

**RESTRICTED**

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**SPECIAL INSTRUCTIONS  
FOR AIRCRAFT  
INCLUDING REPORTS**

**Appendix VI  
to Communication Instructions**

**1944**

**NAVY DEPARTMENT  
Office of Chief of Naval Operations**

**APP. VI  
AIRCRAFT**

(3)

COMMUNICATION INSTRUCTIONS

1. The communication shall be in the form of a letter or memorandum.

2. The communication shall be addressed to the appropriate official or official position.

3. The communication shall be dated and signed by the official or official position.

4. The communication shall be typed and double-spaced.

5. The communication shall be on one side of the paper.

6. The communication shall be on standard letter size paper.

7.

8. The communication shall be on standard letter size paper.

9. The communication shall be on one side of the paper.

10.

11. The communication shall be in the form of a letter or memorandum.

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COMMUNICATION INSTRUCTIONS

## APPENDIX VI

### Section A.--SPECIAL INSTRUCTIONS FOR AIRCRAFT COMMUNICATIONS

#### 100. GENERAL

101. Nothing in these instructions shall be construed as altering in any way the basic policy for operating naval aircraft or the necessary authorization for flights as established by the Secretary of the Navy.

102. Unless specifically excepted herein, all aircraft communications will follow in general the principles and forms of communication by surface craft as prescribed in the *Communication Instructions, U. S. Navy, 1944*.

#### 110. COMMUNICATIONS WITH AIRCRAFT NOT IN AIR

111. The ship, base, or other station is responsible for handling communications to and from aircraft which are at that ship, base, or other station. If communication personnel or material is not adequate for maintaining necessary communications, the commanding officer of the ship, base, or other station shall make such arrangements therefor as may be necessary and practicable. If necessary, the matter should be referred to the senior officer present.

#### 120. COMMUNICATIONS WHILE IN AIR

121. *Local Flights.* A local flight is one in which an aircraft returns to its base, ship, or station on the same day the flight was started. Its limits will be defined by the officer authorized to grant extended flights, who will take into consideration the special local conditions; viz. type of plane, terrain, rescue and salvage considerations, etc.

122. No arrival or departure reports are required on *local* aircraft flights unless the aircraft intends to land at a naval ship or shore activity or Army or Civil Aeronautics field, before returning to the home base, in which case the same procedure as outlined for other than local flights shall be followed. If, however, a local flight is being conducted by radio-equipped planes or units which can maintain radio communication with their base, ship, or station, in lieu of the reports required above, such planes or units, upon taking the air, shall normally establish communication on a prearranged frequency with their own ship or base radio. Reports from aircraft during local flights, and tower control established communication as directed by local authorities.

123. Aircraft equipped with radio shall carry the proper communication publications or instructions essential for the duty being performed.

124. Normally, when planes are on local flights, communications between a plane and its base station will be in abbreviated procedure or in the authorized voice procedure. These procedures are contained in Chapter 6, *Communication Instructions, U. S. Navy, 1944*.

#### 130. OTHER THAN LOCAL FLIGHTS

131. Prior to an extended or protracted flight not over civil airways, aircraft not equipped to communicate on the frequencies normally guarded by the stations with which they wish to communicate shall, if necessary, notify such stations and the commandant of the district concerned, designating the frequency they desire guarded. Whenever practicable, this frequency should be a naval calling and working frequency assigned for use between ship and naval air stations, or a common aircraft frequency.

132. Normally when planes are on other than local flights, communications between planes and ground stations will be conducted in normal procedure.

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### 140. PLANES IN COMPANY FLIGHTS

141. During organized flights of aircraft units the communication organization should provide for interplane, interunit, and ground-unit or surface-unit circuits. Normally, frequencies are provided in the fleet frequency plans to accomplish the necessary liaison.

### 150. FERRY FLIGHTS WITHIN THE UNITED STATES

151. In the movements of aircraft between the east and west coasts, naval or Coast Guard air stations of original departure or ultimate destination on the east coast are controlling air stations for aircraft en route to or departing from such stations while such aircraft are east of the Mississippi River. Similarly, naval or Coast Guard air stations on the west coast are controlling air stations for these aircraft west of the Mississippi River.

152. East of the Mississippi River "remaining overnight" ROVNITE reports shall be addressed to the controlling air station on the east coast. Similarly, west of the Mississippi River pertinent reports shall be addressed to the west coast controlling naval air station.

153. In setting the Mississippi River as a dividing line, it should be understood that the responsibility of the controlling air station east or west continues until such time as the airplane is reported as having landed in the other station's territory. For example: An airplane en route Naval Air Station, Anacostia, to Naval Air Station, San Diego, departs Atlanta for Shreveport. The controlling air station is Anacostia until the airplane actually arrives at Shreveport or lands west of the Mississippi River. However, if the airplane has a forced landing at Monroe, La., the Naval Air Station, San Diego, immediately becomes the controlling air station and is responsible for taking proper action upon receipt of information.

154. All movement reports sent via teletype over CAA circuits will include the type designation and Navy serial number of the airplane. This is necessary in order for traffic control personnel to know the general characteristics of the airplane and its civil airways radio call. Without this information control personnel cannot fit the airplane properly into the traffic pattern. As the civil airways radio call of all naval aircraft is NAVY followed by the bureau number of the airplane, the word "serial" in aircraft movement reports will be replaced by the word NAVY. This will thus give cognizant airways personnel the radio call of all Navy airplanes flying the civil airways. Unless the modification number of the airplane is essential for revealing pertinent information, it will be omitted. Thus the "dash one" of a SB2U-1 need not be included in the movement report.

155. The initial departure report shall include the type and bureau number of the airplane, the rank or rating and surname of pilot, the rank or rating and surname of passenger(s) (if military conditions permit), first stop, and disposition of airplane. The final report need not include the "disposition" of the airplane, for it may be assumed that the disposition is known to all interested naval activities as a result of the initial departure report.

156. When ferry flights are made over established airways within the continental limits of the United States, it will not be necessary for pilots to notify U. S. Navy controlling air stations for each point-to-point movement en route, except overnight stops; provided the pilot files a flight plan at each point of take-off. Civil Aeronautics Administration will guard the flights and notify the nearest Navy or Army air station in case of accident or failure to arrive at destination, provided a flight plan along the airways is filed. The pilot shall clearly write on the face of each flight plan the U. S. Navy controlling station in order that Civil Aeronautics personnel may know whom to notify in case of accident. The pilot shall always notify the appropriate controlling air station of overnight stops.

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**Section B. SPECIAL AIRCRAFT DISPATCH REPORTS**

**200. CLASSES**

**201.** Special aircraft dispatch reports are classed as follows:

- |                              |                                       |
|------------------------------|---------------------------------------|
| <i>a.</i> Departure reports. | <i>e.</i> Prospective flight notices. |
| <i>b.</i> Arrival reports.   | <i>f.</i> Accident reports.           |
| <i>c.</i> Position reports.  | <i>g.</i> Weather reports.            |
| <i>d.</i> Movement reports.  |                                       |

**202.** When available and when Army, Navy, Coast Guard, or Civil Aeronautics Administration communication facilities will not directly reach addressees involved, the special aircraft dispatch reports listed above should be sent to the nearest naval communication office which such facilities can reach directly, with request to notify the addressees involved. In case such an office cannot be reached directly with available communication facilities, the dispatch should be filed to such office by commercial telegram (Government Navy collect).

**203.** Commanders of aircraft and aircraft units are required to be familiar with the details of each class of report. Aircraft wings, groups, squadrons, or individual planes shall be reported by their official titles excepting such units as are not involved in the movement.

**210. FILING REPORTS**

**211.** Special aircraft dispatch reports may be sent via the following communication service:

- a.* Navy.
- b.* Coast Guard.
- c.* Army. (It should be noted that 24-hour service is not maintained on some Army circuits. A pilot should check to insure that the circuit is manned before filing his report.)
- d.* Civil Aeronautics Administration teletype.
- e.* Commercial.

**212.** To avoid duplication, and if expected delays are not excessive, pilots should file departure and arrival reports only on the airways teletype when flying along established airways. The prescribed form for messages to be transmitted over airways teletype appears in *Civil Aeronautics Manual of Operations*, Chapter B, Part 1.

**220. PRECEDENCE**

**221.** Normally, special aircraft dispatch reports shall be sent *priority* to all action addressees. Reports to information addressees, in most cases, need not be sent priority.

**230. CLASSIFICATION OF REPORTS**

**231.** Departure and arrival reports will normally be unclassified unless the flight falls within the category of paragraph *a*, *b*, *c*, or *d* below, in which case the officer controlling the flight may direct encrypted reports if by encryption any advantage for the safety of the flight or the destruction of the enemy can thus be realized:

- a.* Flights which will traverse areas of known or suspected enemy air, surface, or submarine concentration.
- b.* Flights, the knowledge of which would provide the enemy with information concerning changes in tactical concentrations not previously known to him.
- c.* Flights carrying passengers of unusually high rank.
- d.* Flights of an operational nature.

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232. Prospective Flight Notices, aircraft movement reports (i. e.: when necessary to inform higher authority of departure or completion of a movement), or any other dispatch not falling strictly within the category of departure and arrival reports will be classified according to their individual texts and *not* in accordance with instructions for the classification of arrival and departure reports.

#### 240. RESPONSIBILITY

241. Responsibility for filing departure and arrival reports rests solely with the pilot commanding the flight, except when the point of departure or arrival is a ship or station under naval jurisdiction, in which case the responsibility rests with the commanding officer of the ship or station. In this latter event, it is the responsibility of the pilot commanding a flight to insure that the commanding officer of such ship or station is properly notified as to his proposed movement.

242. All aircraft equipped with radio shall make position reports as required by the officer authorizing the flight. Date-time group (GCT) shall serve as the time of the report, unless other time is included in the text, in which case it shall be expressed in the form prescribed by article 2039, *Communication Instructions, U. S. Navy, 1944*.

Accident reports (see art. 300 of this Appendix).

Weather reports (see art. 310 of this Appendix).

#### 250. FORMS OF REPORTS

251. Since other government agency communication systems are not obliged to carry aviation messages in naval form, the naval pilot in charge of a flight should ascertain the form in which it will be transmitted, and, if necessary, so draft his proposed message that all necessary information will be clearly shown therein and all required addressees notified.

#### 260. FLIGHTS TO OR FROM SURFACE VESSELS

261. All plain language radio transmissions must be carefully scrutinized for information which would reveal the location or identity of ships.

262. If the movement is known sufficiently far in advance, the departure report shall be encrypted. When time does not permit encryption, departure reports may be transmitted in plain language, *provided that no mention is made in the text* of the serial number of the plane, the rank, rate or surname of the pilot (and identity of passengers), the point of departure or the point of arrival. If the action addressee is not the point of landing, the landing point then shall be specified in the text, *provided that no call signs are compromised and that the point of landing is ashore*.

263. Plain language departure reports should normally contain only the following information:

a. Number of planes.

b. Abbreviated type designation of aircraft.

c. Estimated time of arrival, speed and altitude.

d. The phrase ADCON may be included to mean, "Advise all concerned."

e. The date-time group may serve as the time of departure.

f. Information concerning routes may be included when directed by competent authority.

264. The call sign of the originator will serve as the point of departure. The call sign of the action addressee will serve as the point of immediate destination, unless special circumstances require another shore-based activity to take action on the report.

(a) It will be the responsibility of the action addressee to notify other interested commands as local conditions require. Information addressees may not normally be employed.



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265. Arrival reports (when made) shall contain only the following:

- a. "Your —— (referring to the date-time group of the departure report) arrived."
- b. The call sign of the originator will serve as the point of arrival.
- c. The date-time group will serve as the time of arrival.
- d. When reference is made to an encrypted departure report, the arrival report must also be encrypted.

266. When radio silence is imposed on parent ship the departure report will be forwarded by one aircraft after launching and when at a distance that will not endanger parent ship.

270. DEPARTURE REPORTS

271. *When made.*—When an aircraft makes other than a local flight, a departure report shall be made unless war conditions or operation orders require otherwise. Local flight is defined in article 121 of this appendix. Departure reports on certain local flights may be required as indicated in article 122 of this appendix.

272. *Addresses.*—When the flight is to be made wholly within the continental limits of the United States, or when its terminal points are within the United States:

- a. Initial departure reports shall normally be addressed.

FOR ACTION:

To ultimate destination.

To the first intermediate stop.

FOR INFORMATION:

To any surface guard ships, tenders, or other naval activities actually assisting in the flight.

- b. Intermediate departure reports shall normally be addressed:

FOR ACTION:

To the next stop.

FOR INFORMATION:

To any surface guard ships, tenders, or other naval activities actually assisting in that phase of the flight.

273. When the flight is to include departures from or stops at points beyond the continental limits of the United States.

- a. Initial departure reports shall normally be addressed:

FOR ACTION:

To ultimate destination.

To the first intermediate stop.

FOR INFORMATION:

To any surface guard ships, tenders, or other naval activities assisting in the flight.

To the Chief of Naval Operations, *only if prescribed by the order covering the operations.*

- b. For continental ferry flights see article 150 of this appendix.

274. *Contents.*—Normally, a departure report contains the following items of information, in the order given.

- a. Number of planes.

b. Abbreviated type designation of aircraft and Bureau number of Senior Pilots plane, if any. The model or serial number of new planes may be used if necessary.

c. Abbreviated rank or rate and surname of the pilot commanding the flight. Initials need be used only when their omission might lead to ambiguity.

d. If military conditions permit, the names and titles of officers of flag rank or public officials of importance embarked as passengers may be included in the departure report following the name of the senior pilot.

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*e.* Point of departure, and point of destination separated by the word "for." The exact point of destination will be given. In this respect, it may be necessary to include the name of the landing field. For example: MINESFIELD LOSANGELES. When the point of departure or destination of a flight is a tender or parent vessel at a given port, it is normally preferable to use the name of the port rather than that of the tender.

*f.* Time of departure. The date-time group (GCT) in messages sent over naval systems may serve as the time of departure. When transmission will be via any other system, the time in texts shall be in the form illustrated in article 400 of this appendix. When necessary to file the report prior to actual take-off, the prescribed zone-time of departure in the text may be preceded by the word "about."

*g.* Other information may be included provided it concerns only the safety or convenience of the flight.

**280. ARRIVAL REPORTS**

**281. When made.**—When an aircraft or unit completes a flight or any leg thereof on which a departure report was made, an arrival report shall be made.

**282. Addressees.**—Final arrival reports normally shall be addressed:

FOR ACTION:

To initial point of departure.

To point of last departure.

FOR INFORMATION:

To any surface guard ship, tenders, or other naval activity provided initial departure reports were addressed to them.

**283. Intermediate arrival reports normally shall be addressed:**

FOR ACTION:

To point of last departure.

FOR INFORMATION:

To any surface guard ships, tenders, or other naval activities actually assisting in that phase of the flight.

To the controlling naval activity, if an overnight stop is intended.

**284. Contents.**—An arrival report normally contains the following items in the order given.

*a.* Number of planes.

*b.* Abbreviated type designation of aircraft and squadron, if any. Model or serial numbers of planes may be used if necessary.

*c.* Abbreviated rank or rate and surname of senior pilot. Passengers need not be mentioned in arrival reports.

*d.* When arriving at other than a naval or Coast Guard ship or station the word ARRIVED, followed by the name of the place. For example: ARRIVED MUNICIPAL AIRPORT CLEVELAND. When the point of arrival is a naval or Coast Guard ship or station the word ARRIVED is sufficient. Arrival reports originated by unit commanders, however, must state the point of arrival.

*e.* Time of arrival. The date-time group (GCT) in messages sent over naval systems may serve as the time of arrival. When transmission will be via any other system the time in texts shall be expressed in the form illustrated in article 410 of this appendix.

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**285. AIRCRAFT MOVEMENT REPORTS**

**286. a. Aircraft Movement Reports.**—Movement reports consist of those dispatches sent by a unit when necessary to inform other authorities of aircraft movements. Movement reports must not be confused or combined with arrival and departure reports. Movement reports will be sent only when necessary or as directed by higher authority. Normally addressees will be limited to that authority actually ordering the movement and, if such be the case, to the authority to whom reporting. Only when unable to carry out a directive according to schedule will it be necessary to inform all those addressees included in the directive; otherwise they will assume that orders are being properly carried out.

**b.** Movement reports will carry precedence and classification according to the requirements of each report.

**288. PROSPECTIVE FLIGHT NOTICES**

**289. a.** Prospective flight notices shall be sent only when necessary to make prior arrangements for the safety of the flight, special services required, or to inform guarding activities of frequency plan and/or aircraft calls. Normally they will be originated by the activity concerned addressed to the air stations concerned.

**b.** Prospective flight reports will carry precedence and classification according to the requirements of each report.

**290. POSITION REPORTS**

**291. General.**—All aircraft equipped with radio shall make position reports as required by the officer authorizing the flight. Date-time group (GCT) shall serve as the time of the report, unless other time is included in the text, in which case it shall be expressed in the form prescribed by article 2039 of *Communication Instructions, U. S. Navy, 1944*.

**292. Addressees.**—Aircraft position reports, if required, normally shall be addressed:

FOR ACTION:

To the next point of destination and last point of departure.

FOR INFORMATION:

To the organization under which the aircraft is operating.

To all tenders or guardships detailed to the flight.

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**300. ACCIDENT REPORTS**

**301. General.**—*Navy Regulations* requires certain reports of accidents to aircraft by dispatch. Radio should be used for such reports only when the military situation permits.

**302.** Within the United States, in case of minor damage requiring no assistance, the pilot will report by other means than radio to the officer controlling the flight if a delay of more than 2 hours is involved.

a. Within the United States, in case of damage requiring assistance or injuries to personnel, the pilot commanding the flight or, if he is incapacitated, the senior naval representative in the vicinity of the accident will report by the best available means to the controlling unit or station, which shall in turn take immediate steps to relay the message to:

*If Naval Aircraft*

The commandant of the district concerned.  
The Chief of Naval Operations.  
The Bureau of Aeronautics.  
The Bureau of Personnel.  
Unit commander.

*If Coast Guard Aircraft*

Coast Guard Commandant.  
District Coast Guard Officer concerned.  
The Bureau of Aeronautics.  
Unit commander.

**303.** Subject to the restrictions of the military situation, forced landing of, or damages to, a plane at sea will be reported by an observing plane to nearest surface ship by radio or visual signal—flying several times across bow of nearest ship opening and closing throttle and then flying in the direction of the plane in distress. Repeat until ship has acknowledged by following the plane. A ship or base station receiving such a report will report the circumstances, if deemed necessary, to:

a. The senior officer present afloat if present in the general area.  
b. Wing commander, type commander and force commander to which plane belongs, if known.  
c. Unit commander to which plane belongs, if known.

**304.** In the case of accidents to aircraft attached to the Fleet, additional necessary instructions will be issued by the cognizant Air Force Commander.

**305. Contents.**—Accident reports shall include as much of the following information as is applicable and as can be determined at the time of reporting:

- a. Bureau type and number of plane, and squadron designation, if any.
- b. Full name and rank or rate of pilot and passengers.
- c. Time and date of accident.
- d. Location.
- e. Cause of accident. If the cause is not known, the probable cause should be given.
- f. Injuries to personnel.
- g. Damage to plane.
- h. Whether or not the plane should be repaired on the spot.
- i. Service needed, if any, or steps taken to repair damage.
- j. Spare parts needed to effect repairs.
- k. Location of nearest airport or safe landing.
- l. Address or telephone number of pilot.
- m. If accident was at sea, whether or not personnel were recovered and a brief statement of search or salvage operations planned or in progress.

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306. If obtaining any of the above items of information will delay the initial report, such information should be included in a later report.

307. The precedence of aircraft accident reports should normally be airmailgram, or deferred dispatch as appropriate to text and distance of addressees. Routine or priority dispatch should be used when the accident results from a failure indicating immediate general corrective measures or involves urgent need for salvage or replacement.

308. Classification of aircraft accident reports will normally be restricted; confidential if resulting from action with the enemy; secret only in unusual circumstances involving action with the enemy.

310. WEATHER REPORTS

311. *Ordinary Procedure.*—Landing weather reports from local stations will be transmitted on request in the clear within “in clear” areas and “limited security” areas. In areas defined as “complete security” areas, landing weather reports from local stations will be transmitted on request in appropriate cipher. (Maps designating security areas are available at local Aerology offices). One form in wide use is the ALACO-AIR-METCO in the following form:

- a. Station name..... In plain language.
- b. Time..... In plain language.

(Form W. B.-7 (ALACO):

- c. Code number..... In plain language.
- d. Ceiling..... In code letter.
- e. Visibility..... In code letter.
- f. Wind direction..... In code letter.
- g. Wind velocity..... In code letter.
- h. Altimeter setting..... In code letter.

Form W. B.-7A (AIRMETCO):

- i. Sky condition..... In code letter.
- j. Weather..... In code letter.
- k. Temperature..... In code letter.
- l. Dew point difference..... In code letter.
- m. Remarks..... In code letter.
- n. Code number..... In plain language.

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312. The forms of landing weather codes vary with the geographic areas and in order to obtain landing weather it is necessary to know not only the form of the code, but the scramble table or cipher series in effect. The above information can be obtained from local aerological units, Army weather stations, or Weather Bureau offices.

313. Special weather reports from aircraft shall be made in the approved code in use, such as the WAF-2 or WOPIN series, or, if these are not available, then in the U. S. Navy Special Code for Weather Reports, which employs the following formula:

hN<sub>h</sub>VW PPDF

h= height of cloud base.....	In numerals from table.
N <sub>h</sub> = Amount of cloud.....	In numerals from table.
V= Visibility.....	In numerals from table.
W= Current weather.....	In numerals from table.
PP= Pressure.....	In numerals from table.
D= Direction of surface wind.....	In numerals from table.
F= Force of surface wind.....	In numerals from table.

The time and location shall be given in the first part of the message; encipherment shall be in accordance with instructions contained in the code used.

314. Replies to requests for weather reports will normally be made in the same code and cipher as received. In case a vocabulary code is used, the following shall be the order of elements:

- a. Date-time group (GCT).
- b. Name of station.
- c. Condition of sky.
- d. Ceiling (base of the lowest stratum of clouds below 10,000 feet, the area of which, added to any cloudiness that may be present below this stratum, covers an area in excess of five-tenths of the entire dome of the sky).
- e. Direction and velocity of surface wind in knots.
- f. Visibility.
- g. Condition of landing field.
- h. State of sea for information of seaplanes.

315. During the spring, summer, or fall when ice is not present or probable, the state of the sea will be reported in accordance with the following scale:

- Ø—Calm or glassy.
- 1—Calm (rippled).
- 2—Smooth (wavelets).
- 3—Slight.
- 4—Moderate.
- 5—Rough.

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- 6—Very rough.
- 7—High.
- 8—Very high.
- 9—Precipitous or no reports.

316. During the winter, when ice is present or probable, one of the following terms may be used to implement the above:

- Ø—Free—meaning local seaplane landing area is free from ice and favorable for landing.
- 1—Scattered ice—meaning that there is not enough ice to interfere with landing.
- 2—Heavy ice—meaning that ice conditions are dangerous for seaplane landing.

317. When no specific code is being employed for replies to requests for terminal and route forecasts, the elements in the reply shall be in the following order:

a. Terminal forecast—as per article 314. In this case the time and date group is the instance for which the forecast is prepared.

b. Route forecasts.

- 1. Date forecast is to begin (if necessary).
- 2. Time forecast is to begin (GCT).
- 3. Period covered by forecast.
- 4. Latitude and longitude of end point of forecast zone, i. e., point of departure to end point of first zone.
- 5. Visibility ..... First zone.
- 6. Low cloud and amount ..... First zone.
- 7. Base and tops of low clouds (hundreds of feet) ..... First zone.
- 8. Middle clouds and amount ..... First zone.
- 9. Height of tops (thousands of feet) ..... First zone.
- 10. Turbulence ..... First zone.
- 11. Weather ..... First zone.
- 12. Height of zero isotherm ..... First zone.
- 13. Type of icing ..... First zone.
- 14. Favorable altitude level in thousands of feet ..... First zone.
- 15. Wind direction and force in knots at favorable altitude ..... First zone.
- 16. Alternate levels if desired.
- 17. Repeat (4) through (16) for succeeding zones (if necessary).
- 18. Terminal conditions.

320. EMERGENCY WEATHER REPORTS

321. These instructions will be known as the "General Prudential Rule for Transmitting Emergency Weather to Aircraft."

a. *When weather is requested by pilot:* When an emergency exists requiring weather in the clear, the pilot will call for weather by stating his request:

*Emergency*

Request weather (or specified elements) in clear for .....  
(Name of station)

The request will be repeated as necessary until acknowledged by flight control personnel.

322. Upon receipt of a request, EMERGENCY. REQUEST WEATHER IN CLEAR FOR ....., flight-control personnel addressed will immediately answer EMERGENCY WEATHER IN CLEAR, then give in clear the entire report or such elements as may be specifically requested. This request completed by pilot's name, flight, or ship number, is a specific order to the ground personnel to transmit weather in the clear to the person

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making the request and must be complied with, unless the commander of a station or post considers the military situation too dangerous to make a weather broadcast. The request will be given immediate action.

**323.** *When weather report in clear is initiated by ground personnel.*—When the flight-control personnel considers an emergency to exist in connection with any particular flight, and delay in decoding a coded report may contribute to loss of life or damage to aircraft, they will immediately take the necessary steps to send in the clear the complete weather report or such elements as constitute the emergency, prefixing all broadcasts EMERGENCY WEATHER. Although authority to issue weather in the clear under emergency conditions is granted to ground personnel, such personnel are not to be held responsible for the omission of such broadcasts.

**324.** In order to effect immediate compliance with EMERGENCY requests, or to initiate EMERGENCY WEATHER, flight-control personnel will maintain the current local weather report ready for broadcast in the clear.

**325.** It is incumbent upon all pilots and ground personnel to exercise initiative and sound judgment in their administration of the General Prudential Rule for Transmitting Emergency Weather to Aircraft. Further, the attention of all pilots and ground personnel is directed to the broad scope of this rule which literally permits weather to be obtained in the clear, whenever it is necessary to the safety of operations or to avoid immediate danger.

### 330. METHODS OF FORWARDING REPORTS WHEN USING COMMERCIAL AIRWAYS

**331.** Where Navy, Coast Guard, or Army radio facilities are not available and the Civil Aeronautics Administration teletype system becomes the preferred means of transmission of arrival and departure reports, the following procedures should be followed:

- a. File flight plan departure report to point of first intended landing.
- b. Upon arrival, make proper report to field of last departure.

**332.** The civil airways teletype system furnishes a convenient method of filing arrival and departure reports. It should be borne in mind, however, that this system is primarily designed to handle flight traffic from field to field, and is not a long relay system. The Civil Aeronautics Administration cannot guarantee the delivery of such messages within fixed time limits. Time of delivery will depend upon such factors as weather, traffic, emergencies, etc. In bad weather or under heavy traffic conditions, long delays would undoubtedly be involved in delivery of such messages.

*flight* **333.** It should be noted that under existing civil airways procedure if a pilot files his plan report to his next point of landing as directed in article 210 of this appendix, the Civil Aeronautics Administration guards his flight from field to field and will take necessary steps to notify the nearest naval activity in case of his failure to arrive. This procedure is, therefore, an elementary safeguard for naval planes flying the civil airways. When this procedure is carried out, the need for priority delivery of movement reports to the controlling naval activity is not as great as when the flight is not being guarded along the civil airway—for the Civil Aeronautics Administration is actually guarding the plane and is the activity which will start inquiry if the plane does not arrive. Under these conditions, it is obviously just as much the pilot's responsibility to notify Civil Aeronautics of his arrivals and departures as it would be so to notify the appropriate naval activities if the flight were guarded by the Navy alone.

**334.** To insure delivery of aircraft reports, to make reasonable use of the teletype system, and to avoid unnecessary telegraph charges, the pilot, when filing a report, should discuss with the Civil Aeronautics operator conditions prevailing along the teletype circuit. Nothing in the above instructions is to preclude a pilot's filing a commercial telegram when the necessity therefor is indicated.



APPENDIX VI

**335.** The determination of what constitutes a reasonable time delay in the delivery of a movement report is based on so many factors that it must be left to the judgment of the pilot. For example: A delay is not acceptable:

*a.* If the plane will reach an action destination before delivery of the departure report.

*b.* If early information of the arrival of distinguished passengers is required.

*c.* If early information of safe arrival is essential under flight conditions existing along the route. On the other hand, a pilot on a transcontinental or other protracted flight, having departed from his first intended landing point, and until last departure for final destination, might reasonably accept such delay as would not preclude the last report reaching the controlling naval activity by 2000 unless special circumstances warranted more rapid delivery. This, of course, is premised on the fact that Civil Aeronautics Administration is also guarding the flight and can be expected to notify the nearest naval activity immediately if the plane fails to reach a destination.

**336.** The attention of all pilots is invited to the fact that the above procedure in no way nullifies other provisions of these instructions or procedure, and applies only in the special case where Army, Coast Guard, or Navy radio facilities are not available, and the Civil Aeronautics Administration teletype system becomes the preferred means of transmission.

**337.** Nothing in these instructions shall be construed as abrogating the basic responsibility of the controlling air station for insuring the safety of naval planes. The controlling air station will take necessary emergency action when movement reports are not duly received.

COMMUNICATION INSTRUCTIONS

APPENDIX VI

Section C. EXAMPLES

\*400. DEPARTURE REPORTS

401. Filed at a naval station (responsibility—commanding officer of the station):  
From: NAVAIRSTA, San Diego.  
Action to: NAVAIRSTA, San Pedro.  
Date-time: 261645.  
Precedence: Priority.

**SLP SCORON 5 LT HOLMAN SANDIEGO FOR LONGBEACH**

402. Filed on board naval vessel (responsibility—commanding officer of the ship):  
From: USS PHILADELPHIA  
Action to: NAVAIRSTA, Coco Solo  
Information to: COMINCH (only if the aircraft operations orders require).  
Date-Time: 051040  
Precedence: Priority NAVAIRSTA, Coco Solo, deferred COMINCH

**FOUR SSP CRUSCORON 8 LT MACKAY FOR COCO-SOLO ETA 1300R**  
(Cominch requested he be kept informed.)

403. Filed at Army station (pilot commanding responsible):  
From: FORT BRAGG, NCAR  
Action to: NAVAIRSTA, Norfolk  
Precedence: Priority

**SLP SCORON 3 COMDR THOMPSON FTBRAGG FOR NORFOLK AT**  
**0900R**

404. Filed at Airways Division teletype station (pilot commanding responsible):  
From: PHOENIX, ARIZ  
Action to: NAVAIRSTA, San Diego  
Precedence: Priority

**BLP COMDR SMOOT CRM HARRISON PHOENIX FOR SANDIEGO**  
**1400T**

405. Filed with commercial system:  
GOVT NAVY PRIORITY  
COMTWELVE  
SAN FRANCISCO, CALIF.

**FOUR SLP SCORON 6 BAKERSFIELD FOR VALLEJO AT 1430U NOTIFY**  
**LANGLEY AND COMELEVEN COMDR CARLTON**

406. For examples of reports made over Civil Aeronautics Administration system, refer to *Civil Aeronautics Manual of Operations*, Chapter B, Part 1.

\*410. ARRIVAL REPORTS

411. Filed at a naval ship or station (responsibility—commanding officer of the ship or station); date-time group of departure report—291815.  
From: USS COLORADO  
Action: NAVAIRSTA, Norfolk  
Date-time: 292017  
Precedence: Priority

**YOUR 291815 ARRIVED**

*\*The texts of all examples are shown in plain language. Refer to article 260 for instructions regarding encryption of reports of flights to and from surface ships.*

COMMUNICATION INSTRUCTIONS

412. Filed at Army station (pilot commanding responsible):

From: KELLY FIELD, San Antonio, Tex.

Action to: NAVAIRSTA, San Diego

Precedence: Priority

**FLP FIGHTRON 5 LTCOM WHITE ARRIVED KELLY FIELD 1700S**

413. Filed with commercial system (pilot commanding responsible):

GOVT NAVY PRIORITY

COMTWELVE, SAN FRAN, CALIF.

**SIX PSP PATRON 12 ARRIVED GRAYSHARBOR 1730U**

414. For examples of reports made over Civil Aeronautics system, refer to *Civil Aeronautics Manual of Operations*, Chap. B, Part 1.

420. POSITION REPORTS

421. Patrol Squadron 21, flying from San Francisco, California, to Pearl Harbor, T. H. Flight guarded by Commander Air Force Pacific Fleet and U. S. S. GANNET.

From: COMPATRON TWENTYONE

Action to: COMTWELVE

NAVAIRSTA, PEARL HARBOR, T. H.

COMAIRPAC

U. S. S. GANNET

Date-time: 171300

Precedence: Priority

**POSIT THREE ZERO FIVE ZERO POSIT FOUR ZERO TWO FIVE**

422. Patrol Squadron 11, flying from Magdalena Bay to Acapulco, Mexico. Guarded by Fleet Air Wing Two, in U. S. S. MEMPHIS at Acapulco, and U. S. S. SANDPIPER at Magdalena Bay.

From: COMPATRON ELEVEN

Action to: COMFAIRWING TWO

U. S. S. SANDPIPER

Date-time: 261130

Precedence: Priority

**PASSING CAPE CORRIENTES**

423. Patrol Squadron 12, flying from San Francisco, California, to Gray's Harbor, Oregon. No guardships or tenders.

From: COMPATRON TWELVE

Action to: COMTWELVE

Information to: COMAIRPAC

COMFAIRWING ONE

Date-time: 171400

Precedence: Priority

**FIRST SECTION LAT FOUR ZERO ZERO FIVE LONG THREE FIVE  
TWO FIVE SECOND SECTION PASSING EUREKA**

APPENDIX VI

430. ACCIDENT REPORTS

431. Minor trouble—no assistance required—delay not in excess of 2 hours.

(Commercial telegram)

GOVT NAVY PRIORITY

NAVAIRSTA SANDIEGO CALIF

SOC DASH TWO SERIAL ZERO FOUR EIGHTEEN VCS-4 FORCED  
LANDING ELCENTRO ZERO NINE HUNDRED UNIT TODAY DUE  
CARBURETOR TROUBLE CAN REPAIR LOCALLY EXPECT PRO-  
CEED SANDIEGO ABOUT FOURTEEN HUNDRED LT JONES

NOTE.—No further report required.

432. Damage requiring assistance:

(Plane attached VB Squadron THREE)

(Commercial telegram)

GOVT NAVY PRIORITY

COMBOMRON THREE NAVAIRSTA SANDIEGO CALIF BG DASH  
ONE VB3 ENS DOE FORCED DOWN TEN HUNDRED UNIT TODAY  
EMERGENCY LANDING FIELD TWENTY MILES EAST YUMA DUE  
BROKEN OIL LINE NO INJURIES TO PERSONNEL RIGHT WHEEL  
DAMAGED IN LANDING REQUIRE RIGHT WHEEL COMPLETE  
WITH TIRE AND TUBE ALSO OIL LINE ADDRESS WESTERN  
UNION YUMA ENS DOE

433. Damage requiring assistance: (Plane on ferry flight Anacostia to San Diego)

From: BARKSDALE FIELD (Army)

Action to: NAS SANDIEGO (Controlling Station)

FLP 5-F-4 LT SMITH CRASHED ON TAKEOFF ZERO EIGHT HUN-  
DRED TARE DUE ENGINE FAILURE MINOR INJURIES PILOT  
PLANE COMPLETE WRECK PILOT IN POST HOSPITAL UNTIL  
TOMORROW

NOTE.—NAS San Diego is responsible for filing a further report (or forwarding the original) as follows:

From: NAS San Diego

Action to: OPNAV

Information to: BUAER

BUPERS

BUMED

NAS Norfolk (Lt. Smith's home station)

NAS Anacostia (station of departure)

Date-time: 221630

Precedence: Priority

F3F3 ZERO SEVEN FIFTEEN 2-F-7 LT ROBERT M SMITH CRASHED  
ON TAKEOFF ZERO EIGHT HUNDRED TARE AT BARKSDALE  
FIELD DUE ENGINE FAILURE MINOR INJURIES TO PILOT PLANE  
COMPLETE WRECK

COMMUNICATION INSTRUCTIONS

434. Plane crash at sea requiring assistance (Plane attached Patrol Squadron Eleven of Fairwing one):

From: 11P2 (Observing plane)

Action to: BASE STATION or SHIP (with which plane is in radio contact)

Date-time: 071730

Precedence: Priority

**11P3 0721 CRASHED LAT 3210 LONG 2130 APPARENTLY ON FIRE  
SEA ROUGH AM LANDING TO RENDER ASSISTANCE NO SHIPS  
IN SIGHT 1000**

NOTES: a. Base Station is responsible for filing a further report as follows:

From: BASE STATION OR SHIP

Action: (S. O. P. A. in the area)

Information to: COMPATRON ELEVEN (unit commander)

Date-time: 071805

Precedence: Priority

**FROM 11P2 QUOTE 11P3 CRASHED APPARENTLY ON FIRE SEA  
ROUGH AM LANDING TO RENDER ASSISTANCE NO SHIPS IN  
SIGHT 1000**

b. Compatron Eleven is responsible for filing a further dispatch as follows:

From: COMPATRON ELEVEN (unit commander)

Action to: OPNAV

Information to: BUAER

BUPERS

COMAIRLANT

COMFAIRWING ONE

Date-time: 071915

Precedence: Priority

**PBY ONE SERIAL NINETY FOURTEEN CRASHED AT TEN HUNDRED  
NEGAT TODAY PILOTS LT RALPH JONES AND AVCAD ERNEST J  
DOE PASSENGERS GEORGE L SMITH ACMM SAM T JOHNSON  
RM2C ALL KILLED BODIES NOT RECOVERED COMINCH CON-  
DUCTING SEARCH APPARENT CAUSE OF CRASH FIRE**

440. FERRY FLIGHT REPORTS

441. The necessary reports and procedure for a pilot flying a SNJ-2 Bureau No. 2036 from San Diego to Anacostia via El Paso, Dallas, Memphis, with an overnight stop at Dallas, are herewith included:

a. Pilot informs operations officer, Naval Air Station, San Diego, of proposed route he intends to follow and files flight plan and following message:

To: NAS Anacostia, Elpaso

**SNJ-NAVY 2036 LT JONES PILOT ENS SMITH PASSENGER SANDIEGO  
FOR ANACOSTIA FIRST STOP ELPASO DISPOSITION DELIVERY  
0620U**

b. On arrival El Paso, Lieutenant Jones files following arrival report to be sent over teletype back to Naval Air Station, San Diego.

To: NAS Sandiego.

**SNJ NAVY 2036 LT JONES ARRIVED ELPASO 1550T**

San Diego does not relay this message to Anacostia.

APPENDIX VI

c. On departure El Paso, Lieutenant Jones files flight plan with Civil Aeronautics Administration or Army Air Corps. For details and examples refer to *Civil Aeronautics Manual on Operations*, Chapter B, Part 1.

Civil Aeronautics Administration (or Air Corps authorities if flight originated from Army field) will guard flight to Dallas and only in case of accident or failure of airplane to reach destination, will Naval Air Station, San Diego, or other nearer Army or Navy station, be notified.

d. On arrival Dallas, Lieutenant Jones decides to remain overnight, so he files the following message:

To: ELPASO—NAS Sandiego.

**SNJ NAVY 2036 LT JONES ARRIVED DALLAS ROVNITE 1201S**

e. On departure Dallas, Lieutenant Jones files flight plan in the same manner as at El Paso. (See c, above.) The flight is guarded in the same manner.

f. On arrival Memphis, Lieutenant Jones files arrival report by teletype. (See c, above.)

g. On departure Memphis, Lieutenant Jones files flight plan. (See c, above.) Civil Aeronautics will guard the flight as well as naval destination, Naval Air Station, Anacostia.

h. Upon arrival Anacostia, Lieutenant Jones files the following message:

To: MEMPHIS—NAS San Diego.

**SNJ NAVY 2036 LT JONES ARRIVED ANACOSTIA 1820S**

Anacostia will send this message to Memphis via teletype, and to San Diego via Navy radio.

442. In case of ferry pilots not proceeding over established airways, controlling air stations will be kept informed of all movements. For instance, if an SB2U-1, Bureau No. 0758, Lt. Doe pilot, departs from San Diego for U. S. S. SARATOGA at sea, the following report would be sent over Navy circuits.

**ONE SB2U ETA 1700.**

COMMUNICATION INSTRUCTIONS



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**SECTION D. SERVICE PLAN**

**500. NAVAL AIR STATIONS**

Freq. (kc)	Trans. by	Rec'd by	Purpose and Remarks
a. 542 A1-----	Aircraft and NAS	Aircraft and NAS	General calling. When required.
b. 2972 A1-----	NAS Caribbean Area.	NAS Caribbean Area.	Alternate frequency for 7965 in Caribbean area, and other areas as directed.
c. 3105 A3-----	Aircraft-----	Control towers---	Itinerant and ferry aircraft. Also used on civil airways and at Army Air Corps stations.
d. 3195 A1-A3---	Aircraft and NAS	Aircraft and NAS	Air-Ground communications. A3 guarded continuously by NAS in continental U. S. A1 guarded continuously in Caribbean area, and other areas as directed.
e. 3295 A3-----	NAS-----	Aircraft-----	Airport traffic control.
f. 4385 A1-A3---	NAS and patrol aircraft.	NAS and patrol aircraft.	Long-distance flights over water. Series up to and including fourth harmonic as directed.
g. 4550 A1-----	NAS-----	NAS-----	Adjacent base communications east of Mississippi River. (See Note 1 Page 24.)
h. 4790 A1-----	NAS-----	NAS-----	Adjacent base communications west of Mississippi River. (See Note 2 Page 24.)
i. 5235 A1-----	Aircraft and NAS	Aircraft and NAS	NATS aircraft, NAS Seattle and Kodiak.
j. 6290 A1-A3---	Aircraft and NAS	Aircraft and NAS	Same as 3195 kc.
k. 6390 A3-----	NAS, crash boats, aircraft and ambulances.	NAS, crash boats, aircraft and ambulances.	Emergency communication as required.
l. 6420 A3-----	NAS and station aircraft.	NAS and station aircraft.	Local operations as required.
m. 6970 A3-----	NAS-----	Aircraft-----	Airport traffic control.
n. 7965 A1-----	NAS-----	NAS-----	Guarded by NAS in Caribbean, and other areas as required, as primary frequency for adjacent base communication. See b 2972 kc. Both frequencies may be used by surface vessels for direct communication with air stations for filing aircraft movement reports.
o. 11240 A1-----	NAS-----	NAS-----	Same as 4790 kc.
p. 11290 A1-A3---	Aircraft and NAS	Aircraft and NAS	Long-distance flights NATS Caribbean and other areas as directed.
q. 11430 A1-----	NAS-----	NAS-----	Same as 4550 kc.

(ALL TIMES GCT UNLESS OTHERWISE NOTED)

**RESTRICTED**

COMMUNICATION INSTRUCTIONS

r. AIRPORT TRAFFIC CONTROL. The following air station control towers use low-power radio telephone transmission on the low and medium frequencies specified:

Station	Frequency (kc)	Station	Frequency (kc)
Alameda, Calif.....	257	New Orleans, La.....	323
Anacostia, D. C.....	251	San Pedro, Calif.....	338
Atlanta, Ga.....	356	Trenton, N. J.....	335
Banana River, Fla.....	281	New York, N. Y.....	388
Cherry Point, N. C.....	323		368 (Roosevelt Field)
Clinton, Okla.....	275	Norfolk, Va.....	323
Corpus Christi, Tex.....	248	Norman, Okla.....	288
Dahlgren, Va.....	368	Olathe, Kans.....	323
Daytona Beach, Fla.....	227	Pasco, Wash.....	278
Deland, Fla.....	326	Patuxent River, Md.....	347
Edenton, N. C.....	272	Pensacola, Fla.....	275 (Saufley Field)
Ft. Lauderdale, Fla.....	317		341 (Corry Field)
Gainesville, Ga.....	388		382 (Chevalier Field)
Glenview, Ill.....	236	Philadelphia, Pa.....	251
Glynco, Ga.....	317	Quonset Point, R. I.....	227
Grosse Ile, Mich.....	269	San Diego, Calif.....	266, 126180 kc
Hutchinson, Kans.....	323	Sanford, Fla.....	317
Jacksonville, Fla.....	323	Seattle, Wash.....	230
Key West, Fla.....	272	Shawnee, Okla.....	305
Lake City, Fla.....	281	Squantum, Mass.....	323
Livermore, Calif.....	350	St. Simon Isl., Ga.....	281
Los Alamitos, Calif.....	317	Traverse City, Mich.....	278
Melborne, Fla.....	272	Vero Beach, Fla.....	224
Miami, Fla.....	382		

s. LOW POWER LOOP RANGES (Localizers).

Station	Frequency (kc)	Identification	Station	Frequency (kc)	Identification
Argentia, Nfld.....	338	NPA	Norfolk, Va.....	524	NGU
Banana River, Fla.....	524	NPB	Olathe, Kans.....	233	NAY
Bunkerhill, Ind.....	236	NQU	Parris Isl., S. C.....	323	NQR
Charleston, S. C.....	524	NWR	Patuxent River, Md.....	404	NHK
Cherry Pt. N. C.....	420	NKT	Quantico, Va.....	420	NYG
Corpus Christi, Tex.....	248	NGP	Quonset Point, R. I.....	524	NCO
Dutch Harbor.....	209	SY	Santa Ana, Calif.....	404	NTK
Glenview, Ill.....	269	NBU	Squantum, Mass.....	404	NZW
Glynco, Ga.....	520	NEA	So. Weymouth, Mass.....	420	NFR
Kaneohe Bay, T. H.....	452	NGF	Tillamook, Oreg.....	520	NFS
Lakehurst, N. J.....	520	NEL	Unalga Isl., Alaska.....	269	NUL
Miami, Fla.....	227	NIG	Weeksville, N. C.....	404	NFG
New York, N. Y. (Floyd Bennett Fld).....	379	FB	Whidbey Island.....	404	NUW
Moffett Field, Calif (Sunnyvale).....	323	NUQ	Wildwood, N. J. (Cape May, N. J.).....	323	NYA

t. LOW POWER LOOP RANGES (Localizers for training purposes only).

Station	Frequency (kc)	Identification	Station	Frequency (kc)	Identification
Atlanta, Ga.....	323	NCQ	Lake Butler, Fla.....	224	LAB
Beeville, Tex.....	365	BEE	Loxley, Ala.....	288	LXE
Cedartown, Ga.....	404	IOU	Rockport, Tex.....	323	ROC
Foley, Ala.....	263	FLE	Russell, Fla.....	365	RUS
Mathis, Tex.....	524	MAT	Saufley Field, Fla.....	227	SAU

(ALL TIMES GCT UNLESS OTHERWISE NOTED)

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\* *u.* RADIO RANGE STATIONS (400-watt SRA).

Station	Frequency (kc)	Identifi- cation	Station	Frequency (kc)	Identifi- cation
Argentina, Nfd.....	323	NWP	Palmyra Island.....	326	JY
Caton, Alaska.....	230	NAK	Sand Point, Alaska.....	329	CE
Chirikof Isl., Alaska.....	382	NCF	San Juan, P. R.....	254	NYP
Guantanamo, Cuba.....	323	NGJ	Sitka, Alaska.....	323	NQL
Kodiak, Alaska.....	242	OF			

*v.* AIRPORT TRAFFIC CONTROL:

1. All naval air stations guard or listen on any fleet air frequency as prescribed by local arrangement.
2. All naval air stations maintain a watch on the indicated frequencies when required and during flight operations which covers the period naval aircraft are operating in the area, or when an aircraft is en route to or departing from the air station concerned.

*w.* CIVIL AIRWAYS SYSTEM:

1. Naval aircraft traversing the civil airways will call Civil Aeronautics Administration radio stations on 3105 kc. Reply will be made on assigned radio range station frequencies where equipped for voice operation.
2. Airport traffic control stations normally reply on 278 kc.

NOTE.—See CAA “Air Navigation Radio Aids” and corrections thereto issued by the Civil Aeronautics Administration regularly.

*x.* ARMY AIR CORPS COMMUNICATION SYSTEM: (A. A. C. S.)

1. 3105 kc. aircraft frequency (commercial frequency).  
4495 kc. aircraft frequency.  
4220 kc. station frequency.
2. Stations normally operate from 0700 to 2300 daily local time. Many stations maintain continuous (24 hr.) watch.
3. Army Air Corps aircraft control stations (airport traffic control) will answer on their assigned frequencies.

NOTE.—See Handbook of Instructions, published by the Chief of Air Corps, U. S. Army.

*y.* NAVY AERONAUTICAL PRIVATE LINE TELETYPEWRITER CIRCUITS.

A network of private line teletypewriter circuits has been installed covering the major air stations on the East and West coasts. These stations are connected by transcontinental circuits, utilizing civil airways' stations along the route in addition to such Navy facilities as are available. These circuits have been installed to handle aircraft movement reports and operational traffic.

\*See CAA “Air Navigation Radio Aids,” also Hydrographic Office confidential “Notice to Aviators” and Hydrographic Office Aviation Charts, restricted and confidential.

(ALL TIMES GCT UNLESS OTHERWISE NOTED)

**RESTRICTED**

COMMUNICATION INSTRUCTIONS

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ATLANTIC CIRCUITS - AIR-GROUND/GROUND-AIR

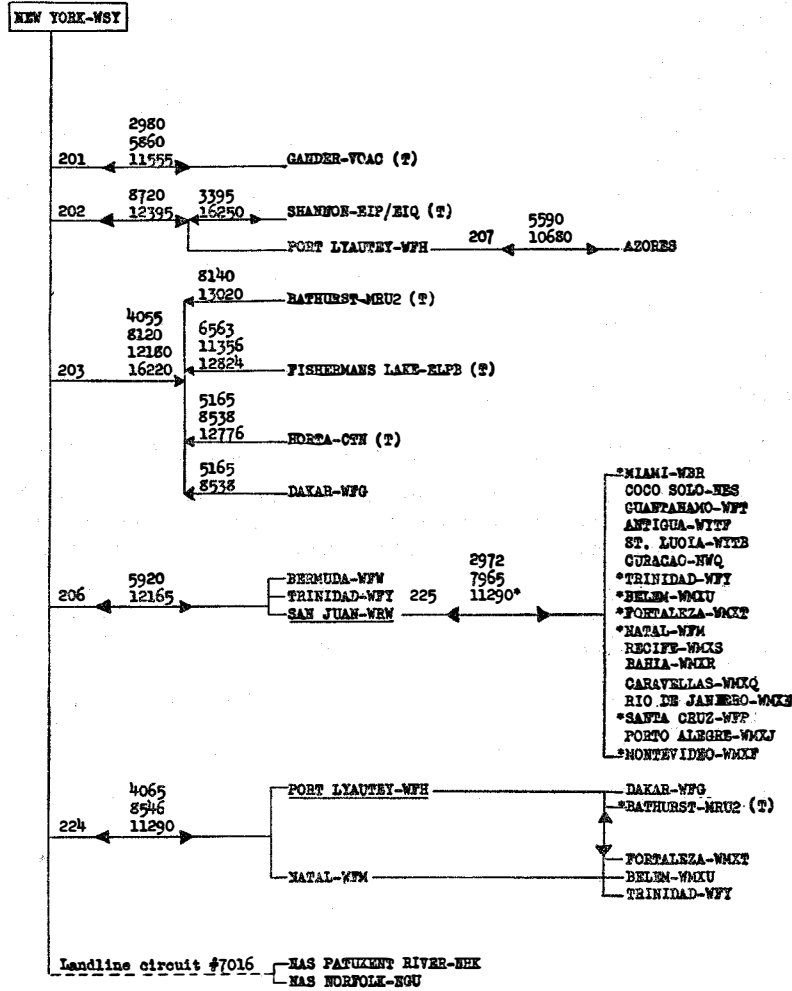
<u>CIRCUIT</u>	<u>ROUTES</u>	<u>FREQUENCIES</u>	<u>STATIONS</u>
402	New York-Newfoundland-Ireland	2870 3285 6577 8554	NEW YORK-WSY GANDER-YOAC (T) SHANNON-ELP (T) BERMUDA-WBT (T)
	New York-Bermuda-Ireland	11319	
403	New York-Bermuda-Azores-Lisbon	2870 3285	NEW YORK-WSY 6563/8538/11306 BERMUDA-WFW 6523/8546/11319 LISBON LOCAL ONLY (T)
405	New York-Bermuda-Port Lyautey	2870 3285 6523 8546	NEW YORK-WSY BERMUDA-WFW PORT LYAUTEY-WFB SAN JUAN-WFW TRINIDAD-WFY
	New York-Bermuda-Trinidad	11319	
424	Ireland-Africa-South America	2870 3285 6543 11319	SHANNON-ELP (T) 8554 PORT LYAUTEY-WFB 8554 DAKAR-WFG 8554 BAUERST-WBU2 (T) 8554 FISHERMAN'S LAKE-LEFB (T) 8554 NATAL-WFM 8561 FORTALEZA-WWXT 8561 BELEM-WXU 8561 TRINIDAD-WFY 8561
425	Miami-South America	2870 3195 6290 *11290	*MIAMI-WBR COCO SOLO-WES GUANTANAMO-WFT *SAN JUAN-WFW ANTICIA-WYTF ST. LUCIA-WYTB CURACAO-WWQ *TRINIDAD-WFY *BELEM-WXU *FORTALEZA-WWXT *NATAL-WFM RECIFE-WWXS BAHIA-WXKR CARAVELLAS-WXKQ RIO DE JANEIRO-WXKN *SANTA CRUZ-WFP 6765** PORTO ALEGRE-WXKJ 6765 *MONTEVIDEO-WXKF 6765

- Notes: 1. Stations followed by (T) are available for the use of transport operators, including commercial carriers. Services at other stations are available to all aircraft.
2. 2870 KC - A-3 for local control operations only. May not be required at all points.
3. 3285 KC - A-1 for local control communication and approach control.
4. \*11290 KC - This frequency is available only at stations marked with an "\*".
5. 6765\*\* KC - Alternate when 3195 is inoperative.
6. Stations south of Natal guard voice (A-3) only.
7. Primary, secondary, and alternate frequency bands:  
6000 KC band - Primary frequency for air-ground.  
8000 KC band - Secondary frequency for air-ground.  
11000 KC band - Alternate frequency for air-ground.  
12000 KC band - Alternate frequency for air-ground.
8. Frequencies common to all stations on a particular route are listed to the left of the station name, under the heading "FREQUENCIES". Those listed to the right, after the station call letters, are the additional frequencies worked by that station.

APPENDIX VI

500 z.

ATLANTIC CIRCUITS - POINT-TO-POINT



- Notes: 1. Stations followed by (T) are available for the use of transport operators, including commercial carriers. Services at other stations are available to all ships and aircraft.
2. 11290\* - this frequency is available only at stations marked with an "\*".
3. Control stations for circuits 224 and 225 are underlined. NEW YORK-WSY is the control station on all other circuits.
4. Landline circuit #7016 is for the transmission of aircraft operational traffic.

**RESTRICTED**

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NOTE 1. CONTINENTAL U. S. NAS FREQUENCIES EAST OF MISSISSIPPI RIVER

All Naval Air Stations listed maintain continuous guard on 4550 KC and 11430 KC for point-to-point communications. These frequencies may also be used by: (1) surface vessels for direct communication with air stations for filing aircraft movement reports; (2) other air stations in this area as required. For operational purposes, Argentia has been included among the stations authorized to use these frequencies.

NORFOLK, VA.—NGU*	NEW ORLEANS, LA.—NBG
ANACOSTIA, D. C.—NSF	NEW YORK, N. Y.—NSC
ARGENTIA, NFLD.—NPA	OLATHE, KANS.—NUU
BANANA RIVER, FLA.—NPB	PATUXENT RIVER, MD.—NHK
BRUNSWICK, ME.—NSM	PENSACOLA, FLA.—NAS
CHARLESTON, S. C.—NWR	PHILADELPHIA, PA.—NBR
CORPUS CHRISTI, TEXAS—NGP	QUONSET POINT, R. I.—NCO
GLYNCO, GA.—NEA	RICHMOND, FLA.—NFO
HOUMA, LA.—NIV	SOUTH WEYMOUTH, MASS.—NFR
JACKSONVILLE, FLA.—NIP	SQUANTUM, MASS.—NZW
LAKEHURST, N. J.—NEL	WEEKSVILLE, N. C.—NFG
MIAMI, FLA.—NIG	

\*NORFOLK, VA.—NGU is designated as the control station for these frequencies.

NOTE 2. CONTINENTAL U. S. NAS FREQUENCIES WEST OF THE MISSISSIPPI RIVER

All Naval Air Stations listed maintain continuous guard on 4790 KC and 11240 KC for point-to-point communications. These frequencies may also be used by: (1) surface vessels for direct communication with air stations for filing aircraft movement reports; (2) other air stations in this area as required.

ALAMEDA, CALIF.—NGZ*	ASTORIA, ORE.—NPE
CORPUS CHRISTI, TEXAS—NGP	SAN DIEGO, CALIF.—NZY
HITCHCOCK, TEXAS—NJV	SANTA ANA, CALIF.—NTK
HOUMA, LA.—NIV	SEATTLE, WASH.—NDQ
OAKLAND, CALIF.—NBJ	SUNNYVALE, CALIF., (MOFFETT FLD.)—NUQ
OLATHE, KANS.—NUU	TILLAMOOK, ORE.—NFS
SAN PEDRO, CALIF. (TERMINAL I., ROOSEVELT FLD.)—NCX	

\*ALAMEDA, CALIF.—NGZ is designated as control station for these frequencies.