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# CUFON<sup>SM</sup>

The Computer UFO Network

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Adobe Portable Document Format Version of  
U.S. Air Force Regulation 200-3 (AFR 200-3)  
"Reporting Vital Sightings from Aircraft"  
versions: 2-July-1952 and 13-May-1955

17-Decemeber-2000

Originally posted on the CUFON web site 17-December-2000.

We obtained these regulation copies from the Air University Library, Maxwell Air Force Base, Alabama. We received our copies the first week of November, 2000.

U.S. Air Force Regulation 200-3 (AFR 200-3) is another of those Intelligence regulations governing reporting in accordance with Joint Army-Navy-Air Force Publication 146 (JANAP 146). Three versions of JANAP 146 are available from the CUFON Verified Documents index.

We present two versions here; the version of 2-July-1952 which was superceded by the second version presented; that of 13-May-1955. This second version of AFR 200-3 was, in turn, superceded by [AFR 55-88](#) dated 22-Oct-1955.

- Jim Klotz - CUFON SYSOP  
- Dale Goudie - Information Director

Adobe Acrobat ® Software underwritten by:

**Roderick Dyke**

**Archives for UFO Research,  
News and Information Services**

*Dep by AF Reg 200-3, 13 May 55*

AIR FORCE REGULATION }  
NO. 200-3

DEPARTMENT OF THE AIR FORCE  
WASHINGTON, 2 JULY 1952

INTELLIGENCE

(Unclassified) Reporting Vital Intelligence Sightings from Aircraft

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**1. Purpose and Scope.** This Regulation sets forth the responsibilities and training requirements incident to reporting vital intelligence sightings prescribed by JANAP 146 series, "Communication Instructions for Reporting Vital Intelligence Sightings from Aircraft," short title; "CIRVIS." This Regulation is applicable world-wide.

**2. Policy.** As a means of extending early warning coverage for the air defense of the United States, all Air Force aircraft will report by rapid communication procedures, air and/or seaborne traffic headed toward the United States which appears to be suspicious, hostile, or is not identified. Of priority interest are those sightings which require prompt defense or investigative action by United States forces. JANAP 146 series defines the specific types of traffic to report and when to report it. Certain sightings are reported while airborne and others upon landing.

**3. CIRVIS Reports.** To insure rapid and comprehensive reporting, five separate CIRVIS reports are prescribed:

- a. *CIRVIS Report*—issued by pilot while airborne or upon landing. This is the initial report.
- b. *CIRVIS Amplify*—issued by pilot while airborne or upon landing, as warranted.
- c. *CIRVIS Confirm*—issued by pilot upon landing in all instances where airborne report is used.
- d. *CIRVIS Evaluation*—issued by nearest military command in all instances.
- e. *CIRVIS Nullify*—issued by pilot, as warranted.

**4. Communications.** All air commands and communications facilities will forward CIRVIS messages immediately by emergency means. All

reports will be sent by multiple addressing *only* to the following:

- a. Commanding General, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado.
- b. SECDEF, Washington, D. C.
- c. Nearest United States military area, theater, or Naval district command.

**5. Training Requirements.** The importance of promptly submitting accurate CIRVIS reports requires that pilots and aircrews be given specific training in the following subjects: recognition of aircraft and vessels (naval and merchant shipping); intelligence requirements for CIRVIS reports; and the procedures and types of reports required for CIRVIS messages, both during flight and upon landing. A minimum of one hour each month should be devoted to this training:

- a. Pilots and aircrew personnel will be given training in aircraft and ship identification which will be prescribed by each major air command. This training will be conducted on a programmed basis, and will be objective, interesting, and practical in nature. The potential benefits to be derived from such training outweigh the limitations inherent in visual recognition as opposed to true identification.
- b. Training may be incorporated with other related and appropriate training programs.
- c. Pilots will be briefed on CIRVIS reporting requirements and procedures before take-offs.

**6. Responsibility:**

- a. Commanding general, major air commands will insure compliance.
- b. When Air Force commands are addressees of CIRVIS messages, as required by paragraph 4, CIRVIS Evaluation reports will be submitted

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**RESTRICTED**  
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promptly, including negative information if necessary and/or other appropriate message to insure that message addressees are kept informed during the evaluation process.

c. Commander, Military Air Transport Service, will discharge the Air Force responsibility for JANAP 146 series as applicable to regularly scheduled United States commercial airlines. This responsibility will include training and

guidance mutually acceptable between the air carriers and MATS. Cognizance will be taken of the importance of CIRVIS reports from this source.

d. Commanding General, Civil Air Patrol, will conduct training required to render CAP pilots and aircrew personnel effective for CIRVIS reporting purposes.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

K. E. THIEBAUD  
*Colonel, USAF*  
*Air Adjutant General*

N. F. TWINING  
*Acting Chief of Staff*  
*United States Air Force*

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AIR FORCE REGULATION }  
NO. 200-3 }

DEPARTMENT OF THE AIR FORCE  
WASHINGTON, 13 MAY 1955

### INTELLIGENCE

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**1. Purpose and Scope.** This Regulation sets forth the responsibilities and training requirements incident to reporting vital intelligence sightings prescribed by JANAP 146 series, "Communication Instructions for Reporting Vital Intelligence Sightings from Aircraft," short title: "CIRVIS." This Regulation is applicable worldwide.

**2. Policy.** As a means of extending early warning coverage for the air defense of the United States, all Air Force aircraft will report by rapid communication procedures, air and/or seaborne traffic headed toward the United States which appears to be suspicious, hostile, or is not identified. Of priority interest are those sightings which require prompt defense or investigative action by United States forces. JANAP 146 series defines the specific types of traffic to report and when to report. Certain sightings are reported while airborne and others upon landing.

**3. CIRVIS Reports.** To insure rapid and correct reporting, the following CIRVIS reports are prescribed:

a. *CIRVIS Report*—issued by pilot while airborne or upon landing, as warranted. This is the initial report. Additional CIRVIS reports should be made as required by the situation. These reports should contain a reference to the original report sufficient to identify them with the original sighting.

b. *Cancellation Report*—issued by pilot as warranted.

c. *Confirmation Report*—issued by pilot upon landing in all instances where airborne report is made, citing the airborne report(s) issued.

d. *Evaluation Report*—prepared and issued in all instances by all military commands receiving a CIRVIS report.

**4. Communications.** Timeliness is a most important factor in CIRVIS reporting. Therefore, pilots should transmit CIRVIS reports as soon as possible to any available United States military or civil air/ground communication facility. The addressees for reports are added to CIRVIS messages by the ground stations. Each Air Force air/ground facility receiving an original CIRVIS message will affix the following addressees prior to relay:

a. Within (or adjacent to) the ZI—reports will be forwarded to:

- (1) Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado.
- (2) Appropriate sea frontier command:
  - (a) Commander, Western Sea Frontier Command (COMWESTSEA FRON), San Francisco, California; or
  - (b) Commander, Eastern Sea Frontier (COMEASTSEAFRON), New York, N. Y.
- (3) Chief of Staff, USAF, Washington 25, D. C.

b. For oversea areas—reports will be forwarded to:

- (1) Addressees as prescribed by area commander. (Normally, these addressees are the operating service commands concerned.)
- (2) Commander, Air Defense Command, Ent Air Force Base Colorado Springs, Colorado.
- (3) Chief of Staff, USAF, Washington 25, D. C.

**NOTE:** Precedence and means of transmission of reports to ADC and Headquarters USAF from FEAF and USAFE areas will be selected on basis of apparent intelligence value of the information.

\*This Regulation supersedes AFR 200-3, 2 July 1952.

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**5. Training Requirements.** The importance of promptly submitting accurate CIRVIS reports requires that pilots and aircrews be given specific training in the following subjects: recognition of aircraft and vessels (naval and merchant shipping); intelligence requirements for CIRVIS reports; and the procedures and types of reports required for CIRVIS messages, both during flight and upon landing. A minimum of one hour each month should be devoted to this training.

a. Pilots and aircrew personnel will be given training in aircraft and ship identification which will be prescribed by each major air command. This training will be conducted on a programmed basis, and will be objective, interesting, and practical in nature. The potential benefits to be derived from such training outweigh the limitations inherent in visual recognition as opposed to true identification.

b. Training may be incorporated with other related and appropriate training programs.

c. Pilots will be briefed on CIRVIS reporting requirements and procedures before takeoffs.

## 6. Responsibility:

a. The commander of the major air commands will insure compliance.

b. When Air Force commands are addressees of CIRVIS messages, as required by paragraph 4, CIRVIS Evaluation reports, including negative information if necessary and/or other appropriate message will be submitted promptly to insure that message addressees are kept informed during the evaluation process.

c. Commander, Military Air Transport Service, will discharge the Air Force responsibility for JANAP 146 series as applicable to regularly scheduled United States commercial airlines. This responsibility will include training and guidance mutually acceptable between the air carriers and MATS. Cognizance will be taken of the importance of CIRVIS reports from this source.

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DISTRIBUTION:

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