

2. Items for Aircrew Briefing

a. Inflight Procedures

Prior to departing the ZI, crews should be briefed on the requirements for inflight reporting procedures in North Africa. Briefing should include Unint Control frequencies, emergency use of air defense support capabilities.

References: Section I, Paragraph G (1.c and 4)
Section V, Regulations (55-1 and 55-11)

b. Caution on Ciss ATC Clearances

There have been instances where the Ciss Air Traffic Control Center has assigned altitudes lower than the minimum enroute altitude for a particular route. Aircraft Commanders should be briefed to check minimum altitudes prior to requesting a clearance and refuse to accept altitudes lower than that minimum.

c. Effect of Changes in Runway Elevation

Crews should be briefed on the requirement of adjustment in take-off and line speed distances to compensate for changes in runway elevation. (Take-off distance in hundreds of feet times grade; i.e., foot rise per 1000 feet, gives number of feet to be added or subtracted from planned distances.) Drawings showing runway profiles are contained in Section III, Base Briefs.

d. Weather Reports

Request all crews be briefed on the importance of submitting COMBAR reports on all missions, including deployment and redeployment. It has been found that, when this information is available to supplement the fixed station reports received by the Sidi Slimane Forecast Center, much more complete and accurate weather analyses may be made.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph C

Air Operations

2. e. Customs Requirements

- (1) All flights made by USAF aircraft into or out of Morocco are required to clear French Customs. Customs facilities are available at Sidi Slimane, Ben Guerir, and Nouasseur Air Bases. For V.I.P. flights, customs service can be obtained upon request at Rabat-Sale Airfield.
- (2) Customs requirements are as outlined in USAF Foreign Clearance Guide.
- (3) Pilots will be required to turn in to Base Operations upon landing three copies of the crew and passenger manifests.
- (4) All personnel will be required to fill out French customs forms which will be provided at Base Operations.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph I

TRAINING

As in the paragraph on training facilities in Section II, this paragraph is divided into two parts. Part One contains recommendations for all units conducting air operations in Morocco and Part Two contains additional recommendations for rotational unit staffs.

Part One

1. Submission of Requirements

Requirements for Marrakech Bomb Plot and for Kasr-es-Souk and Salvinge Island visual bombing ranges should be submitted to Headquarters, 5th Air Division one month in advance.

Note: From 1 July 57 through 30 June 58, Marrakech RBS Plot will be reserved from 0930Z to 1130Z on Tuesdays, Wednesdays, Thursdays, and Fridays for REMLEX aircraft.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph D

Training

PART TWO

1. Pertinent Regulations

Training Officers of TDY units should be familiar with 5th Air Division Regulation 50-1, Ground Training (Non-Aircrew and Aircrew), and 5th Air Division Regulation 50-2 and supplements thereto, Rotational Unit Air Training. (These regulations will be forwarded as a part of the Task Force File.) TDY units are required to comply with procedures and reporting instructions established by these regulations.

Special Weapons Officers of TDY units should be familiar with 5th Air Division Confidential Regulation 50-9, Rotational Wing Special Weapons Training. (This regulation will be forwarded as part of the Task Force File.)

Rotational wing ECM Officers should be familiar with 5th Air Division Regulation 51-2; 5th Air Division supplements to SAC Regulations 137-9, 51-6, 51-6 Annex I, and 51-6 Annex II; and with 5th Air Division ECM Brief. All of the foregoing documents are forwarded to rotational units as a part of the Task Force File.

2. Requests for Target Materials

Requests for target materials for training facilities should be submitted to Headquarters, 5th Air Division, at least seven days prior to deployment. (This is necessary to allow sufficient time for the Reconnaissance Technical Flight to prepare desired materials, in the event of shortages of the requested material.)

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Recommendations
Paragraph E

PERSONAL AFFAIRS AND RECREATIONAL ACTIVITIES

Information on the facilities at the various bases to support personal needs and on recreational activities available throughout Morocco is contained in Paragraph H of Section I. The following points are suggested for briefing of all personnel in regard to these matters.

1. Items Available for Purchase

- a. Adequate stocks of all toilet articles are maintained by all Base Exchanges and the Exchanges also carry a fairly large stock of clothing items. Clothing Sales Stores, however, have very small stocks and frequently do not have a complete line of sizes in the various articles which are available. It is strongly urged that TDY personnel obtain clothing they will require through the Sales Stores at their home base prior to deployment and avoid utilizing the local Clothing Sales Stores. It might be pointed out, in addition, that applicable regulations prohibit the sale of clothing to officer personnel when stocks are deemed inadequate to meet the needs of the Airman.
- b. Personnel should be briefed to assess their clothing needs with due consideration to the processing time required for commercial laundry and dry cleaning service. The fact that, at all bases, laundry and dry cleaning work is sent off base, makes handling time considerably longer than one is accustomed to in the States and makes the words "special handling" practically meaningless. Regular service normally takes five or six days and frequently the additional workload placed on the facilities by the presence of a TDY unit will cause handling time to be extended to ten days.
- c. It would be well to point out that goods purchased through Base Exchanges or Commissaries is intended for personal use only. Resale of such items is prohibited by military regulations and law. The natives are required to pay high taxes on many of the items which the USAF is permitted to bring in tax free for sale through base facilities to American personnel and any "black market" activity would seriously jeopardize this agreement.

Recommendations
Paragraph E

Personal Affairs and
Recreational Activities

1. d. Class VI items and cigarettes are rationed in Morocco. Ration cards are available to all personnel for purchase of the authorized amounts of these items. On unit movements, ration cards will be issued during the normal on-base processing line which is set up to support the movement.

2. Finance
 - a. Morocco is a Military Payment Certificate (MPC or script) area. MPC's are used for all transactions at on-base facilities. United States currency is not authorized for use and will be converted to script within 48 hours after arrival insofar as possible. Money exchange is included in the on-base processing line which is established for unit movements or can be accomplished at the base finance offices.
 - b. Military Payment Certificates are not legal tender and are authorized only for use on base and in transactions between American personnel. The authorized currency for use in French or Moroccan establishments is the Moroccan franc. Script can be exchanged for francs at base American Express Company facilities or periodically when special exchanges are arranged at Tangiers.
 - c. It might be well to note that, although the banking facilities provided by American Express Company include establishment of personal checking accounts, these checking accounts are not comparable to those of a stateside bank. The accounts are non-interchangeable script or franc accounts and the checks have restricted use.
 - d. The standard rate of exchange is 150 Moroccan francs to the dollar. Conversion tables are very handy when shopping in local stores.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph E

Personal Affairs and
Recreational Activities

3. Conduct Off Base

- a. It would be well to remind personnel that their conduct should be that of a guest. As a guest, one does not criticize. Because the language people on the streets and in public places will be speaking is mainly French or Arabic, it is easy to forget that English is widely understood. Comments are almost certain to be heard and understood and absolutely certain to be passed on. They will even precede you as you walk along the street.
- b. In particular, it should be emphasized that discussions of the local political situation should be avoided. Many of the details of transferring functions from French to Moroccan control are still being ironed out and although the violence and terrorism which made headlines through the past few years is no longer a daily occurrence, this is still a period of tension. Adverse comments would be strongly resented by either side. It is well to remember that the agreement which permitted the construction of U.S.F. bases in Morocco was negotiated with the French Government and that negotiations with the Moroccan Government regarding these bases is in progress.
- c. Personnel should be reminded that some of the natives have a strong fear of having their pictures taken. It is only common decency to refrain from snapping pictures when the desired subject indicates his aversion to the taking. The prejudice is found only in a few of the Arabs; many will permit picture taking and some will pose and ask for a small fee.

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Recommendations
Paragraph E

Personnel Affairs and
Recreational Activities

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3. d. Off-Base Jurisdiction

The line of demarcation between USAF jurisdiction over USAF personnel and jurisdiction exercised by local authorities is explained in Paragraph 8 of Section I. All personnel should be aware that it is possible for them to be tried in local courts, for there have been instances where natives have tried to involve American personnel in incidents.

It would be well to brief personnel, also, that local laws differ from American laws and that offenses which might be considered minor in the Zone of Interior, could be serious crimes under local law.

4. Personal Vehicles

a. Motorcycles and Motor Scooters

(1) Usefulness

Personnel bringing motorcycles or motor scooters will be able to use them only within the limits of the air base. Moroccan license tags are required in order to go outside of the base and the time required to procure such tags, if one wanted to go to this expense, varies from three to four months. This form of transportation, however, is extremely useful on base. All of the bases in Morocco are spread out, with distances of 2 to 5 miles between the main camp areas and the flight lines. The desirability of this type of transportation is lessened somewhat during the rainy season, but even during this period there are many clear days.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph E

Personnel Affairs and
Recreational Activities

4. (2) Registration requirements

Personnel bringing motorcycles or motor scooters into Morocco or purchasing them during their TDY, are required to register the vehicles with the Base Provost Marshall. In addition, personnel must take out insurance locally; short term policies can be purchased at a nominal charge.

b. Automobiles

For personnel who might have access to private automobiles, the following data is provided.

- (1) USAF personnel driving off base are required to have either a G.I. or a local driver's license.
- (2) International road signs are used in Morocco. Personnel should become familiar with these symbols.
- (3) Personnel driving outside the limits of the bases should be advised that driving is extremely hazardous and the accident rate in Morocco is one of the highest in the world. This is due to the narrow roads (even highways are reasonably good, but secondary roads are narrow, winding, and often poorly maintained), high speed driving, and exceedingly heavy pedestrian, donkey, and bicycle traffic. It might be noted, also, that the right-of-way rule applies almost universally and native drivers coming from side streets into main roads do not hesitate to take their right of way.
- (4) Road blocks are set up quite frequently by military or police authorities, and the block may consist only of a flashlight waved by an officer standing at the roadside. It is mandatory that all vehicles stop at these road blocks, as vehicles which do not stop are fired upon.

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5. Restrictions

- a. Personnel will be briefed on arrival concerning the current restrictions in effect. In addition to the usual "off-limit" places, there are frequently restrictions on entering the native medinas or souks, souks or markets, and so forth. These restrictions are placed in effect when local situations indicate their expediency. Although the reasons for these restrictions might not be apparent, they will exist and the restrictions are imposed solely for the protection of USAF personnel.
- b. Regulations have been published restricting personnel from using certain beaches or from swimming at certain other beaches. Here again, the restrictions are designed solely for the protection of personnel. In some cases, restrictions are for sanitary reasons; in many, because the beach is known to have extremely treacherous and strong currents or hidden rocks. The fact that a person is an excellent swimmer or that other people are swimming does not justify ignoring the restriction.

6. Uniform-Clothing Regulations

- a. Periods for wearing uniforms in Morocco are as follows:

<u>Winter</u>	<u>Summer</u>	<u>Optional</u>
15 Dec - 1 Mar	1 Apr - 15 Nov	15 Nov - 15 Dec 1 Mar - 1 Apr

- b. Clothing Hints

- (1) The tropical uniform is authorized for wear at all Moroccan bases.
- (2) Adequate rain wear is essential during the rainy season. There are occasional rains in November and December, but the season is principally January-April.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph E

Personal Affairs and
Recreational Activities

6. b. (3) Nights are cold, even in summer. Personnel required to be outdoors at night should have heavy coats. In the winter, parkas are desirable.

c. Civilian Clothing

Normally, all personnel except the lower four grades of airmen are permitted to wear civilian clothing off base in Morocco. During periods of unrest in Morocco, however, all military personnel may be required to wear uniforms off base.

7. OTHER

a. Firearms

No personally owned firearms (including pistols, rifles, and shotguns) may be brought into Morocco by rotational personnel.

Local control over the issue, possession, carrying, selling, or otherwise handling of all small arms and ammunition in Morocco is stringent. Almost all small arms are classed as weapons of war. All personnel should be aware that violation of controls can result in trial by local authorities and severe penalties.

b. Guns

All guns brought into Morocco by TDY personnel or purchased there must be registered with Base Provost Marshalls.

c. Billeting Facilities

The Dallas huts have a minimum of equipment; often even wall lockers are not available. In order to make quarters more livable, it is suggested that personnel bring items such as mirrors, bed lumps, and so forth. Plastic Clothes Bags are very useful because of blowing sand in summer months. Locks to safeguard personal property are highly recommended.

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Recommendations
Paragraph F

ADMINISTRATION

1. Message Handling Procedures

a. Message courier service should be established by tactical commanders as soon as possible after arrival.

- (1) The number of courier runs required during any 24 hour period is at the commander's discretion, but should provide for immediate pick up of Operational Immediate messages.
- (2) Top Secret cleared officers must be appointed to courier Top Secret messages and an officer must be available at all times.
- (3) Lists of personnel cleared to pick up messages classified up to SECRET, together with signatures, and lists of officers cleared to pick up TOP SECRET messages, together with signatures, should be provided as soon as possible to appropriate Message/Communications Centers.

b. Incoming Messages

- (1) Circuits to TDY/Task Force Control Rooms are utilized for delivery of incoming ZIPPOs classified up to and including SECRET.
- (2) All other messages up to and including SECRET must be picked up by tactical unit couriers at designated Message/Communications Centers.

Note: At Sidi Slimane, these messages are picked up at 5th ADiv Acceptance and Delivery Center, located in 5 ADiv Headquarters Building.

- (3) All TOP SECRET messages including ZIPPOs must be picked up by a tactical unit officer courier at Base Communications Center.

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Recommendations
Paragraph F

Administration

1. c. Outgoing Messages

- (1) All outgoing messages including ZIPFOs must be delivered to designated Message/Communications Centers for transmission.

Note: At Sidi Slimane, Unclassified through Secret messages are delivered to 5 ADiv Acceptance and Delivery Center, 5 ADiv Hqs Building and Top Secret messages are delivered to Base Communications Center, Building 4300.

- (2) Only one copy of message is required for transmission purposes. However, messages including as addressees other organizations located on the same base require additional courier copies.

One courier copy of Top Secret messages is required for each courier addressee and two copies per addressee of all other messages.

Courier copies must be taken to the Message/Communications Centers with the transmission copy in order to have the time stamp placed thereon; courier copies must then be delivered by tactical unit couriers to the addressees.

- (3) Record copies of messages, including ZIPFOs, must be taken to Message/Communications Centers with the copy being delivered for transmission, in order to be marked with transmission method.

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Recommendations
Paragraph F

Administration

2. TOP SECRET Document Procedures

- a. Base Adjutants and 5th Air Division Adjutant will be furnished a list of officers, together with signatures, cleared to pick up TOP SECRET material and a like list of officers cleared to pick up documents covered by SAC Regulation 205-15.
- b. ADVONs should include an officer with required authorization to accept documents covered by SAC Regulation 205-15.

3. Access Lists for SACR 205-15 Material

All TDY/Disk Forces in Morocco should provide to Headquarters, 5th Air Division and to appropriate Air Base Group Operations Officers as soon as possible after arrival, a list of the personnel authorized for access to information contained in the different OpsOrders covered by SAC Regulation 205-15.

4. Inter-Base Transmission Times

- a. The following schedule of delivery times is given as a guide to enable Adjutants to determine when action must be completed on items such as reports which must be submitted to meet a due date, Operations Orders which must be in the hands of organizations concerned prior to effective dates, etc.:

(1) Unclassified

All unclassified material is transmitted on the SAC inter-base courier; transmission time one day.

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Recommendations
Paragraph F

Administration

4. a. (2) Confidential and Secret

Confidential and Secret material is transmitted through APO facilities, which utilize hand couriers; transmission time three or four days.

(3) Top Secret

Top Secret material is handled by Armed Forces Courier; transmission time one to two weeks.

b. When more expeditious handling is required, special arrangements must be made.

(1) In emergencies, the co-pilot on the inter-base SAC flights can courier Confidential and Secret material.

(2) Top Secret courier officer must be sent on the inter-base SAC flight to courier Top Secret material.

5. Procedures for Securing Airlift for TDY Personnel

a. Official TDY

Official orders are required. Headquarters, 5th Air Division will be contacted to obtain required priority for TDY to COMUS. Air movement designators are not required for intra-theater travel. MATS, ALS, and Navy aircraft can be utilized.

b. Emergency Leave and Morale Leave

Personnel will comply with 5th Air Division Regulation 34-6 (which is furnished to TDY units). Personnel terminating TDY due to emergency or morale reasons will contact Headquarters, 5th Air Division to obtain air priority number.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph F

Administration

5. c. Ordinary Leave

Official leave orders are required; no priority is authorized. Flights can be made on MATs, MS, Navy, or 5 ADiv aircraft on a space available basis.

Commanders should insure that personnel are briefed that granting of space on an outbound flight does NOT insure that space will be available on return flights and that they should reserve sufficient money to cover such situations.

THE INFORMATION ON THIS PAGE IS UNCLASSIFIED.

Recommendations
Paragraph G

M A T E R I E L

1. Personnel Deployment

The Air Base Groups in Morocco have limited training and past experience has indicated that support difficulties are experienced by the Air Base Groups when rotational units do not deploy personnel in accordance with SAC Manuals 400-1. Request every effort be made to deploy maximum 400-1 support personnel, particularly in the supply (PAK and base supply types), food services, and vehicle maintenance fields.

Recommend maximum number of personnel deployed be provided with government vehicle driver licenses (DD Form 313) and that all personnel authorized to operate ground power have a current DD Form 313.

2. Material Deployment

- a. Equipment shortages at rotational bases may require deployment of specialized items. Requirements for such support will be provided to rotational units 45 days prior to deployment and to units conducting short-term exercises in the pertinent 5th Air Division Operations Order.
- b. Multilith machines are not available for "Adjutant type" reproduction. Therefore, units should bring an ample supply of required SAC and 2AF Forms.

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Recommendations
Paragraph G

Material

2. c. Athletic equipment allocated to the Air Base Groups is only enough to cover requirements of base personnel. Suggest that rotational units bring as much athletic equipment as possible with them.

3. Procedures

- a. Maintenance Officers of rotational units should become familiar with 5th Air Division Regulations in the 65, 68, and 136 series. These regulations are provided to units 45 days in advance of deployment. These regulations establish procedures and define responsibilities in regard to maintenance activities.

b. Motor Vehicle

- (1) An officer of the TDY unit must sign for vehicle equipment and be responsible to the Motor Pool for its operation.
- (2) If an assigned vehicle goes out for maintenance, it is replaced.
- (3) Strict vehicle control is maintained. TDY units will be briefed on arrival concerning unauthorized use of vehicles.

c. FOL

Personnel augmentation by tactical units is required for aircraft refueling, as follows.

(1) KC-97 Aircraft

One officer to act as refueling officer
One airman to operate refueling panel
Two ground crew members per R-6 unit to handle overwing hoses.

Recommendations
Paragraph G

Material

3. c. (2) B-47 Aircraft

One officer to act as refueling officer
One ground crew member to operate refueling panel

- d. SAC policy for the exercise and maintenance of Sea Wood equipment by rotational units is closely monitored. (Reference SAC message DM2D SUP-2-2, 9042, 28 May 56.

4. Reports

- a. Reports will be submitted as required by pertinent SAC, AF, and 5 ADLV Regulations.
- b. Particular attention is invited to requirement of SAC Regulation 400-5 for rotational unit to submit a J-2 Airlift Data Report. This report will be submitted to 5th Air Division within ten days after arrival of the unit, utilizing the SAC format. This report will definitely determine the airlift provided by MATS for redeployment; accuracy is of utmost importance.

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~~CONFIDENTIAL~~

Recommendations
Paragraph H

INTELLIGENCE

1. Dissemination of Intelligence Information

TDY units can plan on receiving the following:

- a. Approximately 20 days prior to deployment, an intelligence estimate of the situation in Morocco and North Africa will be sent. (This estimate may be used as a basis for the deployment intelligence briefing.)
 - b. Beginning ten days prior to deployment, a Daily Intelligence Summary will be sent by 5th Air Division.
 - c. Rotational units are placed on automatic distribution for current intelligence documents; research materials will be issued upon request. (Reference is made to Paragraph E, Section II, for listings of these materials.)
2. It is suggested that unit Intelligence Officers contact the 5th Air Division Director of Intelligence upon arrival in Morocco.
3. Target Intelligence
- a. 5th Air Division Regulations of the 200-series establish TIC procedures. These regulations are a part of the Task Force file of regulations provided to rotational units 45 days in advance of their TDY.
 - b. Requests for access to Target Intelligence Centers and for target material should be addressed to the Director of Intelligence, Headquarters, 5th Air Division.

~~CONFIDENTIAL~~

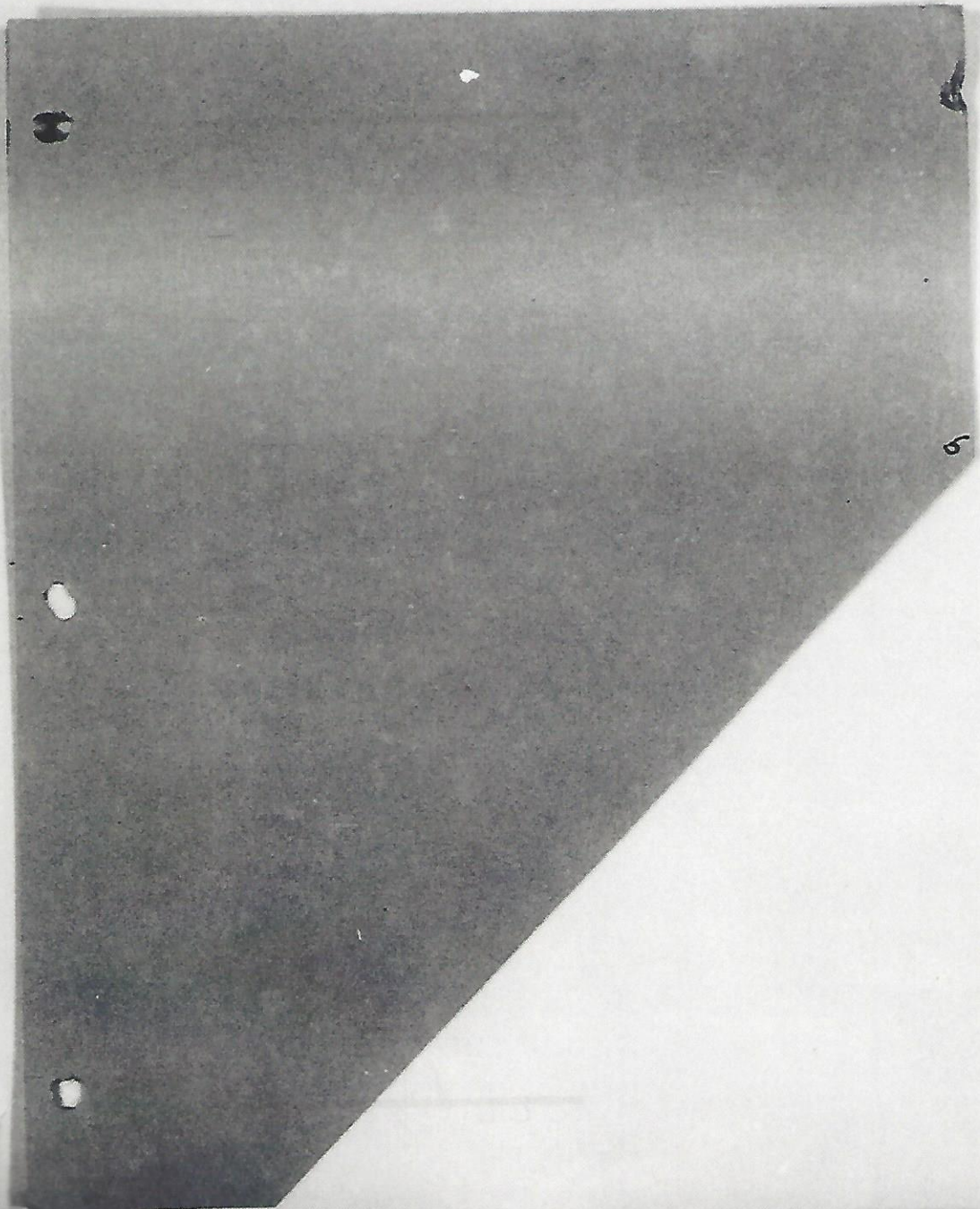
~~CONFIDENTIAL~~

Recommendations
Paragraph H

Intelligence

4. In the event it is planned that a USCM will be accomplished in connection with redeployment to the ZI, adequate stock of domestic target materials as listed in USAF Domestic Vulnerability Materials Catalogue should accompany the unit. Emphasis should be placed on "special handling" of these materials.

~~CONFIDENTIAL~~



5TH AIR DIV REGULATION)
NUMBER 55-1)

HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
19 January 1956

OPERATIONS

GCI-GCA Procedures

1. WHAT THIS REGULATION DOES. This regulation outlines the procedures to be used in accomplishing Ground Controlled Intercept (GCI) approach and Ground Controlled Approach (GCA) landing at Sidi Slimane Air Base and Nouasseur Air Base.

2. WHY THIS REGULATION IS NECESSARY. This regulation is published to inform pilots of the assistance that is available in an emergency.

3. TO WHOM THIS REGULATION APPLIES. The procedures contained in this regulation are applicable to all pilots flying aircraft under the operational control of this headquarters.

4. GENERAL. GCI assistance is available to aid aircraft in distress, however, the GCI-GCA procedure is not a part of the normal IFR traffic control procedure. Practice GCI-GCA approaches are encouraged, whenever the GCI facilities are available, to acquaint pilots with the GCI capabilities. Each pilot of 5th Air Division assigned and TDY units will accomplish at least one GCI-GCA practice approach as soon as practical after arrival in this area.

5. PROCEDURES FOR GCI-GCA APPROACH TO SIDI SLIMANE AIR BASE.

- a. Call Jesse Control on UHF 317.5 mcs or VHF 116.1 mcs and request GCI-GCA approach.
- b. After identification turn, GCI will vector aircraft to "Point Gate." "Point Gate" is defined as a position twenty (20) miles east of and in line with Runway 26 at 7,000 feet MSL for Jet aircraft and ten (10) miles east of and in line with Runway 26 at 1,200 feet MSL for conventional aircraft. (In event Runway 08 is to be used for landing, "Point Gate" will be twenty (20) miles west of Runway 08 at 7,000 feet MSL for jet aircraft and ten (10) miles west of Runway 08 at 1,200 feet MSL for conventional aircraft. GCA precision approach is for Runway 26 only. If Runway 08 is used, GCA will provide PPI approach from Point Gate).
- c. Upon arrival at "Point Gate", control of the aircraft will be turned over to GCA for final approach. In event GCA is unable to take control of the aircraft at "Point Gate", GCI will continue giving instructions and keep the pilot informed of his distance from the runway and the minimum altitude for that distance from the runway. The minimum altitude under GCI Control

Rog 55-1
5-6

is 1,200 feet MSL. Normal GCA final approach procedures and minimums are applicable after GCA assumes control of the aircraft

- d. Missed Approach Procedure. In event the approach is missed, the pilot will make a climbing turn to heading 350 degrees, altitude 3,000 feet MSL, and contact Sidi Sliane Approach Control for further instructions.

6. PROCEDURES FOR GCI-GCA APPROACH TO NOUASSEUR AIR BASE.

- a. Similar procedures to those contained in paragraph 4 above are used for GCI-GCA approach to Nouasseur Air Base. Contact Randall Control on VHF 317.5 mcs or VHF 116.1 mcs for GCI-GCA approach. The precision GCA final approach is for Runway 35 and FPI approach is used on Runway 17.

BY ORDER OF THE COMMANDER:

OFFICIAL:

EDWARD E WEIR
Major USAF
Adjutant

Mack R Harris
MACK R HARRIS
Captain, USAF
Assistant Adjutant

DISTRIBUTION: D Plus

15	3906th Air Base Group)	For Inclusion
15	3926th Air Base Group)	In Task
15	SAC Liaison Team, APO 30)	Force Directive
15	SAC Liaison Team, APO 406)	File

ANNEX I

Reg 55-1
Annex I
1-2

5TH AIR DIV REGULATION)

HEADQUARTERS 5TH AIR DIVISION

NUMBER 55-1)

APO 117, New York, New York
20 March 1956

OPERATIONS

GCI-GCA Procedures

1. WHAT THIS DIRECTIVE DOES. This directive provides information on radar assistance in the Moroccan, Libyan and Northern Italy areas.

2. TO WHOM THIS DIRECTIVE APPLIES. This directive applies to all pilots using GCI facilities.

a. Navigational Assistance. Navigational assistance is available in the Moroccan, Libyan and Northern Italy areas from in-place radar installations. Navigational assistance for practice purposes will be provided on a non-interference basis, and in the event of an actual emergency. It is requested that the pilots follow explicitly the instructions given by the ground controller. This will include such information as altitude, heading, speed, time over last known check point, etc. In Morocco and Libya, AC&W Stations can and will provide relay service to appropriate air traffic control agencies. Under no conditions will the "I am lost - find me" type request be used in practice.

b. GCI-GCA. Approved GCI-GCA is available at Sidi Slimane, Nouasseur and Wheelus. In the case of navigational assistance, this facility is provided on a non-interference basis. Ground stations do have the capability of obtaining all clearances required in this type letdown. Aviano, Italy will have an approved GCI-GCA in the very near future.

c. Weather Information. Weather information of two (2) types is available from ground stations. If unable to contact ground agencies, the AC&W systems can provide regular sequence weather information. Further, AC&W stations can and will provide the pilot with information pertaining to that weather under observation by the ground radar station along his route of flight.

d. Procedures. In order to gain the most benefit for both the pilot and the ground station, it is requested that immediately upon landing, pilots contact the appropriate ground stations and discuss personally any discrepancies noted during their flight. There is available at Sala Operations a direct line to Site 11. At Sidi Slimane, Nouasseur, Wheelus and in Northern Italy, it will be necessary to contact the appropriate radar stations by regular telephone. Pilots should bear in mind that a word of praise occasionally will go as far as continual griping, in improving the effectiveness of the AC&W systems.

e. Normal communication frequencies for radar assistance in all areas are as follows:

Reg 55-1
Annex I
2

<u>VHF</u>		<u>UHF</u>	
Primary	116.1	Primary	317.5
Secondary	135.0	Secondary	232.2
Emergency	121.5	Emergency	243.0

f. Call signs to be used in specific areas are as follows:

- (a) "WALNUT" in French Morocco, North African area.
- (b) "FARNSWORTH" in Tripoli, North African area.
- (c) "CHARLIE ONE" in Livorno, Northern Italy area.

BY ORDER OF THE COMMANDER:

OFFICIAL:

EDWARD E WEIR
Major, USAF
Adjutant

Edward E Weir
- EDWARD E WEIR
Major, USAF
Adjutant

DISTRIBUTION: D Plus
15 3906 Air Base Group) For Inclusion
15 3926 Air Base Group) in Task
15 SAC Liaison Team, APO 30) Force Directive
15 SAC Liaison Team, APO 406) File

Reg 55-2

5TH AIR DIV REGULATION)
NUMBER 55-2)

HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
25 May 1956

OPERATIONS

Requests For Altitude Reservations and Diplomatic Clearances

(This Publication supersedes 5th Air Div Regulation 60-1, 21 Jun 54
and C-1, 26 Sep 55.)

1. WHAT THIS REGULATION DOES. This regulation outlines the information required from SAC units in order for 5th Air Division to submit requests for altitude reservations in accordance with SAC Regulation 55-3 and Annex 2, Supplement D to Supplementary Flight Information Document for Europe, Africa and Middle East. This regulation also outlines information required for submission of requests for Diplomatic Clearances in accordance with USAF Foreign Clearance Guide.

2. TO WHOM THIS REGULATION APPLIES. This regulation applies to all units submitting requests for altitude reservations and diplomatic clearances to 5th Air Division.

3. WHO IS RESPONSIBLE. 5th Air Division will be responsible for processing and forwarding to appropriate agencies all requests for altitude reservations and diplomatic clearances received from SAC units within 5th Air Division area of responsibility. Units originating requests will be responsible for preparation as outlined in this regulation.

4. ALTITUDE RESERVATION REQUESTS.

a. Requests will be submitted a minimum of 10 days in advance of altitude requirements for the route to be flown. The request will contain:

- (1) Mission unclassified nickname.
- (2) Inclusive dates of mission.
- (3) Take off time of first aircraft.
- (4) Cell formation (number of aircraft each cell) and total number of aircraft scheduled to fly in the mission.
- (5) Interval of take off by individual aircraft and/or cell.
- (6) All turning points.
- (7) Time to each turning point in terms of "take off plus."
- (8) Altitudes to be reserved for each leg.
- (9) Remarks for turning points when applicable.

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- (10) Air refueling to be performed.
- (11) Type of flight plans to be filed, individual or call and if IFR or VFR.
- (12) Which aircraft to be responsible for ICAO position reporting; that is, call leader, first and last aircraft in stream or individual.
- (13) Mission category number.

b. Requests will be submitted in the order listed above.

c. Requests will not contain classified information.

5. DIPLOMATIC CLEARANCE REQUESTS.

a. Requests will be submitted the minimum number of days or hours in advance as indicated on Attachment Number 1. Requests will include the following information:

- (1) Mission unclassified nickname when applicable.
- (2) Dates of flight.
- (3) Aircraft commander's name and rank.
- (4) Aircraft tail number and tactical call.
- (5) Time of departure from home station, TDY station or enroute stop.
- (6) ETA destination.
- (7) Time and coordinates of crossings of all international boundaries, except when flying over Tunisia and Algeria. The coordinates of crossing the Tunis and Algiers FIR boundaries will be used.
- (8) For clearances of mass movements, indicate individual and/or call timing and total number of aircraft in the flight.
- (9) Turning points and times (especially within international boundaries).
- (10) Crew and passenger lists for those countries indicated on Attachment Number 1.

b. Requests will not contain classified information.

c. The times indicated on Attachment Number 1 are the minimums acceptable and do not include Sundays and holidays. Requests submitted

short of acceptable minimum time will not be processed unless specifically authorized by The Commander or The Director of Operations, 5th Air Division.

6. COMBINED ALTITUDE AND DIPLOMATIC REQUESTS.

a. If all information is available at time of request for either altitude reservation or diplomatic clearance and if both are required, the requests may be combined. This combination should be indicated and the information integrated so that it follows essentially the same sequence as indicated in paragraphs 4a and 5a above.

7. APPROVAL FOR LANDING OUTSIDE OF MOROCCO.

a. Flight of tactical or refueling aircraft with intended landing outside of Morocco must be approved by this Headquarters one week in advance.

b. Except for flights directed by operations orders or 5th Air Division directives, all requests for landings outside of Morocco will include a statement quoting authority for the flight.

8. RECORDS DISPOSITION INSTRUCTIONS.

a. Records created by paragraph 4a and 5a above will be disposed of in accordance with paragraph 479b, AFM 181-5, 1 August 1954, as amended.

BY ORDER OF THE COMMANDER:

OFFICIAL:

EDWARD E WEIR
Major, USAF
Adjutant

Edward E Weir
EDWARD E WEIR
Major, USAF
Adjutant

1 Attachment
Advance Notice Confirmation

DISTRIBUTION: D, X

15	3906th Air Base Group)	
15	3926th Air Base Group)	For Inclusion
15	SAC Liaison Team, APO 406)	In Task Force
2	7272 Wheelus)	Directive File
2	17th Air Force)	
1	on Task Force Directive File		
65	DOF, 5th Air Div-For Inclusion in Wing Comdr's Guide		

ADVANCE NOTICE CONFIRMATION

<u>Country</u>	<u>Landing</u>	<u>Overfly</u>	<u>Requirement</u>
* Algeria	72 hours	72 hours	No
Bahrain Island	No clearance required		
Belgium	No clearance required		
Canary Islands	24 hours	24 hours	No
Corsica	14 days	14 days	Yes for landing
**Cyprus	48 hours	48 hours	Yes for landing
Denmark	24 hours	24 hours	No
Egypt	96 hours	96 hours	No
France	No clearance required		
Germany	No clearance required		
Gibraltar	24 hours	None	No
Greece	72 hours	72 hours	No
Iran	7 days	5 days	No
Iraq	72 hours	72 hours	Yes (4 or more seats)
Ireland	72 hours	72 hours	Yes
Israel	72 hours	72 hours	Yes
Italy and Possessions	No clearance required		
Jordan (TransJordan)	96 hours	96 hours	Yes
Lebanon	7 days	7 days	No
Libya	No clearance required		
Malta	No clearance required		
Morocco	No clearance required		
Morocco (Spanish)	7 days	48 hours	No
Portugal	48 hours	48 hours	Yes for landing
Rio De Oro	7 days	48 hours	No
Saudi Arabia	24 hours	24 hours	No
Spain	48 hours	24 hours	No
Switzerland	60 hours	60 hours	Yes
Syria	72 hours	72 hours	Yes
#Tangier	No clearance required		
*Tunisia	72 hours	72 hours	No
United Kingdom	No clearance required		

* Coordinates will be for Algeria and Tunisia FIR except when crossing coast. Actual coordinates of crossing coast will be used.

** For Flights exceeding 3 aircraft.

No armed or combat type aircraft permitted.

NOTE: Times stated reflect minimum advance requirement

Reg 55-11

5TH AIR DIV REGULATION)
NUMBER 55-11)

HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
18 January 1957

OPERATIONS

Emergency Measures to Control B-36 Type Aircraft Whose Destination is Nouasseur Air Base

1. WHAT THIS REGULATION DOES: This regulation sets forth the procedures to be followed by the pilots of B-36 aircraft and GCI directors of the 736th AC&W Squadron (Walnut One) in controlling these aircraft in GCI/GCA letdowns to Nouasseur Air Base.
2. TO WHOM THIS REGULATION APPLIES: This regulation applies to all GCI directors assigned or attached to 736th AC&W Squadron and all B-36 pilots who perform the GCI/GCA letdown at Nouasseur Air Base.
3. RESPONSIBILITY: It is the responsibility of the commanders of units using these procedures to insure that all directors and pilots are thoroughly familiar with the contents of this regulation.
4. DEFINITIONS:
 - a. GCI/GCA is a letdown in which GCI (Ground Controlled Intercept) radar directs an aircraft to a position at which GCA (Ground Controlled Approach) can complete a letdown to a base.
 - b. "Gate" is a position (with no navigational aid) 15 miles south of the approach end of Runway 35 at Nouasseur Air Base.
5. PROCEDURES:
 - a. The pilot of a B-36 aircraft desiring a GCI/GCA approach to Nouasseur will call Walnut One approximately 150 miles from Nouasseur on UHF 317.5 mc or VHF 116.1 mc primary, or UHF 243.8 mc secondary. He will state, "This is (call sign), inbound to Nouasseur, position (coordinates), altitude _____, ETA Nouasseur _____, request GCI/GCA letdown at Nouasseur". After "Walnut One" accepts control of the aircraft, the pilot will comply with the instructions of Walnut One.
 - b. Walnut One will:
 - (1) Establish positive radar contact with the aircraft and

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after accepting positive radar control, will notify Casablanca ATC, Nouasseur Tower and Nouasseur gcn.

(2) Obtain an expected approach time from Nouasseur Tower and relay this time to the pilot.

(3) Establish a 10 minute separation between B-36 aircraft prior to their passing "Gate".

(4) Descend the aircraft at 500 feet per minute and 150 knots indicated airspeed from the cruising altitude to "Gate". The aircraft will be positioned over "Gate" at 2000 feet on a heading of 350 degrees magnetic.

(5) Instruct the pilot to perform his final cockpit check (except for wing flaps) just prior to his passing "Gate" position. The director will give instructions to "set flaps" after passing "Gate" position but prior to releasing the aircraft to GCA.

(6) Release the aircraft to GCA control on the frequency desired by GCA when the aircraft is over the Nouasseur VOR (10 miles south of the runway). GCA will normally be contacted on the same frequency used by GCI in the GCI portion of the letdown. If traffic is heavy, GCA will use Channel 17, 259.4 mc primary, or Channel 18, 355.8 mc, secondary, or VHF 116.1, secondary.

(7) Standby to resume control of the aircraft if a missed approach is made. The pilot will contact Walnut One on UHF 317.5 mc primary, 243.8 mc secondary, and VHF 116.1 mc after he starts a standard missed approach procedure.

c. The above procedures will be utilized regardless of the active runway, 170 degrees or 350 degrees.

6. GENERAL:

a. This regulation has been approved and coordinated with the 736th AC&W Squadron, and Commander, 316th Air Division (Defense).

b. Any changes to this regulation must be approved by Commander, 5th Air Division, and Commander, 316th Air Division (Defense).

5ADIV REGULATION)
NUMBER 340-1)

5ADIV REG 340-1
HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
4 Jan 1955

AERIAL BOMBING

KSAR-ES-SOUK BOMBING RANGE

1. PURPOSE: The purpose of this regulation is to provide information, description, and procedure governing the use of Ksar-es-Souk Bombing Range.
2. TARGET: $31^{\circ} 57'N$, $04^{\circ} 13'W$, altitude 3640 feet. 10 NMs east of town, true bearing 080° (do not plot from Ksar-es-Souk airfield which is incorrectly displayed on WAC 2 NM north of actual position).
3. RANGE AREA: Circle 5NMs in diameter centered on target.
4. SCORING MARKERS: First marker is white circle 200 feet in radius centered on the target. White 26 foot square markers every 200 feet out to 1,000 feet. Target display is orientated NSEW.
5. SCORING: Bomb spotting photo from bombing aircraft.
6. PERIODS OF BOMBING: Seven (7) days per week during daylight hours.
7. GENERAL:
 - a. Bombs up to 500 pounds (General Purpose) may be dropped on this target.
 - b. Target is not restricted to altitude and may be bombed from ground to unlimited.
 - c. There is a cluster of radar reflectors (pyramid type) on the 1,000 foot marker South of the target. (This cluster does not give a persistent return).
 - d. This range will be bombed under visual conditions only.
8. SCHEDULING:
 - a. All units will schedule use of this range directly through the Chief of Training Division, (DOT), Operations Directorate, 5th Air Division.
 - b. Range time will be allocated by block from the Chief of Training Division, (DOT), Operations Directorate, 5th Air Division, to common aircraft, i.e., bomber, fighter-bomber, or aircraft capable of communicating with each other, reference paragraph 10.
 - c. Units based on TDY in French Morocco may schedule use of this range via telephone.

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d. All other units will schedule via message with the following information:

- (1) Number of aircraft.
- (2) Type of aircraft.
- (3) Altitude.
- (4) Required time on the range.

e. SAC units will have priority in scheduling on this range.

9. RANGE CLEARING PROCEDURE:

a. It is mandatory that each aircraft commander or flight leader check the range status for the day as follows:

- (1) Approach Ksar-as-Souk airfield on a true course of 066° to make a visual check of range status. (This check may be performed on initial bomb run).
- (2) Range status will be indicated on Ksar-as-Souk airfield by visual marker 75 feet N of the hangars. This indicator is a circle of black with a white indicator.
- (3) Status of range will be indicated as follows:
 - (a) If range is open, white panels will form an arrow pointing toward the range.
 - (b) If range is closed, white panels will form a cross.

10. COMMUNICATIONS:

a. All SAC aircraft utilizing Ksar-as-Souk will be channelized on 311.0 MCS.

b. All other aircraft will be channelized on a unit common frequency (Ref par 8b).

c. Due to the remote location of this range, there is no ground control and the following voice procedure will be used:

- (1) Upon approaching IP or pre IP, the aircraft commander, to alert other aircraft, will transmit in the blind. (Call sign to be determined by the unit).
 - (a) "This is _____. I am approaching IP or pre IP and will bomb in _____ minutes".

5 ADIV REG 340-1 (incorporating Change I, 10 May 55)

(2) After bomb spotting has been performed, aircraft commander will again transmit in the blind.

(3) "This is _____. I have completed my bomb run and will make a turn to the right."

d. Communications between aircraft is authorized in this area. Aircraft checking range status (Ref para 9) may pass this information to other aircraft.

11. INITIAL POINTS:

a. Pre IP - Boulmaine (Boumaine) 31° 22' N - 05° 59' W

b. IP - Goulmain 31° 42' N - 04° 57' W

12. BOMBING PATTERN: Right hand race track.

13. TARGET MATERIAL: Target folders may be obtained from Target Intelligence Center, Sidi Slimane Air Base, APO 117.

14. EMERGENCY PROCEDURES:

a. In event bombs must be dropped in other than the normal manner, the following procedures will be followed:

(1) If no emergency exists, the aircraft concerned will proceed to sea for a distance of at least 50 NM and release bombs after visually, and/or by radar, clearing the area of all surface craft.

(2) In case of emergency, bombs may be dropped in salvo area south of the bombing range defined by the following points of a triangle:

30° 08' N	04° 08' W
30° 13' N	04° 24' W
30° 42' N	04° 08' W

b. In event of off-range releases over land areas, including emergency releases in the salvo area, the aircraft commander will immediately notify the Control Tower, Sidi Slimane to notify the Chief of Training Division (DOT), Operations Directorate, 5th Air Division. Submit a report of number and type of bombs dropped, location of impact, estimated damage and if possible, a picture of damage will be taken. The Commander, 5th Air Division will forward to the Commander, 17th Air Force, a report of each instance, giving all circumstances and including pictures, if available, of damage caused.

BY ORDER OF THE COMMANDER:

5ADIV REG 340-2

5 ADIV REGULATION NO. 340-2
Incorporating
Change 1 - 2 May 55
Change 2 - 14 May 56

HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
6 Jan 1955

AERIAL BOMBING

Marrakech RBS Bomb Plot

1. PURPOSE: The purpose of this regulation is to provide information concerning use of the Radar Bomb Scoring facility at Marrakech, Morocco (31° 36' 36" N, 06° 01' 21" W, altitude 1537 feet above sea level).
2. SCOPE: This regulation is applicable to all aircrews or units using this range.
3. RESPONSIBILITY: Unit Commanders will insure that flight crews comply with the provisions of this regulation.
4. REFERENCES: SAC Regulation 50-4
5. COMMUNICATIONS: Normal contact with Marrakech Bomb Plot will be VHF or UHF. Bomb Plot guard's primary frequency of 138.42 mc. Upon request, 133.56 mc and 141.84 mc are available. The secondary frequency is 4052 kc. UHF Primary 266.2, Secondary 284.5.
6. TARGET MATERIAL: Target materials for Marrakech RBS are available from the Target Development Branch, Intelligence Directorate, Headquarters 5th Air Division.
7. SCHEDULING:
 - a. Units will request RBS time through Training Division, Directorate of Operations, 5th Air Division, telephone Sidi Slimane 4279. Units located outside Morocco will request RBS time by message to Commander, 5th Air Division, Sidi Slimane, Morocco, ATTN: DOT.
 - b. The RBS site monitors radio frequency 138.42 from 0800-1700, Monday through Friday. Scoring facilities are available during the periods published on the monthly schedule by Training Division, Directorate of Operations, 5th Air Division. If additional time is desired after 1700 hrs, the above agency will schedule up to 2000 hrs. Non-scheduled times reflected on the published monthly schedule are normally used to perform preventive maintenance on RBS equipment, but are available if such requests are made 24 hours in advance of desired periods. Saturday and Sunday schedule required due to unusual circumstances will be requested at least 24 hours in advance.

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7. c. When scheduled RES time cannot be utilized due to aircraft aborts, weather, or other reasons, the RES site will be notified by one of the following means:

- (1) Radio contact from another aircraft to RES site.
- (2) Through 5th ADiv Control Room by telephone (Sidi Slimane 3145) or ZIPPO message.

8. AIRCRAFT RANGE PROCEDURES:

- a. Flight Rules: Minimum altitude above sea level flying IFR conditions will be 16,000 feet.
- b. The minimum altitude flying VFR will be 8,000 feet above sea level.

9. GROUND SCORING RECORDS AND FORMS: See SAC Regulation 50-4.

10. JAMMING: Jamming runs may be performed after prior coordination with Commander, Det 2, 12th RES Squadron, Marrakech, Morocco.

11. SAFETY PRECAUTION: Bombs will not be carried during attacks on the Marrakech RES Site.

BY ORDER OF THE COMMANDER:

5ADIV REG 340-3

5ADIV REGULATION)

NUMBER 340-3)

HEADQUARTERS 5TH AIR DIVISION
APO 117, New York, New York
6 Jan 1955

AIRIAL BOMBING

Salvage Island Bombing Range

1. PURPOSE: The purpose of this regulation is to provide information, description and procedure governing the use of Salvage Island Bombing Range.
2. TARGET: $30^{\circ} 03' 23''$ N, $16^{\circ} 02' 28''$ W: The northernmost small island within the border framed by $30^{\circ} 00' N 16^{\circ} 00' W - 30^{\circ} 00' N 16^{\circ} 05' W$ $30^{\circ} 05' N 16^{\circ} 05' W - 30^{\circ} 05' N 16^{\circ} 00' W$. The target (ILIEUS DONORTE) is unmarked. Size approximately 600' X 600'. Altitude 30 feet.
3. RANGE AREA: Circle 10NM in diameter centered on target.
4. SCORING MARKERS: Target has no scoring markers.
5. SCORING: Bomb spotting photo from bombing aircraft.
6. PERIODS OF BOMBING: Seven days per week during daylight hours. (Range is closed May, June, July, August, September and October). (Range is available for schedule January, February, March, April, November and December).
7. GENERAL:
 - a. This target is unrestricted as to size or type of bomb dropped.
 - b. In the quadrant between W and N (270° to 360°) from the target the gradient of the sea floor is as follows:

1000 ft from target	33 ft deep
2000 ft from target	50 ft deep
3000 ft from target	80 ft deep
4000 ft from target	100 ft deep
1 NM from target	230 ft deep
$1\frac{1}{2}$ NM from target	1000 ft deep
2 NM from target	3500 ft deep
3 NM from target	5700 ft deep
 - c. Target may be bombed by radar under visual surveillance.
8. SCHEDULING:
 - a. All units will schedule use of this range through the Director of Operations, 5th Air Division.

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b. Range time will be allocated by block to common aircraft i.e., bomber, fighter bomber, or aircraft capable of communicating with each other.

c. Priority for use of this range will be given to SAC units.

d. All other units will schedule via TWY with the following information:

- (1) Number of aircraft
- (2) Type of aircraft
- (3) Altitude
- (4) Required date and time on the range.

9. COMMUNICATIONS:

a. All aircraft utilizing Salvage Island will be channelized on 311.00 mcs if possible. In cases where 311.00 mcs cannot be used, a common frequency will be used which will permit communication between aircraft, if more than one aircraft is using the range at one time.

b. Due to the remote location of this range, there is no ground control and the following voice procedure will be used:

(1) Upon approaching IP or pre IP, aircraft commander to alert other aircraft will transmit in the blind.
(Call sign to be determined by the unit).

(a) "This is _____. I am approaching IP and will bomb in _____ minutes."

(2) After bomb spotting has been performed, aircraft commander will make a turn to the right."

c. Communications between aircraft is authorized in this area.

10. IP COORDINATES: 30° 30' N 15° 00W.

11. BOMBING PATTERN: Right hand race track.

12. TARGET MATERIAL: Target folders may be obtained from Target Development Branch, Intelligence Directorate, Headquarters, 5th Air Division.

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13. RESTRICTIONS: This target will be bombed under visual conditions only. Visual reference to the island at 30° 09' N 15° 42' W must be made on inbound run and visual reference to the surface must exist from this point to the target. This island will not be bombed under any condition.

BY ORDER OF THE COMMANDER:

OFFICIAL:

L E LYLE
Colonel, USAF
Chief of Staff

Charles H. Barkley
CHARLES H BARKLEY
Captain, USAF
Adj

DISTRIBUTION: X
17AF 2 cys
7AD 2 cys
Each SAC TDY Unit 4 cys