continues to follow along the north shore of the Imjin River to the west side of JunJin Bridge **T-12** (CG 08310 97663). From this point the NFL continues east over the bridge to DuPo Interchange **T-13** (CG 08775 97495) then follows Hwy 37 to the north end of the Nulrochun Bridge **T-14** (CG 09296 99024). The NFL then follows the north shore of the canal to the north end of the Duckcheon Bridge **T-15** (CH 12432 00739) and proceeds NE along Road 37 passing north of the Speed Park **T-16** (CH 1305 0093) then south of the Microwave TWR #2 **T-17** (CH 1646 0238) to Juksung Intersection **T-18** (CH 1782 0307). From this point the NFL continues north along Hwy 371 to cross the Biryeong Bridge **T-19** (CH 1720 0643) to the intersection at the NE corner of corridor 28 **T-20** (CH 17354 06886) and proceeds along the road on the north shore of Imjin River to □CH 2066 0736. The NFL then follows the north shore of the Imjin River to the north end of the Samhwa Bridge **T-21** (CH 23025 10555) then follows the road NE to the intersection □CH 23084 10632, turns east and continues along HWY 372 NE crossing the Imjin Bridge to the Imjin Bridge Intersection **T-22** (CH 26226 13994). The NFL follows the road north to the T/V sector line at the SE corner of corridor 36.

No.	Name	Grid	No.	Name	Grid
T-1	South of Songcheon Bridge	BG 96192 81348	T-12	West side of JunJin Bridge	CG 08310 97663
T-2	Galhyon Intersection	BG 9954 8292	T-13	DuPo Bridge Intersection	CG 08775 97495
T-3	COAS Building	BG 9913 8481	T-14	Northern Nulrochun Bridge	CG 09296 99024
T-4	North of Oguem Bridge	BG 98817 87612	T-15	Northern end of Duckcheon Bridge	CH 12432 00739
T-5	Guemseung Intersection	CG 00948 88893	T-16	Speed Park	CH 1305 0093
T-6	Y Intersection	CG 0165 9020	T-17	MICROWAVE TWR #2	CH 1646 0238
T-7	Paju Environment Center Smoke Stack	CG 0155 9067	T-18	JUKSUNG Intersection	CH 1782 0307
T-8	Dangdong IC Intersection	CG 0308 9316	T-19	Biryeong Bridge	CH 1720 0643
T-9	N/S GUARD POST	CG 0106 9459	T-20	Intersection	CH 17354 06886
T-10	North Freedom Bridge Intersection	CG 00442 96189	T-21	Northern part of Samhwa Bridge	CH 23025 10555
T-11	North end of Unification Bridge	CG 0141 9769	T-22	NE of Imjin Bridge Intersection	CH 26226 13994

c. Sector **VICTOR**. From the T/V sector line at the SE corner of corridor 36 the NFL proceeds north along Hwy 78 passing east of the youth camp **V-1** (pink building / CH 2609 1668) and continues north passing east of an Orange Twin Spire Church **V-2** (CH 2895 2110). The NFL departs Hwy 78 at □CH 3112 2251 to follow a narrow road eastward and passing south of a Tan School **V-3** (Sangri Elementary School / CH 3135 2257) and continuing east through the village to the Railroad intersection **V-4** (CH 3191 2270). From this point the NFL follows the railroad NE to Sintanri Station **V-5** (CH 3706 3101) then turns ENE to follow a road up a draw passing north of a Baseball Park **V-6** (CH 3772 3100). As the road progresses up the draw it becomes a narrow dirt path leading to a saddle at □CH 3907 3134. After passing through the saddle the NFL follows the dirt path down a draw to meet a hardball road at □CH 3965 3242. At this point the NFL follows the road passing a Y intersection at □CH 3979 3285 and continues for 300M East to another Y intersection north of the Parade Ground **V-7** (CH 4010 3276). From this Y intersection the NFL follows the road north to Yul Chul Ri Intersection **V-8** (CH 4158 3443). From this intersection the NFL follows the road east to a T intersection **V-9** (CH 4361 3331) and continues north to Wulhwa Intersection **V-10** (CH 4357 3487). From the intersection the NFL follows road 464 east passing north of the Chulwon OP **V-11** (CH 4640 3442) and continues east to the Oasis Tree Intersection **V-12** (CH 49741 35911). The NFL then follows the road SE to the south end of the WaeDong Bridge **V-13** (CH 50055 34724) then direct to the 3-way intersection at □CH 50327 34700 to follow the road SE to □CH 51428 33923. From this point the NFL is a straight line to □CH 5169 3380 then follows a ridge line east up to a peak at □CH 5290 3378. After crossing the peak the NFL continues east following a draw to □CH 54805 33683 then direct to the Tosung Bridge **V-14** (CH 55455 33788). From the bridge the NFL follows the canal north to where it crosses to the north shore of the NamDae River to □CH 5568 3466 then continues east along the north bank of the river to the north end of the NamDae River Bridge **V-15** (CH 55947 34657) and then direct to □CH 56064 34672. At this point the NFL follows the road east passing north of G-240 **V-16** (CH 5809 3467) and continues to Kimhwa Bridge Intersection **V-17** (CH 61637 34723). From this intersection the NFL proceeds east along HWY 56 to the V/W sector boundary line that crosses the intersection at □CH 63848 35393.

No.	Name	Grid	No.	Name	Grid
<b>V-1</b>	youth camp (pink building)	CH 2609 1668	<b>V-10</b>	Wulhwa Intersection	CH 4357 3487
<b>V-2</b>	Orange Twin Spire	CH 2895 2110	<b>V-11</b>	Chulwon OP	CH 4640 3442
<b>V-3</b>	Sangri Elementary School (Tan Building)	CH 3135 2257	<b>V-12</b>	Oasis Tree Intersection	CH 49741 35911
<b>V-4</b>	Railroad intersection	CH 3191 2270	<b>V-13</b>	WaeDong Bridge	CH 50055 34724
<b>V-5</b>	Sintanri Station	CH 3706 3101	<b>V-14</b>	Tosung Bridge	CH 55455 33788
<b>V-6</b>	Baseball Park	CH 3772 3100	<b>V-15</b>	north end of NamDae River Bridge	CH 55947 34657
<b>V-7</b>	Parade Ground	CH 4010 3276	<b>V-16</b>	G-240	CH 5809 3467
<b>V-8</b>	Yuliri Intersection	CH 4158 3443	<b>V-17</b>	Kimhwa Bridge Intersection	CH 61637 34723
<b>V-9</b>	87 road intersection	CH 4361 3331			

d. Sector **WHISKEY**. From the intersection at □CH 63848 35393 the NFL continues east along Hwy 56 to Sinsagok Crossroad Intersection **W-1** (CH 6612 3511) where it continues with the road to the south to a 3- way intersection at □CH 6629 3282. From the intersection the NFL then follows the east running road to pass south of the “HOWARD JOHNSON” HOTEL **W-2** (CH 6639 3283) and continues following the road as it proceeds up the long draw to Swath Cut **W-3** (Supiryong Peak / CH 7044 2898). From this point the NFL continues to follow the road south to the DaMokri intersection □CH 7154 2627 west of **W-4** DaMok Elementary School (Green rooftop / CH 7169 2634) just inside Corridor 60. From the intersection the NFL proceeds east along the road 461 to Posa Bridge / “Y” Intersection **W-5** (CH 75275 26445) and continues NE on RD 461 to a curve in the road at □CH 7666 2822. The NFL departs from the road and continues NE as a straight line over the small hill □CH 7702 2842 across the road in the valley □CH 77350 28783 along a draw and through the saddle to gravel pit **W-6** (CH 7840 2989). The NFL continues NE in a draw to □CH 7902 3051 where the draw turns east to the Road 5 Intersection **W-7** (CH 8237 3060 / vicinity of G-317). From here the NFL proceeds SE along the road to the Sanyang Church Intersection **W-8** (CH 83015 30075) and continues to follow the same road to the south to the MaSan Bridge Intersection **W-9** (CH 83225 28592) just north of the Gas station **W-10** (CH 8325 2858) where the NFL meets the W/X sector boundary line.

No.	Name	Grid	No.	Name	Grid
<b>W-1</b>	Sinsagok Crossroad	CH 6612 3511	<b>W-6</b>	Gravel pit	CH 7840 2989
<b>W-2</b>	“HOWARD JOHNSON” HOTEL	CH 6639 3283	<b>W-7</b>	Road 5 Intersection (vicinity to G-317)	CH 8237 3060
<b>W-3</b>	Swath Cut (Supiryong Peak)	CH 7044 2898	<b>W-8</b>	Sanyang Church Interchange	CH 83015 30075
<b>W-4</b>	DaMok Elementary School (Green rooftop Hotel)	CH 7169 2634	<b>W-9</b>	MaSan Bridge Intersection	CH 83225 28592
<b>W-5</b>	Posa Bridge/“Y” Interchange	CH 75275 26445	<b>W-10</b>	Gas Station	CH 8325 2858

e. Sector **X-RAY**. From the W/X sector boundary line at the MaSan Intersection **W-10** (CH 83225 28603) the NFL follows the road NE to intersection **X-1** (Valley Fork/ CH 85016 29405). From here the NFL follows the road and valley (South Fork) to □CH 8611 2909 and crosses a ridgeline and at □CH 8672 2890 then directly to the Intersection at □CH 8720 2878 and south with the road to the intersection at □CH 8721 2853. The NFL then follows the draw going east up to Ridge Notch **X-2** (CH 8937 2830) and continues east over the ridgeline to the SW corner of Corridor 66 at □CH 9063 2767 and then straight line across the valley to the SE corner of Corridor 66 □CH 9181 2726. From this point the NFL proceeds directly to the west entrance of Haesan Tunnel **X-3** (CH 9279 2733) and then directly to the east entrance of Haesan Tunnel **X-4** (CH 9479 2748). From this point the NFL follows a curvy road HWY 460 to □CH 9684 2715 (HaeSan Viewpoint) and continues directly SE along the ridgeline to □CH 9722 2693 then NE to □CH 9813 2737 then direct to the River Inlet **X-5** (CH 9956 2730) and across the river directly to □DH 0077 2701. The NFL continues directly to Pinnacle **X-6** (DH 0165 2710) then direct to the NamJun Bridge **X-7** (DH 0362 2703). The NFL then follows the road starting on the north end of the NamJun bridge and continues east to through the Road Intersection **X-8** (DH 0504 2704) and across the Gumak Bridge **X-9** (DH 0636 2827). After crossing the bridge the NFL continues to follow the road NE and passes west of G-408 **X-10** (DH 0705 2885) then turns east in the vicinity of the BangSan Sports Park **X-11** (DH 0750 2950) and continues to follow the curvy road on the northern shore of the river valley to □DH 0872 3170 then crosses the Hyupdong Bridge **X-12** (DH 09961 31315). From this point the NFL continues to follow the road east to GoBangSan Bridge **X-13** (DH 11330 31335) and then continues SSE along HWY 460 to a T-intersection X-14 (DH 1353 2721). From the intersection the NFL follows HWY 31 east to pass south of the Dongmyeon Church **X-15** (DH 1535 2740) and continues to the Road Intersection at **X-16** (corridor 76 / DH 1628 3016). Then the NFL turns east to follow Road 453 to □DH 18872 32246 then turns north directly to Hair Pin Turn **X-17** (DH 1887 3308) and follows the curvy road on top of the ridge going east to □DH 2077 3331 (SW corner of corridor 78). The NFL continues straight to □DH 2184 3339, □DH 2290 3460 (SE corner of corridor 80A), □DH 2598 3701 (South point of corridor 80), and □DH 2673 3803 where it meets and follows HWY 453 to □DH 2819 3797. From this point the NFL follows a stream south to □DH 2824 3722 (SW corner of corridor 84) and continues to follow the stream SE to the X/Y sector line at Pyoungcheon Bridge **X-18** (DH 3099 3521).

No.	Name	Grid	No.	Name	Grid
<b>X-1</b>	Intersection (Valley Fork)	CH 85016 29405	<b>X-10</b>	G-408	DH 0705 2885
<b>X-2</b>	Ridge Notch	CH 8937 2830	<b>X-11</b>	BangSan Sports Park	DH 0750 2950
<b>X-3</b>	West entrance of Haesan Tunnel	CH 9279 2733	<b>X-12</b>	Hyupdong Bridge (small bridge)	DH 09961 31315
<b>X-4</b>	East entrance of Haesan Tunnel	CH 9479 2748	<b>X-13</b>	GoBangSan Bridge (small bridge)	DH 11330 31335
<b>X-5</b>	River Inlet	CH 9956 2730	<b>X-14</b>	T-intersection	DH 1353 2721
<b>X-6</b>	Pinnacle	DH 0165 2710	<b>X-15</b>	Dongmyeon Church	DH 1535 2740
<b>X-7</b>	NamJun Bridge	DH 0362 2703	<b>X-16</b>	Road Interchange (Center of corridor 76)	DH 1628 3016
<b>X-8</b>	Road Interchange	DH 0504 2704	<b>X-17</b>	Hair Pin Turn	DH 1887 3308
<b>X-9</b>	Gumak Bridge	DH 0636 2827	<b>X-18</b>	Pyoungcheon Bridge	DH 3099 3521

f. Sector **YANKEE**. From the X/Y sector line at Pyoungcheon Bridge **X-18** (DH 3099 3521) the NFL continues to follow the stream east to a Small Bridge **Y-1** (DH 32645 35839) then follows the northern road east to □DH 3444 3612 then ENE following an unimproved road in the valley to □DH 3767 3734. From here NFL is a straight line connecting the Peak of Hill 675 □DH 3799 3758, □DH 3832 3786 to Hill 1070 □DH 3953 3856 and □DH 4012 3913 (SW corner of corridor 88). The NFL proceeds north towards a small unimproved Road Intersection **Y-2** (DH 4032 3985) where it turns east to pass south of the ROKA Helipads **Y-3** (DH 4101 4029) and then SE directly to JinBu Bridge **Y-4** (DH 4429 3865). From this point the NFL follows HWY 46 north passing a Microwave TWR #3 **Y-5** (DH 4661 4676) to □DH 4703 4725. From this point the NFL follows the north shore of the river to □DH 5450 5070 where the river meets the East Sea and the NFL terminates at the Y sector east boundary line at the SE corner of corridor 92.

No.	Name	Grid	No.	Name	Grid
<b>Y-1</b>	Small Bridge	DH 32645 35839	<b>Y-4</b>	JinBu Bridge	DH 4429 3865
<b>Y-2</b>	Road Intersection	DH 4032 3985	<b>Y-5</b>	MICROWAVE TWR #3	DH 4661 4676
<b>Y-3</b>	ROKA Helipad	DH 4101 4029			

## C-2. No Fly Area (NFA)

The NFA is an area within the P-518, bordered by the MDL on the north, and extending south approximately 5NM (9.3km) to and including the NFL. The NFA is divided into six smaller areas defined as follows:

a. **Area 1.** The NFA of sector S, from corridor 1 to the Han River adjacent corridor 12. From a north-south line beginning at BG 5000 7395 to BG 5004 7076 (the western boundary of P518) to BG 52967 71153 and BG 5469 7042, to a north-south line centered on the Han River, from BG 95236 76834 (NZ) to BG 94300 83300 (NFL). *Note.* A portion of Area 1 and the NFL is south of the KTZ southern boundary. Aerial flight north of the NFL will comply with this regulation. (Map sheets: 3021-III, 3021-IV, 3021-I, 3021-II, 3121-III, 3121-IV.)

b. **Area 2.** The NFA of sector T, from corridor 12 to 37A. From the eastern boundary of Area 1, east to a north-south line beginning at CH 2131 2022 (Southern Fence), continuing south along the northern and eastern shore of the Imjin River, to CH 2577 1485, then along the eastern boundary of Corridor 36 to CH 26172 14342 (NFL). (Map sheets: 3121-IV, 3122-II, 3121-I.)

c. **Area 3.** The NFA of sector V, from corridor 36 to the west side of corridor 56. From the eastern boundary of Area 2, to a north-south line beginning at CH 6457 4016 (Southern Fence), to CH 6477 3962 to CH 6430 3900 (NW corner of Corridor 56) to CH 6440 3870 (along the west side of Corridor 56) to CH 6401 3750 to CH 6416 3626 to CH 63848 35393 (an intersection) at the NFL. (Map sheets: 3122-I, 3122-II, 3222-III, 3222-IV.)

d. **Area 4.** The NFA of sector W, from corridor 56 to corridor 64. From the eastern boundary of Area 3, east to a north-south line beginning at CH 83428 41607 (Southern Fence), to CH 8328 4120 to CH 8265 4092 to CH 8272 4004 to CH 8280 3921 to CH 8330 3892 to CH 8356 3820 to CH 8340 3731 (along east side of Corridor 64) to CH 8350 3470 to CH 8440 3162 to CH 8323 2860 where it meets the NFL. (Map sheets: 3222-I, 3222-II, 3222-III, 3222-IV.)

e. **Area 5.** The NFA of sector X, from East side of corridor 64 to corridor 84. From eastern boundary of Area 4, to a north-south line beginning at DH 30520 45285 (Southern Fence) and

following the road south passed the Y intersection at DH 30668 35558 and continuing on to meet the NFL at North Pyongchon Bridge DH 30992 35210. (Map sheets: 3222-I, 3222-II, 3322-III, 3322-IV, 3322-I, 3322-II.)

f. **Area 6.** The NFA of sector Y, from the east side of corridor 84 to corridor 92C. From the eastern boundary of Area 5, starting at DH 30520 45285 (Southern Fence), east to the eastern edge of P518 DH 4459 7328 where it follows the eastern coastline south to meet the NFL at DH 5450 5070, (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 southernmost point. The listing then continues clockwise, terminating at the beginning. Corridors listed on tables are each accepted as designated corridor.

**Table 1**

	<b>1</b>	<b>2</b>	<b>2A</b>	<b>4</b>	<b>8</b>
1	BG 5469 7042	BG 6299 8132	BG 5930 7720	BG 7072 8458	BG 81335 79490
2	BG 5218 7149	BG 6171 8280	BG 5589 7899	BG 7054 8472	BG 8181 8051
3	BG 5217 7303	BG 6101 8351	BG 5634 7989	BG 7169 8626	BG 8182 8169
4	BG 5276 7421	BG 5830 8680	BG 5847 7877	BG 7057 8743	BG 8280 8168
5	BG 5802 7083	BG 5910 8731	BG 6143 8308	BG 7133 8798	BG 8280 8009
6		BG 6379 8182	BG 6299 8132	BG 7225 8712	BG 82275 78792
7				BG 7287 8798	
8				BG 7338 8842	
9				BG 7397 8757	
10				BG 7174 8422	

\*The Amendments to Table 1 (Corridors 1, 2A) are not shown on the 2011 version, 1:50,000 P518 Aviation Special Maps.

**Table 2**

	<b>10</b>	<b>12</b>	<b>16</b>	<b>16A</b>
1	BG 84180 77115	BG 96227 82453	BG 99147 86520	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 85270 78247	BG 9773 8238	BG 9775 8772	BG 9880 8901
5			BG 9780 8800	BG 98817 87612
6			BG 9840 8800	BG 9840 8800
7			BG 98817 87612	BG 9780 8800

**Table 3**

	<b>20</b>	<b>20A</b>	<b>20B</b>	<b>22</b>
1	CG 00352 95750	BH 9939 0065	CH 0083 0118	CG 0172 9788
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 95799 03394	CH 0480 0251	CG 0175 9860
5	BH 9939 0065	BH 9656703203	CH 0451 0139	CG 0241 9971
6	BH 9971 0102	BH 9702 0280	CH 0224 0050	CG 0641 9970
7	BH 9997 0122	CH 0004 0151	CH 0083 0118	CG 0704 9943
8	CH 0004 0151	BH 9997 0122		CG 0763 9906
9	CH 0083 0118	BH 9971 0102		CG 08310 97663
10	CH 0224 0050	BH 9939 0065		
11	CG 0150 9860			
12	CG 0168 9839			
13	CG 0172 9788			

**Table 4**

	<b>24</b>	<b>24A</b>	<b>24B</b>	<b>26</b>
1	CG 0956 9952	CH 0881 0140	CH 0901 0260	CH 1677 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 1013 0045			

**Table 5**

	<b>28</b>	<b>28A</b>	<b>28B</b>	<b>28TC</b>
1	CH 17037 05957	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 1439 0811	CH 2013 1509
8	CH 17354 06886		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**

	<b>28C</b>	<b>32</b>	<b>28TC</b>	<b>36</b>
1	CH 1632 1170	CH 2255 1054	CH 2082 1592	CH 25476 13523
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 26172 14342
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 23532 10802		

**Table 7**

	<b>37</b>	<b>37A</b>	<b>37B</b>	<b>37TC</b>
1	CH 28956 20566	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 29550 21416	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**

	<b>38</b>	<b>38A</b>	<b>38TC</b>	<b>38B</b>
1	CH 33868 26478	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 34155 27410		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**

	<b>38C</b>	<b>42</b>	<b>42A</b>	<b>42B</b>
1	CH 3251 3169	CH 3672 3073	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 3770 3107		

**Table 10**

	<b>46A</b>	<b>46</b>	<b>46B</b>	<b>46C</b>
1	CH 3990 3581	CH 4277 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**

	<b>48A</b>	<b>48</b>	<b>52A</b>	<b>52</b>
1	CH 4620 4011	CH 49433 35792	CH 5136 3848	CH 5429 3365
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 49955 35760		CH 5701 3830
7	CH 4652 3910			CH 5673 3651
8	CH 4620 4011			CH 5667 3546
9				CH 56600 34718

**Table 12**

	<b>52B</b>	<b>52C</b>	<b>52D</b>	<b>56</b>
1	CH 5482 3798	CH 5635 3900	CH 5673 3651	CH 6434 3543
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 65467 35163

**Table 13**

	<b>56A</b>	<b>60</b>	<b>60A</b>	<b>62</b>
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**

	<b>64A</b>	<b>64</b>	<b>66A</b>	<b>66</b>
1	CH 8174 3052	CH 8302 3009	CH 8451 3741	CH 9063 2767
2	CH 7870 3311	CH 8279 3091	CH 8870 3750	CH 9340 3430
3	CH 7680 3369	CH 8330 3170	CH 9020 3570	CH 9481 3520
4	CH 7660 3486	CH 8250 3441	CH 9481 3520	CH 9541 3370
5	CH 7941 3392	CH 8240 3840	CH 9340 3430	CH 9462 3359
6	CH 8279 3091	CH 8191 3980	CH 8970 3478	CH 9181 2726
7	CH 8302 3009	CH 8290 4020	CH 8831 3651	
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 2868		

**Table 15**

	<b>68A</b>	<b>68</b>	<b>68B</b>	<b>72</b>
1	CH 9481 3520	CH 9956 2730	CH 9952 3020	DH 10250 31493
2	CH 9541 3610	CH 9920 2732	DH 0131 3211	DH 1041 3190
3	CH 9540 3680	CH 9820 2850	DH 0270 3491	DH 0960 3290
4	CH 9651 3670	CH 9870 2941	DH 0347 3436	DH 0960 3381
5	CH 9651 3570	CH 9952 3020	DH 0221 3156	DH 1029 3460
6	CH 9590 3465	DH 0029 2959	DH 0029 2959	DH 1132 3360
7	CH 9659 3371	CH 9955 2878	CH 9952 3020	DH 1070 3310
8	CH 9820 3370	CH 9940 2850		DH 1159 3208
9	CH 9810 3180	DH 0077 2701		DH 11220 31364
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**

	<b>72A</b>	<b>72B</b>	<b>72C</b>	<b>76</b>
1	DH 0960 3381	DH 1029 3460	DH 1172 3688	DH 1587 3010
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 3025
11	DH 1029 3460			
12	DH 0960 3381			

**Table 17**

	<b>78</b>	<b>80A</b>	<b>80</b>	<b>84</b>
1	DH 20769 33311	DH 2184 3339	DH 2598 3701	DH 2824 3722
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 2895 3662

**Table 18**

	<b>84A</b>	<b>84B</b>	<b>88</b>	<b>88A</b>	<b>90</b>
1	DH 3061 4341	DH 34075 35970	DH 44305 39720	DH 4012 3913	DH 51534 48005
2	DH 3251 4251	DH 3551 4151	DH 4278 3989	DH 3920 4170	DH 4619 4880
3	DH 3552 4248	DH 3552 4248	DH 4010 4220	DH 3961 4361	DH 4564 5011
4	DH 3551 4151	DH 3549 4530	DH 3961 4361	DH 4010 4220	DH 4320 5071
5	DH 3231 4149	DH 3649 4531	DH 4067 4379	DH 4101 4029	DH 4270 5131
6	DH 3032 4239	DH 3651 4150	DH 4107 4273		DH 4330 5231
7	DH 3061 4341	DH 3511 3591	DH 4330 4080		DH 4370 5171
8			DH 44345 40700		DH 4639 5100
9					DH 4690 4980
10					DH 5250 4869

\*Corridor 88A is not shown on the 2011 version, 1:50,000 P518 Aviation Special Maps.

**Table 19**

	<b>92</b>	<b>92A</b>	<b>92B</b>	<b>92C</b>
1	DH 5371 5027	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

**Appendix E**  
**ROK / U.S. CONTACTS**

	BRANCH	TEL
ROK ARMY	FROKA ADD	971-3389
	FROKA CCC	971-0301/0302
	TROKA ADD	973-3385
	TROKA CCC	973-0301/0302
	GOC ADD	TBD
	GOC CCC	TBD
	COB AOB	TBD
	AMCC	967-3731
	FCC GONEE	985-6806
	FCC LEE	983-0590
	FCC CRANE	972-0766/3744
	FCC LIGHT HOUSE	972-0854/993-3276
	GCC Combat Support Branch	978-3371
ROK AIR FORCE	MCRC	993-7328 COM: 031-669-7529
ROK JCS	Aviation Ops Branch	900-3294 COM: 02-748-3294
UNC	Military Armistice commission	DSN: 724-3443/3407 (ROK) DSN: 724-7309/6128 (U.S.)
CFC	EOC	900-7412/7384 DSN: 723-8889
USFK	USFK CJ3 Aviation	DSN: 723-5916
U.S. ARMY	Eighth Army G3 Aviation Stands	DSN: 755-2571
	Eighth Army G3 Aviation Safety	DSN: 755-8182
	Eighth Army Air Traffic Services	DSN: 723-4249 or 755-2562
	Eighth Army Watch Officer	DSN: 723-6876 or 755-8119
	Guardian-AIC	DSN: 741-6780/6722
	2CAB COIC	DSN: 753-6329
U.S. to ROK DSN: 900-00 (ROK Operator) ROK to U.S. DSN: 900-998 (DSN 7 Digits)		

## **Glossary**

### **Section I. Abbreviation**

AAD	Army Aviation Department
ACC	Air Component Command
ACCR	Air Component Command Regulation
ACofS	Assistant Chief of Staff
AGL	Above Ground Level
AIC	Airspace Information Center
AIRAD	Airmen's Advisory
AMCC	Army Aviation Master Control Center
ATC	Air Traffic Control
BWDO	Battle Watch Duty Officer
CAFRS	Consolidated Aviation Flight Records System
CC	Command Center
CCC	Command and Control Center
CFC	Combined Forces Command
COB	Corps Operations Branch
CP	Copilot
DMZ	Demilitarized Zone
DOD	Department of Defense
FCC	Flight Coordination Center
FLIP	Flight Information Publications
FROKA	First ROK Army
GOC	Ground Operations Command (ROK)
GOC AOB	GOC Aviation Operation Branch
GPS	Global Positioning System

HDTA	High Density Training Area
HRE	Han River Estuary
IAW	In Accordance With
IMC	Instrument Meteorological Condition
JSA	Joint Security Area
KTZ	(RK) P518 Korean Tactical Zone
MACHA	Military Armistice Commission Headquarters Area
MCRC	Master Control Reporting Center
MDL	Military Demarcation Line
MEDEVAC	Medical Evacuation
MPRC	Multi-purpose Range Complex
NFA	No Fly Area ( ACCR 60-8 Korean Buffer Zone (KBZ)
NFL	No-Fly-Line
NLT	No Later Than
PC	Pilot in Command
PI	Pilot
POC	Point of Contact
RK	ICAO Country Identifier for South Korea
ROK	Republic of Korea
RMI	Radio Magnetic Indicator
SLL	Southern Limit Line
TACAN	Tactical Air Navigation
TROKA	Third ROK Army
UAS	Unmanned Aerial Systems
UAV	Unmanned Aircraft Vehicles
UHF	Ultra High Frequency

UNC	United Nations Command
UNCMAC	United Nations Command Military Armistice Commission
U.S.	United States (of America)
USFK	United States Forces Korea
UT	Unit Trainer
VFR	Visual Flight Rules

## Section II. Terms

**Aircrew.** A general term used to describe all or any member of the flight crew.

### **Aviator.**

a. ROK. An individual who is a part of the rated inventory and in aviation service and authorized to fly military aircraft.

(1) Pilot in Command. A PC oversees the overall operation of an aircraft during flight mission.

(2) Copilot. A Copilot supports the PC in preparation of and during flight mission.

b. U.S.. Graduate of fixed wing (FW) or rotary wing (RW) pilot training within the U.S. military Service plus holds both an aviation service order and aeronautical designation or rating from the U.S. military.

(1) Pilot in Command (PC). The pilot in command (PC) of an aircraft is the aviator aboard the aircraft, at a set of controls, who is ultimately responsible for all aspects of the aircraft's operation, mission and safety during flight.

(2) Pilot (PI). Is an aviator onboard the aircraft, at a set of controls that assists the Pilot in Command (PC) with the aircraft's operation, mission and safety during flight.

(3) CoPilot (CP). Is a fully qualified aviator onboard an aircraft, not at a set of flight controls that assists the Pilot in Command (PC) with the aircraft's mission and safety during flight.

\* The above is stated as ROK and US have different concept of 'copilot.' The US concept of a 'copilot' is similar to the ROK concept of a 'crew' or 'navigator.'

**(RK) P-518 Trainer.** An individual who is a PC and has been designated by the commander to conduct Korean Tactical Zone (RK) P-518, NFA and sector orientation, training, and qualification flights. The requirements for a P-518 Trainer are listed in paragraph 3-5 of this regulation.

**(RK) Navigator.** An aviator (trainer, PC, or copilot) qualified to fly P-518 NFA (corridors). One can assume the role of navigator only in the sectors he/she is qualify to fly.

**Working Day.** Days excluding the ROK public holidays. Dates specially designated by each field army are not considered as working days.