

MARINE AIR BASE SQUADRON 15  
Marine Aircraft Group 15  
Task Force Delta  
1st Marine Aircraft Wing, FMF  
FPO San Francisco, 96602

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COMMAND CHRONOLOGY

1 January 1973 to 30 June 1973

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*MAB-15*

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*James Lewis 1/73*

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PART I  
ORGANIZATIONAL DATA

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1. DESIGNATION

Marine Air Base Squadron 15

COMMANDER

Major D. J. KIELY Jr.  
(1Jan73-30Jun73)

ATTACHED UNITS

MATOU#62 (1Jan73-30Jun73)  
Sub Unit One, MABS 15 (1Jan73-30Jun73)

2. LOCATION

Nam Phong, Thailand

PERIOD

(1Jan73-30Jun73)

3. STAFF OFFICERS

Executive Officer

Major H. F. PYLE Jr.  
(1Jan73-30Jun73)

Administrative Officer

2ndLt R. P. GWINN  
(1Jan73-30Jun73)

Legal Officer

2ndLt R. P. GWINN  
(1Jan73-30Jun73)

Base Operations Officer

Major J. H. BUCHANAN  
(1Jan73-30Jun73)

Material Officer

2ndLt C. A. WEBER  
(19Jun73-30Jun73)  
GySgt G. E. NELSON  
(10Mar73-18Jun73)  
1stLt J. R. TRUSTEY  
(1Jan73-9Mar73)

Communications Officer

Capt B. L. BURGESS  
(26Jun73-30Jun73)  
Capt R. D. BROWNE  
(1Jan73-25Jun73)

Embarkation Officer

1stLt P. G. HILL  
(10Mar73-30Jun73)  
1stLt J. R. TRUSTEY  
(1Jan73-9Mar73)

Motor Transport Officer

1stLt P. G. HILL  
(1Jan73-30Jun73)

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TAFDS Officer

1stLt L. B. COPELAND  
(18Apr73-30Jun73)  
GySgt R. R. DUNCAN  
(31Mar73-17Apr73)  
1stLt D. A. WILLIAMS  
(1Jan73-30Mar73)

Training Officer

MSgt J. R. MEFFORD  
(15Jun73-30Jun73)  
1stLt S. L. DUBINSKY  
(10Mar73-14Jun73)  
1stLt T. M. THOMAS  
(1Jan73-9Mar73)

Mares Officer

CWO-3 T. A. YOUNGBLOOD  
(1Feb73-30Jun73)  
1stLt T. M. THOMAS  
(1Jan73-31Jan73)

Education Officer

MSgt J. R. MEFFORD  
(15Jun73-30Jun73)  
1stLt S. L. DUBINSKY  
(10Mar73-14Jun73)  
1stLt T. M. THOMAS  
(27Jan73-9Mar73)  
1stLt M. C. FASSINO  
(1Jan73-26Jan73)

Human Affairs Officer

MSgt J. R. MEFFORD  
(28Jun73-30Jun73)  
1stLt C. R. PASTEL  
(15Jun73-27Jun73)  
1stLt S. L. DUBINSKY  
(10Mar73-14Jun73)  
1stLt T. M. THOMAS  
(27Jan73-9Mar73)  
1stLt M. C. FASSINO  
(1Jan73-26Jan73)

Base Services Officer

1stLt L. B. COPELAND  
(17Jun73-30Jun73)  
CWO-3 J. W. IVEY  
(20Feb73-16Jun73)  
Capt P. HAMILTON  
(14Jan73-19Feb73)  
1stLt L. E. SHARPLESS  
(1Jan73-13Jan73)

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Utilities Officer

CWO-3 J. W. IVEY  
(17Jun73-30Jun73)  
CWO-2 G. H. MASSEY  
(1Jan73-16Jun73)

Heavy Equipment Officer

CWO-3 J. W. IVEY  
(17Jun73-30Jun73)  
CWO-2 G. H. MASSEY  
(1Jan73-16Jun73)

Weather Officer

GySgt S. A. SKILLMAN  
(24Jun73-30Jun73)  
MGySgt W. A. RICHMOND  
(27May73-23Jun73)  
CWO-4 G. WALKER  
(1Jan73-26May73)

Officer in Charge MATCH-62

Capt H. D. HOLLIS  
(1Jan73-30Jun73)

Commanding Officer Sub Unit One

Major K. N. ZIKE  
(1Jan73-30Jun73)

4. AVERAGE STRENGTH

| USMC           |                 | USN            |                 | OTHER          |                 |
|----------------|-----------------|----------------|-----------------|----------------|-----------------|
| <u>Officer</u> | <u>Enlisted</u> | <u>Officer</u> | <u>Enlisted</u> | <u>Officer</u> | <u>Enlisted</u> |
| 19             | 437             | 7              | 20              | 0              | 0               |

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## PART II

## NARRATIVE SUMMARY

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(C) During the period 1 January - 30 June 1973 Marine Air Base Squadron 15, continued to provide essential services in support of MAG-15 and Task Force Delta units at Nam Phong RTAFB, Thailand.

(C) The administrative section supported a squadron that began the period with a total strength in excess of 1,000 Officers and Men and ended up with approximately 400. It processed 9 Special Courts-Martials, 86 Summary Courts-Martials and 158 Non-Judicial Punishments. Of particular note was the Wing Admin/Legal Inspections in which the section was rated as excellent with noteworthy in selected areas.

(C) Materiel continued to supply the Squadron with necessary items to carry out its mission. During the beginning of this period Materiel was plagued by thefts of government property. During the first 3 months of this period continuous retrograde of non-essential equipment was conducted. Ordering and receiving of Garrison equipment to improve the living environment was accomplished and is continuing.

(C) The communication section continued to provide support to MAG-15 and Task Force Delta. An average of 36,000 local telephone calls per month are handled by the switch board. In addition the switch board averaged approximately 7500 trunk calls per month during this period. The Radio Maintenance shop completed 321 TEROs. The wire shop made 1350 telephone trouble calls and replaced and or repaired miles of cable to keep inter base communication functioning. The message center processed over 9500 incoming and over 3300 outgoing messages per month since the beginning of the year. Phone patches via ASU/TSC-15 van to Japan and the Philippines were made on a regular bases. The MARS station became operational and is completing an average of 25 calls per night for the Marines at Nam Phong.

(C) In February Sub Unit One was activated replacing the Security Element of MABS-15, Sub Unit One continued to provide an improve on Security for the RTAFB Nam Phong. Several miles of barbed wire fence were placed at various locations around the base. Fields of fire were cleared along the fence. A vigorous program was conducted to control illicit drug traffic through surveillance by dogs and search of liberty buses from Udorn and Bangkok. Field problems and marksmanship training were conducted during this period. A chain link fence has been installed around Bulk Fuel, TAFDS and the flight line. Check points have been established at all gates to control access to these areas.

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(C) Due to the high rate of rabies in Thailand a program has been instigated to eliminate the stray dogs that venture aboard the base. Incidents during this period included, unauthorized liberty, drunk and disorderly, drugs, Thai prostitutes in cantonment area, traffic tickets, accidents, assault and larceny.

(C) During the first half of the calendar year the Base Operations Department vigorously attacked the many problems of supporting combat air operations in an austere environment.

(U) The need for more centralized Base Operations Department was felt. As a result, a new Base Operations working complex was designed and built to enable the Base Operations Officer to exercise greater control over the entire Department and Air Operations at RTAFB Nam Phong.

(U) New buildings were erected for Base Operations, Customs, Transportation and Detachment 1, 6th Aerial Port Squadron. The new working complex significantly enhanced the effectiveness of the entire Department and aided in making Base Operations a more cohesive entity under the positive control of the Base Operations Officer.

(U) Customs personnel worked around the clock inspecting transient personnel, cargo and mail. A new customs shipping and receiving area was established to allow customs personnel to exercise full jurisdiction over the arrival and departure of all cargo at Nam Phong until the completion of a thorough customs examination. At the present time plans are underway to expand the customs section. The three men assigned to customs effectively managed to inspect/examine all cargo and personnel arriving/departing Nam Phong. However, with increasing amounts of incoming/departing personnel and cargo the necessity for a larger customs section has been felt.

(C) Despite a shortage of forecasters, the weather section continually provided tactical aircrew with weather information on a daily basis. In addition to tactical weather briefings, the weather section provided weather briefings for all PACAF and MAC missions departing Nam Phong. Meteorological Equipment Technicians labored long hours to restore the Weather Radar Van to an operational condition. The Radar Van which earlier was crippled by a fire, was once again fully operational during May.

(C) During April Base Operations Personnel began measuring and painting the initial marks for the runway striping team which would arrive during May. Due to the lack of a surveying team, Nam Phong's two mile runway and adjacent taxiways were precisely measured with a tape measure and the initial guide markings for the paint truck were painted with crude templates.

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(C) The striping team arrived from Clark AFB, P. I. in mid-May. Vehicle problems caused a delay in painting but with the expert assistance provided by the Motor Transport Section, many of the paint vehicle's problems were eliminated and the runway painting was completed within the anticipated time frame.

(U) During April the first "Air Operations Order for RTAFB Nam Phong" went to press. The Air Operations Order consolidated information concerning approach procedures, air traffic control facilities, customs and aircraft servicing facilities along with various other information to aid aircrews in flight planning and to ensure the safety of flight at and around RTAFB Nam Phong.

(C) Work has begun on a new crash telephone circuit. The old system, a GIC-1 telephone network was an undependable means to alert crash rescue personnel of an emergency. Too often the system would be down and the only means to notify crash/rescue personnel was through Nam Phong switchboard. The new system, an SRC Crash Rescue Circuit will enable traffic controllers to instantly notify all crash/rescue personnel with one call.

(C) The Communication Section has also installed a direct telephone line from Nam Phong Base Ops to Udorn Base Ops. This desperately needed telephone line will enable Base Operations to file flight plans and pass on vital flight following information directly to Udorn Base Operations. Prior to installation of the "Hotline" flight plans and other flight information was being delayed from one to two hours pending availability of a Udorn Line through Nam Phong switchboard.

(U) With the month of June came the establishment of a Visiting Aircraft Line (VAL). The increasing number of transient aircraft and VIP's visiting RTAFB Nam Phong dictated that a VAL line be established. Three Marines from various maintenance sections of H&MS-15 were augmented to Base Ops along with ground support equipment to establish the VAL Line.

(U) Construction of the Base Operations Complex marked the start of the year and, as the first half of the year ended Base Operations personnel were busy constructing, adding and improving both their living and working areas once again. Louvers were placed on all buildings to shelter personnel and equipment from the rapidly approaching monsoons; a project to paint all the working areas was completed; for living space, construction began on new Southeast Asia huts; and the Base Operations building was adorned with the words "Welcome To RTAFB Nam Phong" to welcome the first visit of the Commandant of the Marine Corps, Gen R. E. CUSHMAN Jr. on 17 June 1973.

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(C) The crash crew section responded to 92 aircraft emergencies during the period consisting of unsafe gear indications, blown tires, hydraulic failures, fire warning indications, engine failures, overheated brakes, wheel/brake fires, smoke/fumes in the cockpit, aborted take-off, extend-refueling drogues and aircraft battle damage, in addition the unit stood by for 24 Med-evac flights. The section responded to numerous grass fires one of which, in the LSG-D area consumed 55 of 300 barrels of tar.

(U) The Base Services section has processed 677 work orders during this period pertaining to maintenance and construction projects at RTAFB Nam Phong, Thailand. Working closely with the Civilian contractor (AMPAU) the Base Services was responsible for the operation of the water purification plant, the power generation plants and the maintenance of all roads and buildings on base. The construction of "24 hour" showers and the louvering of all troop living quarters was accomplished this period.

(C) The Utilities Section continued to complete 228 work orders assigned by the Base Services Department, these included general cantonment construction and repair of SEA huts, covered storage for generators and liquid oxygen plants, provided 1400 operating hours of heavy equipment, serviced and maintained 13 generator sites utilizing 40 generators, maintained 11 bath units and repaired refrigeration equipment for the messhall.

(C) During the first half of 1973, the Motor Transport Section drove 429,560 miles delivering, 637,453 gallons of JP-4, 143,491 gallons of 80 oct MOGAS, 655,196 gallons of Diesel Fuel, 1,679,599 gallons of Potable water. The drivers training section instructed and issued 298 Marines new drivers licences and renewed 26. The maintenance section completed 1013 TEROs while being plagued by shortages in OF 3516. During this period this unit received 13 6x6 M35A2C and 13 6x6 M35 were retrograded.

(C) The TAFDSs Section continued to support MAG-15 A6/F4 tactical Aircraft and KC130 aerial refuelers by dispensing 15,057,438 gallons of JP-4 and received 15,070,221. At the end of this reporting period two (2) 350 GPM pumps and thirteen (13) 10,000 gallon tanks were received to bring the unit up to 5 complete systems, Berm Maintenance and grass cutting continued through out the period. On 29 June lightning struck a fuel line setting it on fire. The TAFDS personnel extinguished the fire and inspected and replaced necessary lines. The fuel farm was closed for approximatly one hour.

(C) MATCU-62 continued to provide Air Traffic Control service to MAG-15 and transient Aircraft. A total of 39,886 operations were controlled by MATCU of which 3,771 were GCA approaches, 560 TACAN approaches and 35,555 VFR Tower operated.

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(C) During this period MATCU continued to instruct and supervise RTAF controller in the Operation at RTAFB Nam Phong, thus aiding the RTAF Training effort. In March MATCU was given its annual NAVAL Electronics Systems Command, Western Division inspection and received a satisfactory rating. In April the TACAN and NDB High altitude Instrument Approaches were published in the Flight Information Publication. This unit suffered from a personnel problem throughout this period. This problem was alleviated somewhat by TAD personnel from MATCU-66.

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## PART III

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## SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- |  |   |
|--|---|
| 1. <u>Administration</u><br>1Jan73-30Jun73     | MABS 15 continued operations and service in support of MAG 15 and Task Force Delta.   |
| 2. <u>Intelligence</u><br>1Jan73-30Jun73       | All Officers meetings held by the Commanding Officer weekly in connection with support operations at present location.  |
| 3. <u>Special Operations</u><br>1Jan73-30Jun73 | None  |
| 4. <u>Command Relations</u><br>1Jan73-30Jun73  | As Normal   |
| 5. <u>Logistics</u><br>1Jan73-30Jun73          | Utilities-Continued support of MAG 15 and Task Force Delta. Sections completed 228 work orders. These included repair and construction of SEA huts, covering generators, and general contonment maintenance. Heavy equipment logged 1400 hours of operation. Sections maintained 40 generators, 11 bath units and repaired refrigeration equipment for the mess hall. |
| 1Jan73-30Jun73                                 | TAFDS-Received 15,070,221 and dispensed 15,057,438 gallons of JP- <del>5</del> . Five complete systems are on hand. Berm maintainence continued.  |
| 1Jan-30Jun73                                   | Material-Completed inventory. Worked closely with other sections to retrograde excess equipment and code out unservicable equipment. Updated retrograde cargo listings prepared. Retrograde items checked for correct tac marks.  |

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1Jan73-30Jun73

Crash Crew-Responded to 92 aircraft emergencies which included, unsafe gear indication, blown tires, fire warning indications, hydraulic failure, engine failures, overheated brakes, wheel/brake fires, smoke/fumes in the cockpit, aborted take-off, extended refueling drogues and battle damage. They also stood by for 24 Med-Evacs and put out numerous grass fires.

1Jan73-30Jun73

Motor Transport-Total miles driven this period 429,560. Completed 1013 TEROs. Issued 298 initial licenses and renewed 26. Transported 637,453 gallons of JP-4, 143,491 gallons of 80 Oct MOGAS, 655196 gallons of Diesel fuel, and 1,678,599 gallons of Potable water.

1Jan73-30Jun73

Base Services- Processed 677 work orders pertaining to maintenance and construction projects at RTAFB Nam Phong, Thailand.

1Jan73-30Jun73

Recovery\*Operations included 214 arrested landings of which 15 were made by aircraft with in-flight emergencies.

6. Communications  
1Jan73-30Jun73

This section continued to provide support to MAG 15 and Task Force Delta. The MARS station became operational. The message center processed over 9500 incoming and 3300 outgoing messages monthly. The Wire section made 1350 telephone trouble calls. The Maintenance section completed 321 TEROs.

7. MATCH-62

Total Operations 39,866 including 3,771 GCAs, 560 TACANs, 35,555 Tower. TACAN And NDB approaches published in FLIP. NAVELEC inspection, Satisfactory.

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8. Security Element, Sub Unit-1  
1Jan73-30Jun73
- Security Element became Sub Unit-1 MABS 15. Continued normal security operations. Improved security by installing additional wire, check points and clearing fields of fire.
9. Base Operations  
1Jan73-30Jun73
- Runway and taxiways stripe completed. New Base Operations complex completed. VAL line established. Customs operations improved and are now inspecting cargo and passengers arriving and leaving Nam Phong.
10. Training  
1Jan73-30Jun73
- Technical training continued. General Military Subjects training was conducted when time and mission would permit. Drug related training was conducted by MAG 15. Two Riot Control Reaction Platoons have been formed to serve as a back-up of the MPs.

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30 Jun 1973

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

- 3 Jan 73           MAG-15 Analysis made its first attempt to create locally produced monthly 3M reports.
- 8 Jan 73           MAG-15 Analysis successfully completed locally produced monthly 3M reports.
- 10 Jan 73          The 3M EAM card file was shipped to Iwakuni for incorporation with 1st MAW data.
- 14 Jan 73          MAG-15 Analysis commenced production of 3M Monthly Maintenance Summary after receipt of squadron summaries.
- 15 Jan 73          A pilot program for test equipment repair/calibration was initiated through the 1st MAW and Navy Calibration Annex at Iwakuni. The first shipment of 25 items was shipped from MAG-15.
- 17 Jan 73          The M3R van was transferred to MAG-12 to improve their repair capabilities.
- 19 Jan 73          Capt R. E. REDFORD was relieved as Supply Officer of H&MS-15 Det "B" by MSgt W. J. DANIELS.

Seven officers accepted the challenge to fill sandbags for two hours as a contribution stunt to raise \$260.00 for relief of the families affected by the Udorn fire. The following officers participated.

Maj R. N. PATRICK  
Capt D. F. UNDERWOOD  
LtCol J. W. FRIBERG  
Capt A. F. GARIBAY  
Capt C. A. NEWELL  
Capt M. J. BASAR  
1stLt R. BARTHOLOMEW

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30 Jun 1973

- 20 Jan 73 CWO-2 L. P. JUCK, MSgt E. W. FOX and GySgt R. DAVIS finned 9 9,500 lb. bombs. CWO-2 JUCK burned the "head barrels" at the bomb dump. For this effort the Ordnance Section of H&MS-15 donated \$70.00 to the relief fund for the victims of the fire in Udorn.
- 25 Jan 73 Capt C. R. JERNIGAN assumed the duties as MAG-15 Ordnance Officer.
- 27 Jan 73 Capt L. W. MOSS reported in to become the H&MS-15 Avionics Officer.
- 29 Jan 73 Detachment "A" returned to Nam Phong from Danang AB, RVN.
- 3 Feb 73 Capt NEWELL attended the Armed Forces Tax Consultant Course in Bangkok in order to aid squadron Marines in their income tax preparation.
- 5 Feb 73 MSgt KING of the Avionics Section made a trip to Iwakuni to begin preliminary planning for relocation of the Avionics Complex.
- 6 Feb 73 The H&MS-15 Avionics Section football team ended the season with an 8-1 record. The loss occurred during the 1st Annual Nam Phong Super Bowl played in the Nam Phong Dust Bowl.
- 24 Feb 73 The New Sidewinder Missile Test Van and staff arrived from NOL China Lake, California for initial field tests.
- Maj J. F. MCNELLY relieved Maj R. N. PATRICK as Commanding Officer of H&MS-15.
- 9 Mar 73 H&MS-15 Group Supply won the intramural basketball championship.
- 12 Mar 73 Capt J. C. YORK relieved 1stLt HARRISON as Operations/Training Officer.

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30 Jun 1973

CWO-3 D. COTTON joined Avionics as Production Control Officer.

12-15 Mar 73 Four hundred-fourteen H&MS-15 Marines received drug abuse training.

18 Mar 73 H&MS-15 Headquarters Section won the intramural volleyball championship.

26 Mar 73 Capt S. W. COOK relieved 1stLt G. DOLGIN as H&MS-15 S-4/Logistics Officer.

30 Mar 73 MAG-15 was committed to combat operations in Cambodia. H&MS-15 aircrewmembers flew four combat missions on 30 and 31 March.

15 Apr 73 CWO-3 W. A. SINGER relieved Capt G. ELSTEN as OIC, H&MS-15, Det "B", Cubi Pt., R. P.

23 Apr 73 Capt L. W. MOSS relieved Capt C. A. NEWELL as MAG-15 Avionics Officer.

24-27 Apr 73 H&MS-15 Materiel and Avionics personnel attended an EA-6A IMRL Review Conference at Cubi Pt., R. P. Approximately 250 Transaction Reports were submitted with a transfer of approximately 125 items to MAG-12. It was estimated that it would have required about a year to accomplish the same via message traffic and telephone conversations.

16 May 73 H&MS-15, Det "C" was redesignated Sub-Unit Two, H&MS-17.

18 May 73 H&MS-15 deployed ordnance personnel and materiel to Cubi Pt., R. P. in support of VMFA-115's Missile Shoot.

28 May 73 MAG-15 held a field day, H&MS-15 placed 3rd overall.

8 Jun 73 The VMFA-115 Missile Firex was completed.

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PART IV  
SUPPORTING DOCUMENTS

1. Task Force Delta Order P3710.3. Air Operations Order, Royal Thai Air Force Base, Nam Phong, Thailand.

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HEADQUARTERS  
Task Force Delta  
PFO San Francisco 98602

TFO P3710.3  
AD/JHB/hla  
19 April 1973

TASK FORCE DELTA ORDER P3710.3

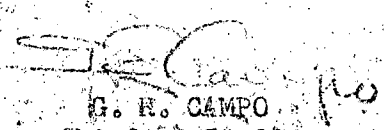
From: Commanding General  
To: Distribution List

Subj: Air Operations Order, Royal Thai Air Force Base (RTAFB),  
Nam Phong, Thailand

Ref: (a) OPNAVINST 3710.7 (NATOPS General Flight and Operating  
Instructions)  
(b) FAA Handbook 7110.8 (Terminal Air Traffic Control Manual)  
(c) OPNAVINST 3721.1 (Air Traffic Control Facility Manual)

Encl: (1) Locator Sheet

1. Purpose. To promulgate regulations governing air operations and associated services at RTAFB, Nam Phong, Thailand.
2. Scope. This order has been prepared in accordance with references (a) through (c). The rules and regulations set forth herein apply to the operations of all aircraft, vehicles and personnel operating on or near the aircraft movement area and all aircraft operating in airspace controlled by Nam Phong, ATC; they do not change or supersede existing instructions issued by higher authority nor do they relieve personnel of their responsibility for the employment of good judgement and observance of safety precautions.
3. Responsibilities. All personnel operating aircraft from RTAFB, Nam Phong, Thailand and all personnel operating aircraft, vehicles and/or performing duties on or near the RTAFB, Nam Phong aircraft movement areas shall be responsible for compliance with the rules published herein.
4. Certification. Reviewed and approved this date.

  
G. H. CAMPO  
Chief of Staff

DISTRIBUTION: "B"  
Copy to: CNO (OP-513) (2)  
CO, Navy Oceanographic Office (2)

TFO B3710.3.

Copy to: (Con't)

NAVAIRSYSCOM (AIR 4161) (2)  
 CO, MCAS Iwakuni, Japan (3)  
 CO, MCAS Futema, Okinawa (3)  
 Base Operations Officer, RTAFB, Korat (2)  
 Base Operations Officer, RTAFB, Utapao (2)  
 Base Operations Officer, RTAFB, Takhli (2)  
 Base Operations Officer, RTAFB, Udorn (2)  
 Base Operations Officer, RTAFB, Nakhon Phanom (2)  
 Base Operations Officer, RTAFB, Ubon (2)  
 Base Operations Officer, Clark AB, Philippines (5)  
 Base Operations Officer, Kadena AB, Okinawa (5)  
 Base Operations Officer, NAS, Cubi Point, Philippines (5)  
 CG, 1st MAW, MCAS Iwakuni, Japan (5)  
 CO, MAG-12, MCAS Iwakuni, Japan (2)  
 CO, 388th Tactical Fighter Wing (RTAFB, Korat) (10)  
 CO, MAG-36, MCAS Futema, Okinawa (4)  
 CO, 56th Special Operations Wing (RTAFB, Nakhon Phanom) (10)  
 CO, 49th Tactical Fighter Wing (RTAFB, Takhli) (10)  
 CO, 8th Tactical Fighter Wing (RTAFB, Ubon) (10)  
 CDR 13TH ADVG (RTAFB, UDORN) (5)  
 CO, 432nd Tactical Recon Wing (RTAFB, Udorn) (10)  
 CO, 307th Strategic Wing (SAC) (RTAFB, Utapao) (10)  
 Headquarters Military Airlift Command (MAC) (Current Ops) Scott AFB (15)  
 MAC Airlift Command Post, Yokota AB, Japan (2)  
 MAC Airlift Command Post, Kadena AB, Okinawa (2)  
 MAC Airlift Command Post, Clark AB, Philippines (2)  
 Det 1, 56th Special Operations Wing ICC (RTAFB, Udorn) (10)  
 22nd AF WAACP, Yokota AB, Japan (2)  
 Thai AICC/U RTAFB, Utapao (2)  
 U.S. Army, Special Forces, RTAFB, Nam Phong (2)  
 Air America Operations (RTAFB, Udorn) (5)  
 Files (32)

TFO P3710.3

LOCATOR SHEET

Subj: Air Operations Order, Royal Thai Air Force (RTAFB),  
Nan Phong, Thailand

Location: \_\_\_\_\_  
(Indicate the location (s) of the copy(ies) of this  
publication.)



## AIR OPERATIONS ORDER, RTAFB NAM PHONG

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SECTION I100. GENERAL

101. GENERAL PRUDENTIAL RULE. The regulations set forth herein are in accordance with current directives from higher authorities and are published to promote the safe, orderly, and expeditious movement of air traffic at RTAFB, Nam Phong. These regulations shall not be interpreted so as to relieve the pilot of his basic responsibility of conforming to all effective Federal Aviation Regulations and Navy Department Directives. Only during emergency conditions are deviations from these regulations authorized. Such deviations shall be effected in accordance with fundamental rules of good airmanship.

102. RESPONSIBILITY. The Commanding General, Task Force Delta (TFD) is charged with the responsibility for the control of local air traffic, the clearance of military aircraft for flights and the operation of the air control facilities. He has delegated authority for conduct of the above functions to the Commanding Officer, Marine Aircraft Group (MAG) 15; accordingly, all clearances shall be obtained through the authorized representatives of the CO, MAG-15.

103. FLIGHT VIOLATIONS. Reports of violations of flying regulations shall be made to the Airfield Operations Officer by the Officer-in-Charge, Marine Air Traffic Control Unit (MATCU)-62, the Control Tower Supervisor or other persons witnessing such violations. They shall be processed in accordance with OPNAVINST 3710.7 and OPNAVINST 3760.1.

110. AIRFIELD DESCRIPTION

111. LOCATION. RTAFB, Nam Phong is operated by the U.S. Marine Corps and is located in Northeastern Thailand, 193 nautical miles Northeast of Bangkok and 43 nautical miles Southeast of Udorn at Latitude 16 degrees 39'N and Longitude 102 degrees 58'E.

112. ELEVATION. The field elevation is seven-hundred eighty-seven feet above sea level (787' MSL). RTAFB, Nam Phong is situated on a plateau; the approach end of Runway 19 commences at the Northern edge of the plateau and both the runway and the plateau slope gently to the South. The elevation at the approach ends of Runway 19 and 01 are 787 feet MSL and 710 feet MSL respectively. The Northern edge of the plateau is the highest terrain within a 5.2 nautical mile radius from the center of the airfield.

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113. LANDING AREA. The single concrete runway is 10,000 feet long and 150 feet wide. There is 1,000 feet of overrun at each end of each runway. See Figure 1 Appendix A.

114. TAXIWAYS. There is a high speed turn off taxiway commencing 7,000 feet from the approach end of each runway; these taxiways are 1,046 feet long and 75 feet wide. The main, parallel taxiway, located West of the runway, is 10,005 feet long and 75 feet wide. The parallel taxiway connects to the runway via connecting taxiways located at each end of the runway. The South end connecting taxiway is 675 feet long and 75 feet wide; the North end connecting taxiway is 500 feet long and 75 feet wide. See Figure 1 Appendix A.

115. CONTROL TOWER. The Control Tower is located 205 feet West of the runway and 4,000 feet South of the approach end of Runway 19. Its height is 764 feet MSL. The voice call is "Nam Phong Tower". The Tower is operated by U.S. Marine Corps personnel; additionally, Royal Thai Air Force student controllers undergo training in the Control Tower during routine VFR daylight operations. See Figure 1 Appendix A.

116. PARKING APRONS. The South parking apron is of concrete construction, and is 975 feet wide and 775 feet long. The North parking apron is made of AM-2 matting and is 938 feet long and 500 feet wide. The helicopter parking apron is constructed of M8-A1 matting and is 200 feet long and 250 feet wide. See Figure 1 Appendix A.

117. ALLOWABLE GROSS AIRCRAFT LOADING. The Officer-in-Charge, Construction, Thailand prepared an Airfield Pavement Evaluation Report in January 1969. See Figure 3 and 4 Appendix A for a summary of allowable gross aircraft loadings.

a. The 1,000 foot ends of the runway, the taxiways, and the South parking apron consist of 14 inch Portland cement concrete; the 8,000 foot interior of the runway consists of 12 inch Portland cement concrete. In accordance with design criteria all the pavements were constructed to support a minimum landing gear load of 100,000 pounds carried on twin wheels spaced 37 inches center to center, tricycle arrangement, each wheel having a contact area of 267 square inches. Based upon the above landing gear configuration the allowable gross aircraft loading at RTAFB, Nam Phong was evaluated to be as indicated:

- (1) 1,000 foot runway ends - 290,000 lbs.
- (2) Runway interior - 320,000 lbs.

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## (3) Taxiways and parking apron - 330,000 lbs.

b. The North parking apron is constructed of AM-2 matting laid over compacted laterite soil. The allowable gross loading of this apron is undetermined; however C-130, F-4, and A-6 aircraft loaded to maximum allowable gross weight routinely utilize this area.

c. The helicopter parking apron is constructed of M8-A1 matting laid over compacted laterite soil. The allowable gross loading of this apron is undetermined; however, CH-46 aircraft routinely utilize this area.

118. WIND INDICATORS. Standard 15 knot wind socks are located 500 feet in from the approach end of the runway; the South windsock is 300 feet West of the runway, while the North windsock is 300 feet East of the runway. See Figure 1 Appendix A.

120. HOURS OF OPERATION

a. RTAFB, Nam Phong is operated on an around the clock basis; all facilities required to conduct VFR flight operations are manned on a 24 hour daily basis and are capable of controlling arriving and departing VFR aircraft without delay. However, due to airfield economies the Airfield Operations Officer has been authorized to place Air Traffic Control radar facilities on a 15 minute standby during periods of reduced operations. See the current FLIP Enroute Supplement, Pacific and Southeast Asia and current NOTAMS for specific hours of reduced operation.

b. During periods of reduced operations, radar shall be manned for effective control of aircraft on a 15 minute notice, after the facility has been alerted of instrument traffic. Additionally, these positions shall be manned 30 minutes prior to the arrival of all known inbound traffic, when weather is below VFR minimums or when requested by pilots on the flight plan.

130. HANGARS AND SERVICE FACILITIES

131. HANGARS. Hangar space is allocated to tenant squadrons by the CO, MAG-15. There is no hangar space available for transient aircraft.

132. SERVICING AND REPAIRS. All servicing is provided by tenant squadrons and priority will be given to tactical flight operations. There is limited parking space available for transient aircraft.

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a. AIRCRAFT SERVICING MATERIALS. Fuel, oil, oxygen etc. are available as listed in the current edition of the FLIP Enroute Supplement, Pacific and Southeast Asia.

b. REPAIR SERVICE. Transient maintenance is limited to flight line servicing for F-4, A-6, C-130 and CH-46 aircraft. Repair service is provided by tenant squadrons and tactical flight operations will receive priority over transient aircraft.

c. GROUND SUPPORT EQUIPMENT. Ground support equipment is available as listed in the FLIP Enroute Supplement, Pacific and Southeast Asia.

133. "FOLLOW ME" VEHICLES. None available.

134. FLIGHT PLANNING FACILITIES

a. FLIGHT PLANNING. The flight planning area is in the Airfield Operations Building which is located adjacent to the North end of the parking apron. The planning facilities are austere and only the required charts, documents, etc. are available.

b. WEATHER SERVICE. Expeditionary weather service facilities are available adjacent to the Airfield Operations Building. Flight forecast service is available continuously. Observation and forecast service is provided continuously. Tactical weather briefings are conducted in the MAG-15 Intelligence Briefing Room prior to each tactical mission. Two hours notice is requested for preparation of Weather Cross Sections. In-flight pilot to forecaster service, including 200 mile weather information, can be obtained from "Nam Phong METRO", on frequency 344.6 MHz.

135. AIR FREIGHT AND PASSENGER SERVICE. The Air Freight and Passenger Terminal is located adjacent to the Airfield Operations Building at the North end of the parking apron. The Tactical Air Command, USAF has established a Forward Operating Location at RTAFB, Nam Phong operated by Detachment One, Sixth Aerial Port Squadron. Detachment One, 6th APS provides airlift service and support to all U.S. Units operating from RTAFB, Nam Phong; this includes terminal services associated with the manifesting and movement of all passengers, mail, and cargo airlifted in and out of this site. Airlift services are provided for under the direction of PACAF Manual 76-9, MAC Manual 76-1 and TAC Manual 55-48.

136. PASSPORT SERVICE. RTAFB, Nam Phong is not an aerodrome of

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

entry/exit and can not provide passport service. See paragraph 530.

137. CUSTOM SERVICES. See paragraph 530.

138. SPECIAL USE AREAS

a. HOT BRAKES PARKING AREAS. Aircraft with hot brakes can park on the AM-2 matting areas constructed along side the connecting taxiway at either end of the runway. See Figure 2 Appendix A.

b. HIGH POWER TURN-UP AREAS. High power turn-ups may be performed on the AM-2 matting areas constructed along side the connecting taxiway at either end of the runway. See Figure 2 Appendix A.

c. RED LABEL CARGO PARKING AREAS. Red label cargo will be loaded/unloaded on the North high speed turn-off taxiway. The South high speed turn-off taxiway can be used as an alternate red label cargo loading/unloading site, but only when all aircraft and personnel are clear of the wash rack. See Figure 2 Appendix A.

d. WASH RACK AREA. Aircraft can be washed in the wash rack area constructed on the South side of the South high speed turn-off taxiway. See Figure 2 Appendix A.

e. COMPASS ROSE. The compass rose is located at the junction of the South high speed turn-off taxiway and the main, parallel taxiway. The compass rose is austere in that it is painted on the concrete surface; however, surveying indicates it is accurate to within 30 minutes of one degree. See Figure 2 Appendix A.

f. ARMING AND DE-ARMING. The arming of all aircraft shall be performed at the extreme ends of the main, parallel taxiway prior to the aircraft positioning on the runway. The arming headings are the reciprocal of the active duty runway heading. In flights of aircraft carrying ordnance with a propulsive charge, the leader will arm and taxi onto the connecting taxiway prior to the wingman commencing arming; successive aircraft will follow suit. De-arming aircraft landing on Runway 01 will taxi onto the North connecting taxiway and be aligned so that an accidental discharge of ordnance with a propulsive charge would expend itself along a track of 335 degrees. De-arming aircraft landing on Runway 19 will taxi onto the South connecting taxiway and be aligned so that an accidental discharge of ordnance with a propulsive charge would expend itself along a track of 280 degrees. See Figure 2 Appendix A.

## AIR OPERATIONS ORDER, REAM NAM PHONG

139. SPECIAL AIRFIELD EQUIPMENT.a. OPTICAL LANDING SYSTEM

(1) A portable Fresnel lens landing system is emplaced as follows:

(a) When the duty runway is 01 or 19; on the left side of the runway, 65 feet from the runway edge, 1,000 feet from the approach end, with a planned touchdown 778 feet from the approach end. Approximately 30 minutes are required to transport the Fresnel lens and its power source from the approach end of one runway to the other, so notification of such a requirement should be made well in advance. See Figure 2 Appendix A.

(b) When the duty runway is 01 or 19; on the left side of the runway, 75 feet from the runway, at midfield abeam the midfield M-21 arresting gear, with planned touchdown 222 feet short of the arrestor cable. See Figure 2 Appendix A

(2) The glide slope for all Fresnel lens emplacements is 3.0 degrees.

b. ARRESTING EQUIPMENT. There is one set of M-21 arresting gear located at midfield and one set of M-21 arresting gear located 1,000 feet from the approach end of each runway. All M-21 gear is bi-directional. See Figure 2 Appendix A.

(1) M-21 ABORT GEAR. The M-21 arresting gear installed 1,000 feet short of the departure end of the duty runway is continuously available for aborts/emergency arrestment. Tension on the arrestor cable is set for maximum engaging weight and speed and the "boots" are in position.

(2) M-21 MIDFIELD GEAR. The M-21 arresting gear installed at midfield can be ready for practice/emergency roll-in or fly-in engagement within two minutes of notification of such requirement. The arrestor cable is attached but the "boots" are not in position and tension on the arrestor cable has not been set. The "boots" will be positioned as soon as a requirement is known to exist. Appropriate tension will be set once the engaging weight and speed have been transmitted to the control tower if practicable; otherwise the tension will be set for maximum engaging weight and speed.

(3) M-21 APPROACH END GEAR. The arrestor cable on the M-21 arresting gear located 1,000 feet in from the approach end of the duty runway is de-rigged. A minimum of 15 minutes advance notice is required in order to place this gear in battery.

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(4) M-21 ARRESTING GEAR PROCEDURES

(a) Prior to engaging any M-21 arresting gear the aircraft engaging weight and speed should be transmitted to the Control Tower if practicable.

(b) The midfield M-21 arresting gear is the primary emergency fly-in gear. In the event the midfield arresting gear is not available, a downwind engagement of the rigged M-21 abort gear is the alternate engagement procedure if aircraft condition, aircraft weight, wind, etc. permit. Should the abort gear already be engaged or become inoperative, diverting to an alternate field should be considered unless the aircraft condition, fuel state, etc. permit a 15 minute delay to rig the M-21 approach end gear.

140. GEOGRAPHIC SERVICE. Limited photographic service is available and can be requested from the Airfield Operations Officer.

150. EXPLOSIVE ORDNANCE DISPOSAL SERVICE. Complete EOD service is available. EOD is co-located with the crash crew and will respond to all emergencies. EOD service may be requested while airborne by contacting the Control Tower or Ground Control. EOD service may also be obtained via landline or the crash crew radio net.

160. NIGHT LIGHTING FACILITIES

161. GENERAL. All night lighting at RTAFB, Nam Phong is provided by Short Airfield for Tactical Supports (SATS) expeditionary equipment. Being expeditionary equipment, it is subject to frequent partial or complete failures, particularly during inclement weather. The failures are normally of short duration but must be considered in flight planning.

162. RUNWAY. The runway is lighted with white SATS lights of variable intensity.

163. TAXIWAYS. The taxiways are lighted with blue SATS lights of variable intensity.

164. APPROACH LIGHTS. SATS approach lights are installed for both runways. There are no roll guidance bars for either runway. Runway 19 has sequenced flashing strobes while 01 does not.

165. ROTATING BEACON. A SATS rotating beacon is installed on a 126 foot communication tower approximately 4,000 feet West of the

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runway near midfield. The beacon is lighted at night and during daylight hours when instrument conditions exist.

166. EMERGENCY LIGHTING. In the event the electrical lighting system fails, flare pots will be lighted at 200 foot intervals, precipitation intensity permitting. If precipitation is so intense as to extinguish the flare pots, a limited number of portable, beaming lights are available for lighting at 500 foot intervals. Expect a minimum 30 minute delay to deploy emergency lighting.

167. OBSTRUCTION LIGHTS. Obstructions are lighted during the hours of darkness in accordance with existing directives and established standards for obstruction lighting.

168. ARREST LIGHTING. Illuminated, orange arrows marked "ARREST" are emplaced on both sides of the runway abeam each M-21 arresting gear installation; they are constructed to standard Navy dimensions.

169. RUNWAY DISTANCE MARKERS. Standard Navy runway distance markers are located at 1,000 foot intervals along the East side of the runway only. The numerals are lighted during the hours of darkness.

170. VEHICLE AND PEDESTRIAN TRAFFIC. Operation of any vehicle or movement by any pedestrian on or in proximity to aircraft movement areas (runways, taxiways and aircraft parking aprons) without prior authorization from the Airfield Operations Officer is strictly prohibited. No vehicle or pedestrian will be authorized to be on, to cross or to be in the proximity to the runway unless under positive, continuous two way radio contact (or escorted by a radio equipped vehicle that is in positive, continuous two way radio contact) with the Control Tower. If approval to be on or to approach the runway or taxiways is granted by the Airfield Operations Officer, each vehicle must display an orange and white, checkered flag. The Airfield Operations Officer will advise the tower when authorization has been given to be on or approach the runway area and he will insure that the Control Tower personnel remain continuously aware of any activity on or near the runway. All personnel operating on or in proximity to aircraft movement areas shall be thoroughly familiar with Standard Airport Traffic Control Light Signals.



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SECTION II200. FLIGHT PLAN APPROVAL AT RTAFB, NAM PHONG

201. PERSONNEL AUTHORIZED TO APPROVE FLIGHT PLANS. In accordance with OPNAVINST 3710.7, the authority and responsibility for approval of flight plans at RTAFB, Nam Phong is vested in the following personnel:

- a. Commanding General, Task Force Delta.
- b. Commanding Officer, Marine Aircraft Group 15.

c. Pilots holding a valid Special Instrument rating are authorized to approve flight plans for a flight of naval aircraft in which they fly in command or as flight leader of a formation of aircraft. This shall not be construed as authorization to approve a flight plan which entails flight in weather conditions below the minimums for the type instrument rating held by individual pilots.

202. DELEGATION OF FLIGHT PLAN APPROVAL AUTHORITY. In accordance with OPNAVINST 3710.7, flight plan approval authority is delegated to the following personnel:

- a. Airfield Operations Officer.
- b. Assistant Airfield Operations Officer.
- c. Commanding Officers of tenant squadrons or Officers-in-Charge of detachments.

(1) The Commanding Officer, Marine Aircraft Group 15 may delegate authority for approval of local flights to Commanding Officers of tenant squadrons or Officer-in-Charge of detachments (with concurrence of 201.a. above) provided weather conditions are at or above the IFR minimums specified in paragraph 325.b. of OPNAVINST 3710.7 and are forecast to remain at or above the minimums for the duration of the flight.

d. Marine Corps airfield operations personnel (E-7 and above) if such persons are considered qualified to exercise that authority.

203. APPROVAL OF FLIGHTS OF URGENT NECESSITY. When urgent military necessity dictates, the Commanding General, Task Force Delta or the Commanding Officer, Marine Aircraft Group 15 possess the authority, in accordance with paragraph 334 of OPNAVINST 3710.7, to approve flight plans for aircraft under their cognisance in weather conditions below the minimum specified in paragraphs 325 and 412 of

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OPNAVINST 3710.7. In addition, the above Commanders possess the authority to verbally authorize flights when the urgency of a situation precludes compliance with the flight authorization procedures set forth in paragraph 300 of OPNAVINST 3710.7.

204. RESTRICTIONS ON APPROVAL OF FLIGHT PLANS. The potential for use of Navy/Marine aircraft to transport narcotics, dangerous drugs and other contraband is high. In accordance with highest directives, all Navy/Marine aircraft originating from RTAFB, Nam Phong and departing Thailand shall clear only to USN, USMC, or USAF controlled airfields, except in cases of operational necessity determined by the Commanding General, Task Force Delta or Senior Officer present.

210. FLIGHT PLANS.

211. INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) FLIGHT PLANS.

The ICAO Flight Plan is the standard flight plan for this area of the Far East. All flights from RTAFB, Nam Phong must use the ICAO Flight Plan except aircraft performing operational commitments and local flights. Aircraft performing operational commitments and local flights may use a Squadron Flight Schedule, Abbreviated ICAO Flight Plan, or the ICAO Flight Plan.

a. Pilots should allow a minimum of ninety (90) minutes delay after filing before requesting clearance; this delay is based on processing flight plans through Udorn to Bangkok Center via the tactical communications systems.

212. ABBREVIATED ICAO FLIGHT PLAN. An abbreviated ICAO Flight Plan is authorized for USN & USAF only; the required entries for an abbreviated ICAO Flight Plan are: items 6, 8, 9, 13 (with ETD), 15 (level and route), 17 (ETE, and alternate with ETE when required), 19 (fuel, persons on board/crew/passenger list), and 18 (remarks) if desired.

213. SQUADRON FLIGHT SCHEDULES

a. A Squadron Flight Schedule may be used in lieu of a local flight plan (Abbreviated ICAO Flight Plan).

b. Required entries:

- (1) Flight or event number.
- (2) Number, type and call sign of aircraft.
- (3) Pilot's name (the flight leader or plane commander must be specifically identified).

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

- (4) Estimated time of departure.
- (5) Estimated time enroute.
- (6) Fuel aboard (in hours and minutes).
- (7) Mission.
- (8) Remarks, if desired.

c. CHANGES TO THE FLIGHT SCHEDULE. When additions, deletions or changes are made, the Airfield Operations Officer shall be notified by telephone or other expeditious means.

214. LOCAL FLIGHTS. A local flight is a flight which originates and terminates at RTAFB, Nam Phong and takes place entirely within the Bangkok FIR (Flight Information Region). Passenger stops are permitted at other airfields within the Bangkok FIR. Applicable weather criteria (VFR and IFR) for local flights are those established by the International Civil Aviation Organization (ICAO) and contained in DCD Flight Information Publication, Planning, Section III (International Rules and Procedures).

220. WEATHER MINIMUMS

221. VFR. In accordance with ICAO documents and as specified in DCD Flap, Section III, the VFR minimums for RTAFB, Nam Phong are ceiling not less than 1,500 feet and visibility not less than five (5) miles. VFR departures and recoveries are not authorized between sunset and sunrise.

222. SPECIAL VFR. Special VFR is not authorized at RTAFB, Nam Phong.

223. SAR MISSIONS. Pilots operating on SAR missions may operate at less than prescribed minimums.

224. FILING MINIMUMS. Weather minimums for filing flight plans shall be as indicated in paragraph 325.b of OPNAVINST 3710.7 for pilots of the Naval Establishment. Pilots of other services, agencies, and nations should observe weather minimums for filing flight plans as established by their parent organization in current directives.

225. TAKE-OFF MINIMUMS

a. SINGLE AIRCRAFT. Take-off minimums for a single aircraft are ceiling 300 feet and visibility one (1) mile. If GCA

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is operating, the take-off minimums may be reduced to PAR minimums; ceiling 200 feet and visibility three fourths (3/4) mile.

b. FORMATION FLIGHTS. Take-off minimum for formation flights are ceiling 600 feet and visibility two (2) miles.

226. LANDING MINIMUMS. Instrument and radar approach minimums are published in current FLIP Publications.

230. PASSENGERS. A passenger is defined as an individual traveling in an aircraft who is not a crewman. Clearance of passengers for flight shall be in accordance with OPNAVINST 3710.7. The pilot in command of an aircraft flight is required to deposit with a responsible person at the point of departure prior to take-off, an accurate list of personnel aboard the aircraft showing names, serial numbers, grade and service if military, duty station, and status aboard the aircraft (passenger or crew). All persons aboard other than crewmen, are "passengers" and shall be manifested as such.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

SECTION III300. COURSE RULES

301. TAXI PROCEDURES. Taxi patterns will be determined and directed by the Control Tower.

302. COMMUNICATIONS AND CLEARANCE. Request for taxi instructions will be made to Nam Phong Ground Control. Aircraft will remain on Ground Control frequency while taxiing unless directed otherwise by ATC. Landing aircraft will switch to Ground Control frequency as soon as practicable after clearing the duty runway. Airport Traffic Control Light Signals shall be used to control aircraft not receiving the Control Tower on radio.

303. RULES

- a. Pilots must obtain a clearance from Ground Control prior to taxiing.
- b. Aircraft shall be taxied on the prepared surfaces of the runway, taxiways and parking aprons.
- c. Aircraft shall be taxied at a prudent, safe speed.
- d. Aircraft established on taxiways have right-of-way over other taxiing aircraft unless cleared by Ground Control.
- e. Aircraft shall be held well clear of the duty runway while awaiting take-off clearance.
- f. When an emergency is in progress all taxiing aircraft shall hold their position when emergency vehicles with flashing red lights are observed on the movement area or when advised by Ground Control.
- g. Helicopters shall normally be ground taxied due to excessive dust and dirt alongside the taxiways. Air taxi may be authorized by Ground Control when special operational commitments require.
- h. A taxi director and wing-walker shall be provided for aircraft maneuvering in congested areas.

310. TAKE-OFF PROCEDURES

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

311. CLEARANCE. No aircraft shall commence take-off roll without clearance from the Control Tower.
312. COMMUNICATIONS. Departing aircraft (except IFR departures) shall remain on Control Tower frequency until clear of the traffic pattern. Departing IFR aircraft may contact Departure Control in the chocks or the warm-up area for their IFR Clearance. After IFR Clearance is received and when instructed, the aircraft shall contact the Control Tower for take-off clearance. Prior to take-off roll, IFR aircraft shall return to Departure Control and monitor Guard.
313. DELAY ON RUNWAY. Pilots anticipating a delay on the runway shall advise the Control Tower.
314. FORMATION TAKE-OFFS. Two-plane formation take-offs are authorized for aircraft of similar performance and whose mission requires formation flying.
315. VFR DEPARTURE
- a. FIXED WING. After take-off, climb on runway heading, maintain 1,300 feet until clear of VFR traffic pattern; traffic permitting, right/left turn-out may be approved by the Control Tower upon request.
  - b. HELICOPTER. After take-off, turn and fly a direction that is parallel to the runway and conforms with the traffic flow. Remain West of the runway and maintain 1,300 feet until clear of the VFR traffic pattern; do not over-fly the cantonment area. Traffic permitting, deviations may be approved by the Control Tower upon request.
316. IFR DEPARTURES. IFR departures are authorized for local flights at RTAFB, Nam Phong. All aircraft departing on a local flight during IFR conditions and between sunset and sunrise shall receive a Standard Local Clearance (SLC) issued by Nam Phong Departure Control. Such clearance shall include departure instructions and Expected Approach Clearance (EAC). EAC will be issued based on pilot's ETA and first come first served basis. It is the pilot's responsibility to revise or cancel his EAC with Nam Phong GCA.
320. LANDING PROCEDURES
321. VFR ENTRY. See Figure 5 Appendix A.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

a. RUNWAY ADVISORY SERVICE. To assist pilots in planning their entry to the airfield, runway advisory service is available on Control Tower frequency. In response to pilot's transmission "Nam Phong landing", the controller will respond with the duty runway, wind information, altimeter setting, and other pertinent field information.

b. CLEARANCE. Aircraft shall request clearance prior to entering the traffic pattern, Normally this clearance will be requested from the Control Tower ten miles from the airfield.

c. LANDING PATTERNS

(1) JET AIRCRAFT. Jet aircraft shall report a five mile initial aligned with the duty runway at 3,000 feet MSL. Proceed direct to the field descending to 2,300 feet MSL. When cleared by the Control Tower, execute a level break to the West and maintain 2,300 feet MSL until passing the 180 degree position.

(2) T-28 PROPELLER AIRCRAFT. T-28 aircraft shall report a five mile initial aligned with the duty runway at 1,800 feet MSL. Proceed direct to the field, when cleared by the Control Tower, execute a level break to the West and maintain 1,800 feet MSL until passing the 180 degree position.

(3) ALL OTHER PROPELLER AIRCRAFT. All other propeller aircraft, including turbo-prop, shall enter a right downwind for Runway 19 and a left downwind for Runway 01, maintaining 1,800 feet MSL until passing the 180 degree position.

(4) HELICOPTER. Helicopters shall proceed in accordance with Tower instructions, maintaining 1,300 feet MSL while in the traffic pattern.

322. REDUCED RUNWAY SEPARATION. Reduced runway separation of 3,000 feet is authorized at RTAFB, Nam Phong between sunrise and sunset, for locally based aircraft. The control Tower shall not clear a succeeding aircraft to land unless there is reasonable assurance that a minimum of 6,000 feet separation will exist when the aircraft crosses the landing threshold. Pilots should plan their approaches accordingly.

323. CLEARING THE RUNWAY. Change to Ground Control frequency as soon as practicable after clearing the runway. During the hours of darkness, pilots shall report when clear of the runway to the Control Tower.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

324. IFR RECOVERIES

a. INSTRUMENT APPROACHES. Instrument approach procedures utilizing the TACAN and non-directional radio beacon are published in the FLIP High Altitude Approach Procedures. The holding pattern and Initial Approach Fixes are in airspace assigned to Udorn Approach Control. Aircraft shall be under the control of Nam Phong GCA prior to entering airspace delegated to Nam Phong.

b. RADAR APPROACHES. Radar is the primary means of providing ATC services to aircraft in the Nam Phong assigned airspace. Aircraft shall normally be handed off to Nam Phong GCA by Udorn Approach Control and will be vectored to a precision final approach, unless otherwise requested. Random radar pick-ups are available, work load and equipment permitting.

330. FIELD MIRROR LANDING PRACTICE (FMLP) PROCEDURES

331. WEATHER MINIMUMS. FMLP shall only be authorized during VFR conditions as specified in paragraph 221 of this order.

332. COMMUNICATION AND CONTROL. Three way communications between the Control Tower, Landing Signal Officer (LSO), and the FMLP aircraft are required prior to commencing FMLP's. FMLP aircraft shall normally be under the control of the LSO; however, the final separation of aircraft is the responsibility of the Control Tower. The Control Tower may assume control of the FMLP pattern to effect separation of other traffic, avert a hazardous situation or to handle an emergency. When FMLP is in progress, touch and go operations shall not be authorized without the consent of the LSO, with the exception of GCA traffic.

335. FMLP PATTERN. When signal "Charlie" is given, aircraft shall report a five mile initial aligned with the duty runway at 1,800 feet MSL. Proceed direct to the field descending to 1,400 feet MSL. When cleared by the Control Tower/LSO execute a level break to the West for Runway 01 and to the East for Runway 19, maintain 1,400 feet until passing the 180 degree position. When the duty runway is 01, the break shall be executed at the upwind end of the runway so as not to over-fly the cantonment area. A "Delta" pattern is designated over the field at 3,500 feet MSL or as assigned by the Control Tower; orbit West of the runway to remain clear of small arm and mortar ranges.

340. HUNG ORDNANCE RECOVERIES. The pilot of an aircraft with hung ordnance shall advise the Control Tower that he will be making a hung ordnance approach at the initial reporting point. This approach



## AIR OPERATIONS ORDER, RTAFB NAM PHONG

shall be a straight in approach to the duty runway. Aircraft with hung ordnance shall not break over the field.

350. ORDNANCE JETTISON AREA AND PROCEDURES

351. ORDNANCE JETTISON AREA. The ordnance jettison area is located on the 198 degree radial of the Udorn TACAN (Channel 86) with a one (1) mile corridor on each side of the radial from fourteen (14) DME to twenty-three (23) DME. The desired drop altitude is 6,000 feet with release points as follows:

- a. Outbound release point is sixteen (16) DME with a desired impact point of eighteen (18) DME.
- b. Inbound release point is twenty-one (21) DME with a desired impact point of nineteen (19) DME.

352. CONTROL PROCEDURES

- a. Permission to drop and clearance to drop "ARMED" or "SAFE" shall be obtained from "STAGE RIDER". This may be obtained directly or through Udorn Approach Control.
- b. Contact Udorn Approach Control for vectors into the jettison area.
- c. The jettison area is designated for emergency use only.

360. PLANNED EJECTION AREA. The planned ejection area is located on the 198 degree radial of the Udorn TACAN (channel 86) at nine (9) DME. Desired ejection altitude is 3,000 feet on a heading of 198 degrees

370. RESTRICTED AND PROHIBITED AREAS371. RESTRICTED AREAS

- a. SMALL ARMS AND MORTAR RANGES. Circling East within a two mile radius of the Nam Phong runway is not authorized without prior approval of the Control Tower due to the small arm and mortar ranges located approximately 750 feet East of the runway. ATC shall advise all inbound aircraft when the ranges are "HOT".
- b. FLIGHT LINE AND CANTONMENT AREA. All aircraft shall avoid flying over the flight line and cantonment area to the maximum extent

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

tent possible.

c. KHON KAEN CITY. Khon Kaen City is located approximately 17 nautical miles to the South-Southwest, has a VFR airport located near the city, and should be avoided below 2,500 feet MSL.

372. PROHIBITED AREAS. Aircraft shall not fly below 8,000 feet thirty (30) minutes before sunset to thirty (30) minutes after sunrise in the prohibited areas as specified for Thailand in the current edition of the FLIP Enroute Supplement, Pacific and Southeast Asia.

380. AIRPORT TRAFFIC AREA SPEED RESTRICTIONS. No aircraft shall fly in the Nam Phong airport traffic area at a speed in excess of 250 knots. However, if minimum safe airspeed for any particular operation is greater than maximum speed described above, the aircraft may operate at that minimum speed. Any deviation from the above procedure must be approved by the Airfield Operations Officer.

390. LOCAL OBSTRUCTIONS. See figure 6 Appendix A.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

SECTION IV400. AIR TRAFFIC CONTROL401. GENERAL402. RTAFB, NAM PHONG POSITION IN THAILAND AIR TRAFFIC CONTROL SYSTEM.

The control of aircraft in Thailand is the overall responsibility of the Bangkok Area Control Center. Certain airspace has been delegated to Udon Approach Control, who has further delegated a portion of this airspace, by letter of agreement, to Nam Phong GCA for the control of aircraft.

403. AIR TRAFFIC CONTROL RULES. Air Traffic Control procedures employed at RTAFB Nam Phong are those specified in Federal Aviation Administration Air Traffic Control Publications, OPMNAVINST 3730.1, and ICAO documents. Local rules are embodied in this order. Revisions to this order shall be authorized only by the Commanding General or his representative.

410. RADAR FACILITIES

411. GCA. Nam Phong GCA has medium range radar coverage out to 50 nautical miles. PAR and ASR Ground Controlled Approaches are available to either runway.

412. PRACTICE APPROACHES. Practice GCA Approaches are encouraged and all requests will be honored, traffic and equipment permitting.

420. PROCEDURES FOR CHECKING WHEELS DOWN AND LOCKED

421. PILOTS REPORT. Pilots shall report "wheels down and locked" to the air traffic controller at the appropriate time in his approach.

422. WHEELS WARNING. ATC shall issue a warning to the pilot that "wheels should be down" unless previously reported down.

423. WHEELS WATCH. A wheels watch is not available at the approach end of the duty runway; therefore, taxi lights should be turned on when the landing gear is extended.

430. RADIO PROCEDURES

431. GENERAL. Air Traffic Control shall handle emergency aircraft in accordance with current regulations and in the most expeditious, safe manner possible. Emergency aircraft shall have priority over other traffic.

AIR OPERATIONS ORDER, RTAFB NAM PHONG

432. RADIO FAILURES

a. GENERAL. If equipped with SIF, reply mode III, code 76, for possible identification and tracking.

b. VFR

(1) DOWNWIND ENTRY PATTERN. Enter the normal traffic pattern, Rock wings on downwind and observe light signals from Control Tower.

(2) OVERHEAD PATTERN. Enter the normal traffic pattern, Rock wings approaching break, break downwind, and observe light signals from Control Tower.

(3) AWKWARD LANDING. Aircraft will make a low approach at 1,300 feet MSL in landing configuration with tailhook down. Rock wings approaching the Control Tower, re-enter downwind and observe light signals from Control Tower. Flash landing lights on and off at night when approaching the Control Tower.

c. IFR. Fly an approach in accordance with the radio failure instructions in the current FLIP Publications.

433. NO RADIO HUNG ORDNANCE PROCEDURES. NORDO aircraft with hung ordnance shall make a normal no-radio entry but shall extend upwind and fly a wide pattern so as not to overfly any built up area, and observe the Control Tower for light signals.

440. RADIO FREQUENCIES. All radio and navigational aid frequencies are listed in the current DOD, FLIP, E ACUTE, Supplement.

450. LIGHT SIGNALS

451. AIRCRAFT

| <u>SIGNAL</u>  | <u>ON THE GROUND</u>       | <u>AIRBORNE</u>                                  |
|----------------|----------------------------|--|
| Steady green   | Cleared for take off       | Cleared to land                                  |
| Flashing green | Cleared to taxi            | Return for landing                               |
| Steady red     | Stop                       | Give way to other aircraft and continue circling |
| Flashing red   | Taxi clear of landing area | Airport unsafe, do not land.                     |

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

| <u>SIGNAL</u>             | <u>ON THE GROUND</u>                       | <u>AIRBORNE</u>                            |
|---------------------------|--|--|
| Flashing white            | Return to starting point on airport.       | Not applicable                             |
| Alternating red and green | General warning. Exercise extreme caution. | General warning. Exercise extreme caution. |

452. VEHICLES

| <u>SIGNAL</u>  | <u>ACTION</u>                                       |
|----------------|---|
| Steady green   | Cleared to move                                     |
| Steady red     | Hold a position clear of the aircraft movement area |
| Flashing white | Return to starting position                         |

460. PARACHUTE JUMPS

461. GENERAL. No person may make a parachute jump and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft in the Nam Phong airport traffic area without, or in violation of the terms of, an authorization issued under this section.

462. REQUEST. Each request for parachute jumps shall be submitted to the Airfield Operations Officer at least 24 hours before the jumps are to begin and must include the following information:

- a. The date and time jumping will begin.
- b. The size of the jump zone.
- c. The location of the center of the jump zone.
- d. The altitude above the surface at which the jumping will take place.
- e. The time and duration of the intended jumping.

463. WEATHER MINIMUMS. Parachute jumps shall not be authorized when the ceiling is less than 1,500 feet and visibility is less than five (5) miles.

## AIR OPERATIONS ORDER, RECAF B NAM PHONG

464. COMMUNICATIONS AND CONTROL. Two-way communications are required between the Control Tower and aircraft prior to and during the jumps. If during the flight the required communications becomes inoperative, jumping activity from that aircraft shall be abandoned. Control Tower clearance is required prior to each jump.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

SECTION V500. TRANSIENT AIRCRAFT

501. HANGERS AND SERVICE FACILITIES. See paragraph 139.

502. SECURITY OF AIRCRAFT. Adequate security for aircraft parked on the parking apron exists. If special guards are needed they can be requested from the MABS-15, Security Element. Consult the Airfield Operations Officer for assistance. Requests for special guards will be limited to aircraft parked beyond the security zone of the parking apron, Military Airlift Command aircraft, and those aircraft with special classified material or explosives aboard.

503. ACCOMMODATIONS AVAILABLE. Living conditions at RTAFB, Nam Phong are austere; billeting is very limited. There is no billeting facilities for women. The Airfield Operations Officer will coordinate with the MAG-15, S-4 for billeting of transient personnel.

504. MESSING FACILITIES AVAILABLE. Meals can be obtained at the Officer and Enlisted Field Mess during appropriate meal hours. In addition, a snack bar is located at the Base Exchange which operates from 0800-2000 daily.

505. TRANSPORTATION. There is no transportation available for dedication to transient personnel. However, the Airfield Operations Officer will provide limited transportation to transient personnel as required; all transportation at RTAFB, Nam Phong is on a "share" basis to the maximum extent possible.

506. CLEARANCE OF PASSENGERS FOR FLIGHT. Clearance of passengers for flight shall be in accordance with OPNAVINST 3710.7. See paragraph 230.

510. PROCEDURES FOR HANDLING VISITING VIPS.

511. GENERAL. Honors, as requested, will be provided to visiting VIPS in accordance with current directives and customs of the Naval Service. The CG, TFD, or the CO, MAG-15, or their designated representatives, will meet all VIP flights.

512. NOTIFICATION. Normally, VIP arrivals and departures are scheduled and notification occurs via message traffic. The Airfield Operations Officer is responsible for notifying all cognizant parties of scheduled and unscheduled VIP arrivals and departures. AFO will obtain a Check Time Estimate from the pilot

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

and pass this information to the Airfield Operations Officer.

513. VIP TRANSPORTATION AND BILLETING. The Chief of Staff, TFD is responsible for providing VIP transportation and billeting.

520 PROCESSING OF ORDERS Arriving and departing personnel will be processed in accordance with the instructions contained in the basic orders; they will report to TFD, MAG-15, or Logistics Support Group Delta as directed. VIP and transient personnel requiring endorsement of their orders may obtain such from the G-1, TFD. Consult the Airfield Operations Officer for assistance.

530. IMMIGRATION, CUSTOMS AND IMMUNIZATION

531. IMMIGRATION. RTAFB, Nam Phong is not a Aerodrome of entry/exit; processing for passports, customs forms, and agricultural inspections are not available. Only Bangkok International, Udorn, and U Tapao, Thailand are Aerodromes of entry/exit and these are "Prior Permission Required", have "Lead Time Requirements", require "Justification for Use", etc... (See USAF Foreign Clearance Guide).

a. MAC Military Flights (not charter), on specific operational missions only, are authorized use of RTAFB, Nam Phong and are exempt from requirements regarding Aerodromes of entry/exit.

b. Military Aircrew, unaccompanied PCS personnel in leave status, TDY personnel, and military personnel entering/exiting in a group movement (e.g. units, divisions) are exempt from passport and visa requirements. One copy of orders and an Identification Card are required in lieu of a passport.

c. All civilian personnel, including civilians under military contract, are required to possess passports regardless of means of arrival. RTAFB, Nam Phong can not provide passport service. In accordance with directives from the U.S. Embassy, Thailand, civilian personnel, including civilians under military contract, entering Thailand via RTAFB, Nam Phong will not be allowed to leave the Air Terminal and will be required to leave the country on the next out-bound means. No exceptions are to be made.

532. CUSTOMS. The potential for the transport of narcotics, dangerous drugs, and other contraband aboard aircraft originating at RTAFB, Nam Phong is high. In accordance with current directives from higher authority, all personnel, baggage, cargo and aircraft originating at RTAFB, Nam Phong and departing Thailand will be inspected in detail and then quarantined until departure.



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## AIR OPERATIONS ORDER, RTAFB NAM PHONG

Routine Customs Service for personnel and baggage is available in the Air Freight and Passenger Terminal; Customs Service for cargo is available in the cargo staging area at the North end of the Parking area. Customs Service for tactical aircraft can be arranged through the Airfield Operations Officer on an as required basis; it is requested that he or his designated representative be notified of any unscheduled requirements for Customs Services on the day prior to departure. A minimum of two hours should be allocated by Aircraft Commanders for the detailed examination of personnel, baggage, cargo and the aircraft.

533. IMMUNIZATION. Immunization of personnel shall be in accordance with current directives. The immunization records of all personnel departing RTAFB, Nam Phong are screened by Det One, 6th ABS; personnel whose records are not current will be directed to the TFD Dispensary. Currency must be obtained prior to departing RTAFB, Nam Phong. The TFD Dispensary will review the immunization records of all personnel checking into units at RTAFB, Nam Phong.

540. FLIGHT RATIONS. Bag lunches are available from the Field Mess on request; a minimum of 1 hour is required for the preparation of bag lunches. Consult the Airfield Operations Officer for assistance.

550. STORAGE OF REGISTERED MATERIAL AND WEAPONS

1-3

551. REGISTERED MATERIAL. Limited facilities are available at TFD and MAG-15 Headquarters for the storage of registered material. Consult the Airfield Operations Officer for assistance in obtaining stowage of custodied items.

552. WEAPONS. Transient personnel will not retain custody of individual weapons during RON, TDY, etc... Stowage is available at the MAG-15 armory. Consult the Airfield Operations Officer for assistance in stowing weapons.

560. HEALTH AND COMFORT ITEMS. Transient personnel on unexpected RON and Bingo Crews may purchase shaving articles and necessary health and comfort items at the Base Exchange from 1000 to 1800 daily; the supply is limited. Civilian clothing sales are not available. U.S. Marine utility uniforms may be purchased at Cash Sales during normal working hours, the supply is very limited.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

SECTION VI600. AIRCRAFT CRASH AND RECOVERY

601. EMERGENCY/CRASH NOTIFICATION. Personnel having knowledge of an aircraft emergency or crash shall pass this information to the Airfield Operations Officer by the fastest means available. The Airfield Operations Officer shall relay this information to the Control Tower in the event an alert has not been initiated.

602. CONTROL TOWER ACTION. Upon notification of an aircraft emergency or crash, the Control Tower will alert the Crash Crew, SAR Helicopter, Dispensary, TCF, Airfield Operations Officer, MAG-15 CDO/CDC, and MAG-15, S-3 by the use of the crash circuit. If the crash circuit fails, the Control Tower shall notify the above listed activities and personnel, in the order shown, using the fastest means available.

603. RELAY OF INFORMATION. During an emergency the Control Tower shall obtain and relay as much of the following information as is available:

- a. Type aircraft.
- b. Position or estimated position and time.
- c. Heading.
- d. Altitude.
- e. Fuel remaining (in hours and minutes).
- f. Nature of emergency.
- g. Pilot's intentions.
- h. Assistance desired (shift runways, arresting gear, escort, D/F steer, etc.).
- i. Ordnance aboard.
- j. Number of personnel on board.

604. DECLARATION OF EMERGENCY. The pilot of a distressed aircraft, the Airfield Operations Officer, ATC Duty Officer, Senior Control Tower Operator, or Radar Crew Chief may initiate an emergency alert if deemed appropriate.

E-0

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

610. CRASH AND RESCUE

611. GENERAL. Procedures for Crash and Rescue Operations shall be published in IED Order F11320.1.

612. HOURS OF OPERATION. Crash and rescue services are available 24 hours daily. The Airfield Operations Officer is authorized to place the Crash Crew on a 5 minute standby during periods of reduced operations.

613. CRASH VEHICLES. Crash vehicles shall immediately respond to a known crash in proximity to RTAFB, Nam Phong. Crash vehicles response to distant, off-base crash sites shall be as directed by the CG, Task Force Delta or his representative. Any off-base Crash Crew effort will coordinate with the SAR helicopter and will be directed by the CG, Task Force Delta or his representative.

620. SEARCH AND RESCUE (SAR). Headquarters and Maintenance Squadron 36 Detachment Delta is responsible for conducting local SAR operations within a 20 nautical mile radius of RTAFB, Nam Phong and maintaining the capability for extended operations in Northeastern Thailand. SAR operations beyond the 20 nautical mile radius of responsibility will be at the direction of the CG, Task Force Delta and will be coordinated with the 3rd Aerospace Rescue and Recovery Group, USAF.

E-0

621. SAR HELICOPTER. A SAR helicopter and a crew are on a five (5) minute standby during hours of operations. The Airfield Operations Officer is authorized to place the SAR helicopter and crew on a 15 minute standbb during periods of reduced operations.

630. SALVAGE

631. GENERAL. Salvage operations shall not commence until the wreckage is cleared for movement by the aircraft's reporting custodian. The responsibility for disposition of the wreckage of on-station crashes rests with the Assistant Chief of Staff G-4, Task Force Delta. Additionally, the recovery of off-station crashes will be coordinated by the Assistant Chief of Staff, G-4, Task Force Delta and handled by those activities deemed appropriate. The MAG-15 Aircraft Maintenance Officer is responsible for screening the wreckage to remove usable components and making disposition of them. To preclude loss of aircraft parts through scavenging no organization or individual will be permitted access to the wreckage unless prior coordination has been made with the MAG-15 Aircraft Maintenance Officer.

## AIR OPERATIONS ORDER, RTAFB NAM PHONG

S-0

632. TECHNICAL ASSISTANCE. Technical assistance may be requested from the organization owning the crashed aircraft.

S-0

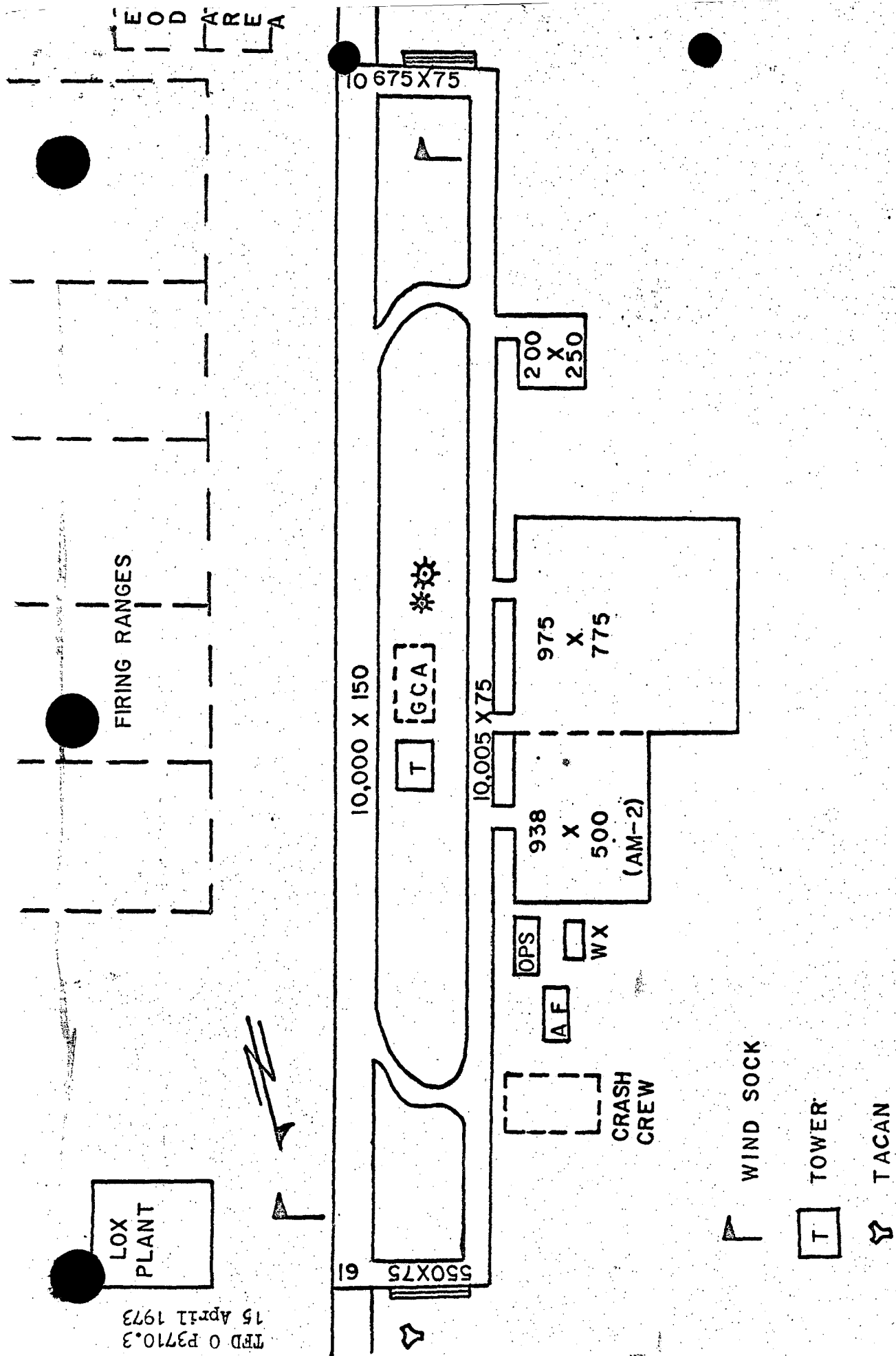
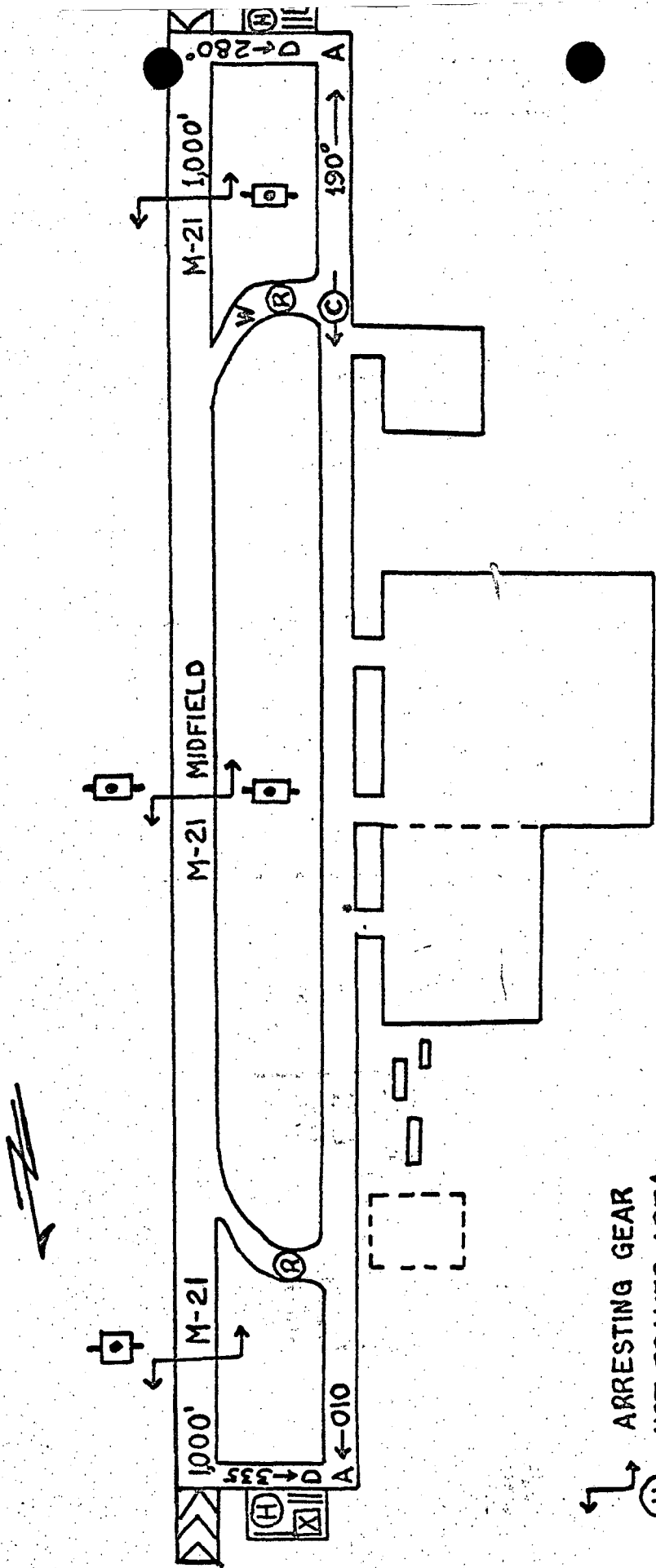


FIGURE 1. AIRFIELD FACILITIES

A-1



- ↙ (H) ARRESTING GEAR
- (X) HOT BRAKES AREA
- (R) HIGH POWER TURN-UP AREA
- (W) RED LABEL AREA
- (C) WASH RACK
- A COMPASS ROSE
- D ARMING AREA
- DEARMING AREA
- PORTABLE OLS

FFD O P3710.3  
15 April 1973

FIGURE 2. SPECIAL USE AREAS

A-2

OICC, THAILAND - SUMMARY

| DATE OF EVALUATION             |                         | ROYAL THAI AIR FORCE BASE, NAM PHONG, THAILAND |   |   |  |
|--------------------------------|-------------------------|--|---|---|--|
| JANUARY 1969                   |                         | MAIN LANDING GEAR TYPES AND CONFIGURATIONS     |   |   |  |
| FACILITY IDENTIFICATION        | SINGLE WHEEL - TRICYCLE |  |   | BICYCLE GEAR                                    |  |
|                                | 100 psi Tire Pressure   | 100 Sq. In. Contact Area Each Tire             | 2 | Twin 37" C-C 267 Sq. In. Contact Area Each Tire | Twin Twin 37" - 62" - 37" 267 Sq. In. Contact Area Each Tire |
| RUNWAY 1000 ENDS               | 155,000*                | 65,000*  | 1 | 215,000   | 460,000  |
| RUNWAY INTERIOR                | 155,000*                | 65,000*  |   | 260,000   | 520,000  |
| SOUTH CONNECTING TAXIWAY       | 155,000*                | 65,000*  |   | 265,000   | 560,000  |
| NORTH CONNECTING TAXIWAY       | 155,000*                | 65,000*  |   | 245,000   | 520,000  |
| PARALLEL TAXIWAY               | 155,000*                | 65,000*  |   | 265,000   | 560,000  |
| CONCRETE APRON                 | 155,000*                | 65,000*  |   | 270,000   | 520,000  |
| SOUTH & NORTH HI-SPEED TAXIWAY | 155,000*                | 65,000*  |   | 250,000   | 530,000  |

NOTE: \* SIGN DENOTES ALLOWABLE GROSS LOADING IS GREATER THAN THE MAXIMUM GROSS WEIGHT OF AIRCRAFT HAVING INDICATED GEAR TRANSFIGURATION.

FIGURE 3. ALLOWABLE GROSS AIRCRAFT LOADINGS #1

15 Apr 11 1973  
 FTD O P3710.3

OICC, THAILAND - SUMMARY

ROYAL THAI AIR FORCE BASE, NAM PHONG, THAILAND

MAIN LANDING GEAR TYPES AND CONFIGURATIONS

MULTIPLE WHEEL - TRICYCLE GEAR

| DATE OF EVALUATION                | MULTIPLE WHEEL - TRICYCLE GEAR                         |  |  |  |  |  |
|-----------------------------------|--|--|--|--|--|--|
| JANUARY 1969                      | MAIN LANDING GEAR TYPES AND CONFIGURATIONS             |  |  |  |  |  |
| FACILITY IDENTIFICATION           | TW 28" C-C<br>226 Sq. In.<br>Contact Area<br>Each Tire | Single-Tandem<br>Wheels<br>60" C-C<br>400 Sq. In.<br>Contact Area<br>Each Tire | TW 37" C-C<br>267 Sq. In.<br>Contact Area<br>Each Tire | Twin Tandem<br>31" - 63"<br>267 Sq. In.<br>Contact Area<br>Each Tire | TW 44" C-C<br>630 Sq. In.<br>Contact Area<br>Each Tire | Dual Tan-<br>dem<br>9-18-9-27-49<br>Sq. In.<br>Contact Area<br>Each Tire |
| RUNWAY 1000 ENDS                  | 1<br>220,000*  | 2<br>200,000*  | 3<br>290,000   | 4<br>550,000*  | 5<br>330,000*  | 6<br>220,000*  |
| RUNWAY INTERIOR                   | 220,000*   | 200,000*   | 320,000  | 550,000*   | 330,000*   | 220,000*   |
| SOUTH CONNECTING TAXIWAY          | 220,000*   | 200,000*   | 330,000*   | 550,000*   | 330,000*   | 220,000*   |
| NORTH CONNECTING TAXIWAY          | 220,000*   | 200,000*   | 330,000*   | 550,000*   | 330,000*   | 220,000*   |
| PARALLEL TAXIWAY                  | 220,000*   | 200,000*   | 330,000*   | 550,000*   | 330,000*   | 220,000*   |
| SOUTH & NORTH<br>HI-SPEED TAXIWAY | 220,000*   | 200,000*   | 330,000*   | 550,000*   | 330,000*   | 220,000*   |
| CONCRETE APRON                    | 220,000*   | 200,000*   | 330,000*   | 550,000*   | 330,000*   | 220,000*   |

NOTE: \* SIGN DENOTES ALLOWABLE GROSS LOADING GREATER THAN THE MAXIMUM GROSS WEIGHT OF AIRCRAFT HAVING INDICATED GEAR TRANSFIGURATION.

FIGURE 4. ALLOWABLE GROSS AIRCRAFT LOADING #2

A-4

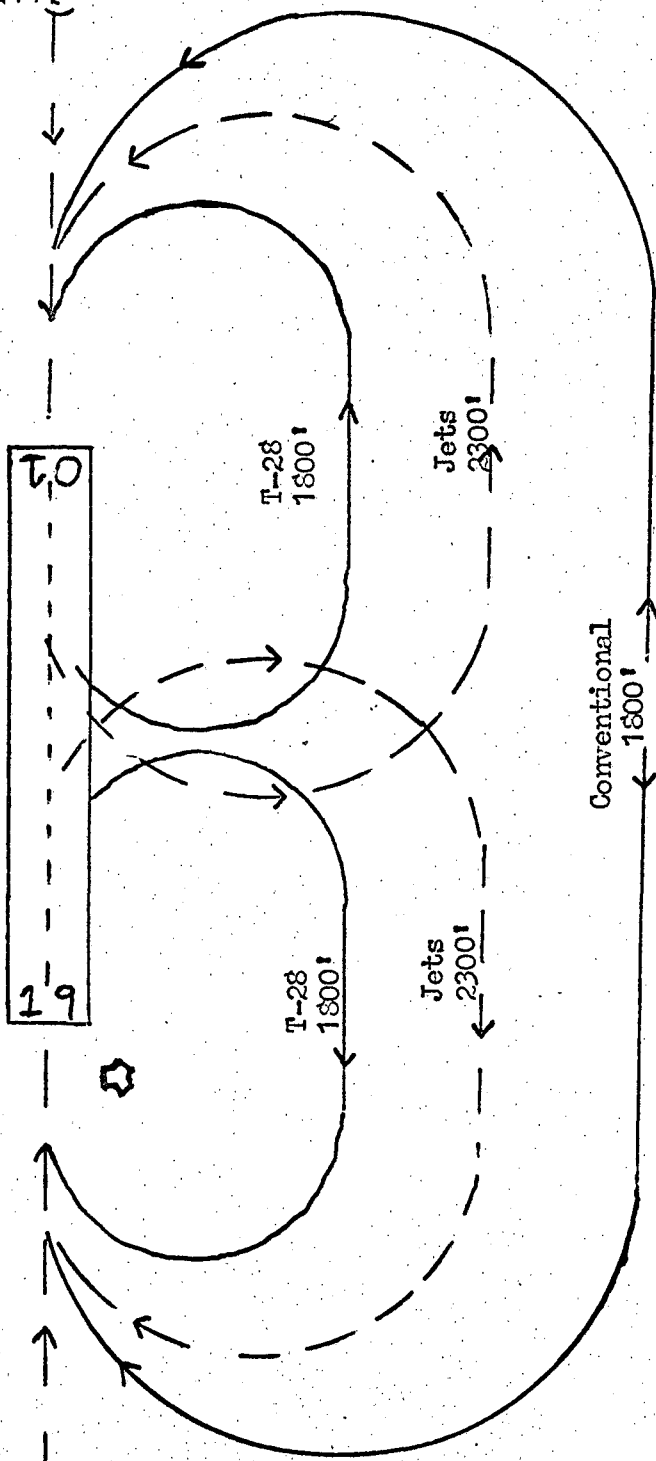
FD 0 3710.3  
15 April 1973



FFD O P3710.3  
15 April 1973

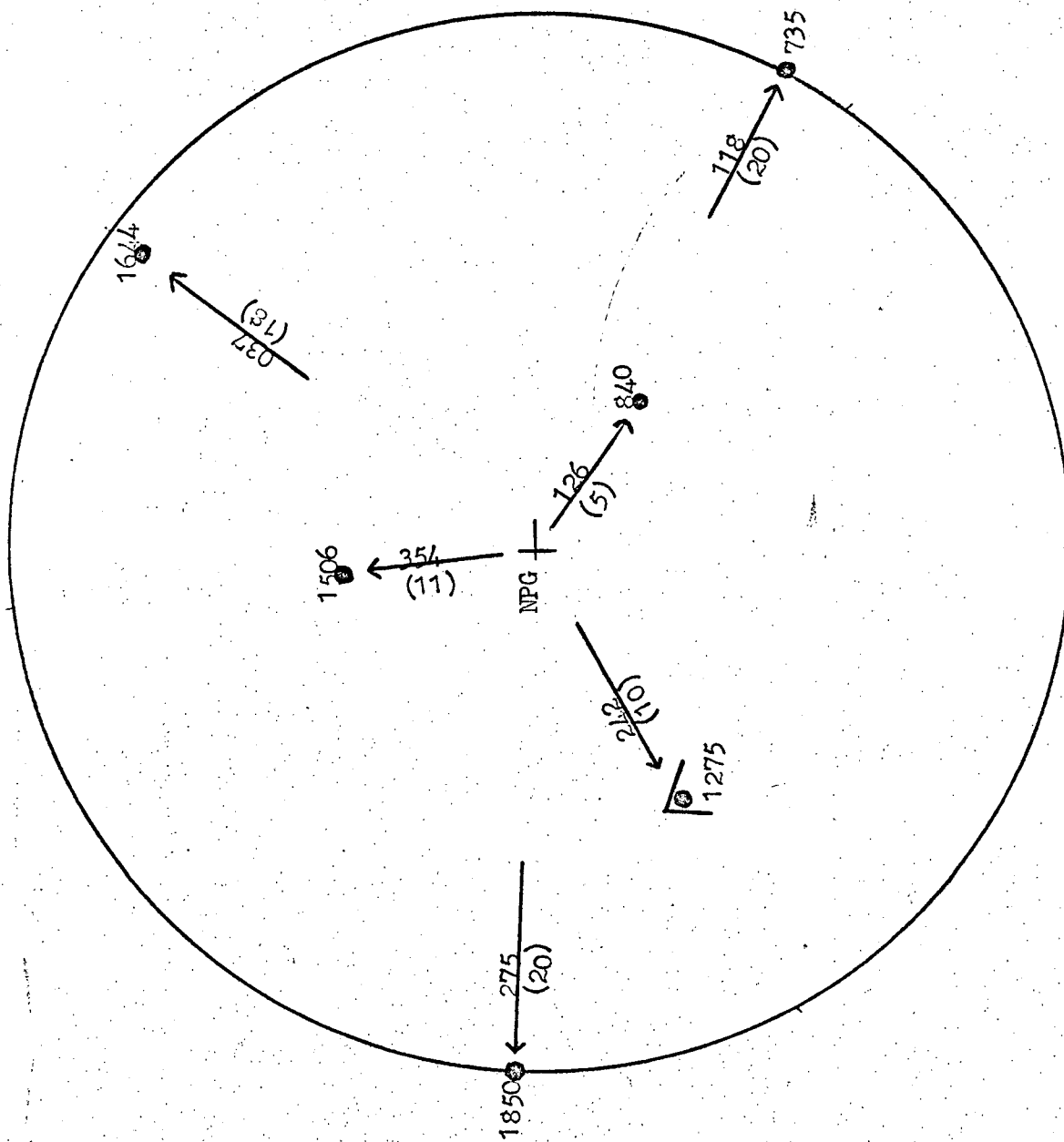
Five  
Mile  
Init  
(5 DME)

Five  
Mile  
Init  
(7 DME)



NOTE: Initial altitudes; Jets 3000', T-28's 1800'

FIGURE 5. VFR ENTRY PATTERNS



20NM ARC

FIGURE 6. LOCAL OBSTRUCTIONS

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15 April 1973