

ARMY AVIATION FLIGHT INFORMATION BULLETIN



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FOREWORD

The Army Aviation Flight Information Bulletin (FIB) is an official source of air operational data covering active Army, Army National Guard and Army Reserve aviation activities. The FIB is published on the U.S. Army Aeronautical Services Agency (USAASA) web site located at www.usaasa.belvoir.army.mil. The FIB is also available on the Army Knowledge Online (AKO) web site. If you want to subscribe to the FIB, log in to AKO, click files, then click U.S. Army Organizations, followed by TRADOC, then USAASA and finally to public files. You will then be able to subscribe to the FIB. The FIB will be posted to your account when the next edition is released. Reproduction and distribution of the FIB is authorized. This FIB remains in effect until the next edition is published.

Installation/Garrison commanders are responsible for the submission of changes in airfield conditions, facilities, services, air navigational aids and other matters that affect operations at their air facilities by the most expeditious means to:

- (1) Commander, USAASA, ATTN: ATAS-AI, 9325 Gunston Road, Suite N319, Fort Belvoir, VA 22060-5582.
- (2) For units in Europe, Africa and the Middle East contact: Commander, U.S. Army Aeronautical Services Detachment–Europe (USAASD-E), ATTN: ATAS-AD, Unit 29243, APO AE 09102.
- (3) For units in Korea contact: Commander, Eighth U.S. Army, ATTN: EAGC-EA-ATC, Unit 15236, APO AP 96205.

USAASA Contact Information:

- (1) Aeronautical Information Division: (703) 806-4872 / DSN 656-4872.
- (2) Airspace Support Division: (703) 806-4866/4865 / DSN 656-4866/4865.
- (3) Message address: AEROSVCSSECYUC@KSHCHL02.belvoir.army.mil.
- (4) FLIP distribution and Army FLIP account manager DSN 656-4870 / (703) 806-4870.
- (5) FLIP changes to aeronautical information DSN 656-4871 / (703) 806-4871.
- (6) Army Air Traffic Control (ATC) and airspace matters DSN 656-4864/4863 / (703) 806-4864/4863.
- (7) For Europe, Africa, and the Middle East DSN 314 373-8079/commercial 011-49-6221-17-8079/6426.
- (8) For Eighth U.S. Army (Korea) DSN 315 723-4249/commercial 011-82-7913-4249.

If you have any suggestions or information you would like to see in the FIB, please let us know. The current changes include a Department of the Army Regional Representatives (DARR) section and a Digital Corner focusing on updates and new products in digital aeronautical information. Your ideas on how we can improve the FIB are welcome. Special FIBs are published as needed. Information submitted for inclusion in the next bulletin must be received NLT 30 days preceding the start of the quarter. If you have information to submit contact DSN 656-4868.

WHO WANTS TO KNOW?

Each edition of the FIB contains selected questions received from the field. USAASA welcomes your questions and comments and will provide answers each quarter.

Question: Are Controlled Firing Areas (CFA) depicted on the sectional chart?

Answer: No. The distinguishing feature of a CFA, compared to other special use airspace, is that CFA activities shall be suspended immediately when a nonparticipating aircraft approaches the area; therefore, CFA's are not depicted on the sectional chart. The responsibility lies totally with the CFA user to terminate activities so that there is no impact on aviation. There is no requirement for nonparticipating aircraft to avoid the airspace, nor are any communications or ATC separation requirements imposed.

From the Aeronautical Information Manual (AIM)

CONTROLLED FIRING AREAS (CFA's) contain activities which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of the CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFA's since they do not cause a nonparticipating aircraft to change its flight path.

Question: If a joint-use restricted area is published as being in use, can IFR traffic transit with an ATC clearance?

Answer: Yes. Restricted areas are established for joint use by assigning an ATC facility as the controlling agency and by executing a joint use letter of procedure (LOP) between the controlling and using agencies. The LOP provides for the operation of nonparticipating IFR and/or VFR aircraft within the area. Flight within the restricted area is controlled by the using agency except when the area has been released to the controlling agency. During such periods, the controlling agency may permit nonparticipating aircraft operations in the restricted area. Contact your DARR for additional information on LOP's.

From the AIM:

a. Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature or limitations imposed upon aircraft operations that are not a part of those activities or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. Restricted areas are published in the Federal Register and constitute 14 CFR Part 73.

b. ATC facilities apply the following procedures when aircraft are operating on an IFR clearance (including those cleared by ATC to maintain VFR-on-top) via a route which lies within joint-use restricted airspace.

1. If the restricted area is not active and has been released to the controlling agency the ATC facility will allow the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.

2. If the restricted area is active and has not been released to the controlling agency, the ATC facility will issue a clearance which will ensure the aircraft avoids the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

NOTE-

The above apply only to joint-use restricted airspace and not to prohibited and nonjoint-use airspace. For the latter categories, the ATC facility will issue a clearance so the aircraft will avoid the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

c. Restricted airspace is depicted on the en route chart appropriate for use at the altitude or flight level being flown. For joint-use restricted areas, the name of the controlling agency is shown on these charts. For all prohibited areas and nonjoint-use restricted areas, unless otherwise requested by the using agency, the phrase "NO A/G" is shown.

And from FAR Sec. 91.133 Restricted and prohibited areas.

(a) No person may operate an aircraft within a restricted area (designated in part 73) contrary to the restrictions imposed, or within a prohibited area, unless that person has the permission of the using or controlling agency, as appropriate.

(b) Each person conducting, within a restricted area, an aircraft operation (approved by the using agency) that creates the same hazards as the operations for which the restricted area was designated, may deviate from the rules of this subpart that are not compatible with the operation of the aircraft.

Question: While en route on an IFR Flight plan, the Center controller reroutes you around an active MOA. What is a MOA and how high does it reach?

Answer: MOA's consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic. Military Operations Areas extend up to but not including 18,000 feet. MOA's terminate at the base of class A airspace (18000 feet FL180). MOA's are depicted on sectional, VFR Terminal Area, and Low Altitude charts. There are no MOAs in Class A airspace.

Class A Airspace Definition. Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska; and designated international airspace beyond 12

nautical miles of the coast of the 48 contiguous States and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.

From the AIM

Examples of activities conducted in MOA's include, but are not limited to: air combat tactics, air intercepts, aerobatics, formation training, and low-altitude tactics. Military pilots flying in an active MOA are exempted from the provisions of 14 CFR Section 91.303(c) and (d) which prohibits aerobatic flight within Class D and Class E surface areas, and within Federal airways. Additionally, the Department of Defense has been issued an authorization to operate aircraft at indicated airspeeds in excess of 250 knots below 10,000 feet MSL within active MOA's.

Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOA's may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

From the AIM Pilot/Controller Glossary:

Military Operations Area (MOA) -- A MOA is airspace established outside of Class A airspace to separate or segregate certain non-hazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

E6-B “WIZ WHEEL” Quick tip!

Your IFR departure requires you to climb at 350 feet per nautical mile. How many feet per minute are you required to climb?

Find feet per minute vs feet per nautical mile

1. Using an E6B or some other similar device such as the Jeppesen CR2, rotate the index mark (located on the inner wheel at the number 60) until it is pointing at your ground speed on the outer circle.
2. On the inner wheel locate the climb rate in feet per nautical mile.
3. Next to the number in step 2, but on the outer wheel, is the climb rate in feet per minute.

FLIP WORLD

NEW PRODUCT!!! The **digital - Terminal Procedures Publication (d-TPP)** is available at cost to your unit. The **digital – Terminal Procedures Publication** is an electronic version of the terminal procedures printed in the 25-volume U.S Terminal Procedures Publication (TPP) and the Pacific Chart Supplement (PAC). The **d-TPP** is available in pdf format and includes searching, viewing, printing and downloading of all civilian and military (excluding military HIGH) U.S. terminal procedures.

The **d-TPP** coverage area includes the United States (including Alaska and Hawaii), Puerto Rico, Virgin Islands and Pacific Territories and is updated every 28 days.

d-TPP includes Instrument Approach Procedure charts (IAP), Departure Procedure charts (DP), Standard Terminal Arrival Route charts (STAR), Airport Diagrams, Charted Visual Flight Procedure charts (CVFR), Take-Off, Radar and Alternate Minima textual procedures, and Legend and General Information page(s).

The **d-TPP** is available on DVD and through the Online Products link at:
http://naco.faa.gov/index.asp?xml=naco/catalog/charts/digital/d_tpp .

The DVD may be purchased as a yearly subscription, issued every 28 days, for \$162.50 or as single purchase of \$12.50 per issue.

NOTAM CORNER

The Defense Internet NOTAM System (DINS) has added Graphic TFRs to their website. The new Graphic TFRs can be accessed by logging on to the Defense Internet NOTAM service page (<https://www.notams.jcs.mil>) and selecting the Graphical TFRs hyperlink. The page can also be retrieved directly from the following site: <https://www.tfrdod.dins.jcs.mil/TfrDOD/>. The TFRs are depicted on VFR sectional on the website and will be added to IFR charts at a later date. This feature makes it possible to print a small depiction of a sectional chart with the TFR(s) displayed.

The Q-Code search has a new feature that allows an unknown Q-Code to be entered, and the definition of that Q-Code will be displayed. This will help pilots and base operations personnel better understand the meaning of the Q-Code. This feature can be found on the Defense Internet NOTAM service page (<https://www.notams.jcs.mil>).

We have also instituted a system to send emails approximately three weeks prior to expiration of DINS certificates. Due to some individuals holding multiple certificates, only reply to the first email for each computer. Subsequent emails, during the one year valid time, will not affect your service. If you have questions, please call SFC Mechels at COMM (703) 904-4205 DSN 994-4205

Department of the Army Regional Representatives (DARR) CORNER

Changes to Special Use Airspace (Restricted Areas)

AR 95-2 states that restricted areas are established when it is deemed necessary to confine or segregate activities considered non-compatible with, or hazardous to, nonparticipating aircraft. Once restricted areas are designated, there may be times when an advance in technology, new equipment fielding, unit alignment or the changing needs of the military necessitates a change to these areas. Beware of the potential pitfalls in the process of changing or amending a restricted area. With change comes a bit of risk and here's why.

Restricted areas are established through the Federal Aviation Administration's (FAA) rulemaking process in accordance with 14 CFR 73. These rulemaking procedures result in regulatory airspace whereby civilian transit is restricted. The FAA defines the physical dimensions, times of use and purpose of the restricted area. Any changes to the dimensions, times or purpose require further rulemaking.

Applications for changes to restricted areas bring the current designation under review. The FAA review may result in a reduction of airspace or times of use if the FAA determines that current and projected usage do not justify the current designation.

As an example, many current restricted areas have a time designation of "Continuous" which allows 24 hour a day, 365 days a year use of the restricted area. During rulemaking to change these restricted areas, the installation will be required to justify this designation or it may be reduced to a limited time frame (i.e. Monday thru Friday 0700-1900 and other times by NOTAM).

In order to avoid the pitfalls of establishing/changing a restricted area, the Department of the Army Regional Representatives (DARR) listed in the back of this publication are the initial POCs for planning and coordination of airspace actions.

With that said, it is incumbent on all of us to be good stewards of the National Airspace System (NAS) by activating restricted airspace only during the time it is actually needed.

DIGITAL CORNER

Electronic Chart Updating Manual (ECHUM)

ECHUM enables customers to keep charts current with vertical obstructions based on known aeronautical changes that have occurred since the last printed date of a chart or map.

For months now, users have saved hours of time by downloading processed DAFIF data from the NGA website at <https://164.214.2.62/products/digitalaero/index.cfm>. This new download does the same thing for ECHUM <http://164.214.2.62/products/webchum/hardcopychum.cfm>; however, instead of downloading the raw ECHUM data from NGA (or waiting for the NGA CSD to show up a month later), unzipping it, and then processing the data in FalconView, the new download eliminates the last step of processing the data on your mission planning system. Because the data is already processed on a PFPS system, all you have to do is extract the file. You do not have to run the ECHUM Importer in FalconView. Simply download and unzip the file. Questions? Call the Mission Planning System Support Facility (MPSSF) at 1-800-SSF-SSF.

For mission planning news and downloads, the Army Mission planning site can be located at <http://army.mission-planning.org>. Requests for receipt of PFPS 3.3 (Army version) can be forwarded to LeaBeth Henderson at amps@peoavn.redstone.army.mil for distribution. Please include requestor's name, unit or organization, mailing address and phone # (DSN & commercial).

FAA News

There were numerous violations of the Washington, DC Metropolitan Area Air Defense Identification Zone (DC ADIZ) over the past year. For example: an Army aircraft en route to Pennsylvania from Virginia did not file the appropriate flight plan with Potomac TRACON, did not squawk the appropriate Air Traffic Control (ATC) assigned discreet transponder code to operate in the ADIZ and did not establish radio communications with the appropriate ATC facility while operating in the ADIZ. This is a violation of Title 14 Code of Federal Regulations (CFRs), Parts 99.7 and 91.139 c, which states that aircraft must comply with security instructions issued by the FAA Administrator and operate aircraft IAW authorizations, terms and conditions prescribed in the regulation covered by the NOTAM. Violation of CFRs may result in fines and or loss of Pilot certificate. Military pilots who violate the Washington D.C. or New York ADIZ will be investigated by the appropriate command.

Real-time graphical depictions of current TFRs are available on the FAA Web site <http://www.faa.gov/>. The system is fully automated and will be refreshed every 15 minutes. The new graphical TFR site is easily accessed by clicking on the "Pilots Graphic TFRs" section of the FAA homepage. For the latest information contact your local Flight Service Station at 1-800-WX-BRIEF.

YOU SHOULD KNOW THAT

Inoperative Components Table: When checking NOTAMs, aviators must determine if any components or visual aids associated with the instrument approach procedure are inoperative before making a decision to use the procedure and when determining your planning weather minimums.

Landing minimums published on approach procedures charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids.

When an instrument approach is designed, weather planning minimums are specified for the type of procedure. As visual aids are added to the approach, a reduction to the weather planning minimums is applied. For example, IAW TM-95-226 Terminal Instrument Procedures (TERPS), ILS weather planning minimums with no lights are: ceiling equals 200 feet, visibility equals 3/4 mile.

If a Medium Intensity Approach Lighting System (MALSR) is installed, planning visibility may be reduced by 1/4 of a mile. Therefore, the published weather planning minimums are 200-1/2. Depending on the type of approach lighting system, a VOR or an NDB procedure may receive a 1/2 mile visibility reduction. Since an approach receives a reduction in visibility due to an operational lighting system, it only makes sense that an inoperative lighting system should increase planning minimums.

AR 95-1 states, “aviators flying helicopters may reduce destination and alternate Category A minimums by 50 percent, but not less than 1/4 mile or metric equivalent.” Any increase to planning minimums, due to inoperative components, must be made prior to the 50 percent reduction.

When dealing with inoperative components, attention to detail is a must to ensure proper minimums are applied. On some approaches the Inoperative Table does not apply and there are some approaches where the increase to visibility is not standard. For example, refer to Vol 19, ILS RWY 5, Fort Myers/Page Field (FMY). In the pilot briefing section there is a note “Inoperative table does not apply”. When this approach was developed using Terminal Instrument Procedures (TERPS), no reduction in the weather planning minimums was applied. For another example, refer to Vol 19, ILS RWY 36 Hurlburt Field (KHRT). Note that the pilot briefing information section indicates the amount to increase visibility per type of instrument procedure and category of aircraft.

Determining weather planning minimums when components or visual aids of the instrument approach are inoperative is not a new subject. Aviators must review the Instrument Approach Procedures (IAP) charts and apply the appropriate minimums when applicable.

Diverse Departures The United States Army Aeronautical Services Agency has received questions from pilots regarding the term “Diverse Departures not Authorized”. If a pilot files from an airfield where diverse departures are not authorized, he/she is required to fly the instrument departure procedure printed textually, graphically or the departure assigned by ATC.

Pilots are advised to read the concise explanation of instrument departures located in paragraph 5-2-6 in the FAA Aeronautical Information Manual (AIM).

Instrument departure procedures are preplanned instrument flight rule (IFR) procedures which provide obstruction clearance from the terminal area to the appropriate en route structure. There are two types of Departure Procedures (DP's). One is the Obstacle Departure Procedures (ODP's) printed either textually or graphically, and the other is the Standard Instrument Departures (SID's), which is always printed graphically. ODP's provide obstruction clearance via the least onerous route from the terminal area to the appropriate en route structure. ODP's are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate departure procedure (SID or radar vector) has been specifically assigned by ATC. Standard Instrument Departures are air traffic control (ATC) procedures printed for pilot/controller use in graphic form to provide obstruction clearance and a transition from the terminal area to the appropriate en route structure. SID's are primarily designed for system enhancement and to reduce pilot/controller workload. ATC clearance must be received prior to flying a SID. All DP's provide the pilot with a way to depart the airport and safely transition to the en route structure.

When an instrument approach is initially developed for an airport, the procedure designer also does an assessment for departures. If an aircraft turns in any direction from a runway, and is clear of obstacles, that runway meets what is called diverse departure criteria and no Obstacle Departure Procedure will be developed. At busier airports, there may be a need to develop Departure Procedures to increase efficiency and reduce communications and departure delays as opposed to obstacle avoidance. A SID may be published if needed for air traffic control purposes. However, if an obstacle penetrates what is called the 40:1 obstacle identification surface, the procedure designer chooses whether to:

1. Establish a steeper than normal climb gradient with an alternative that increases takeoff minima to allow the pilot to visually remain clear of the obstacle(s); or
2. Design and publish a specific departure route; or
3. A combination of the above.

If there is no IFR departure procedure published, climb runway heading to 400 feet above the departure end of runway elevation, turn in the shortest direction to the first filed point. This will keep the aircraft clear of terrain and obstructions as long as the climb is at 200 feet per nautical mile (FPNM), unless required to level off by a crossing restriction, until the minimum IFR altitude. The 40:1 obstacle identification surface begins at the departure end of the runway and slopes upward at 152 FPNM until reaching the minimum IFR altitude or entering the en route structure.

Where are DP's located and why are DPs necessary?

DP's provide obstacle clearance protection information to pilots. At busier airports, DP's increase efficiency and reduce communications and departure delays through the use of SIDs. Airports that have DP's designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude and/or airports that have IFR take-off minimums other than standard are listed in the IFR Take-off Minimums and (Obstacle) Departure Procedures section. DPs specifically designed for obstacle avoidance are described in text or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed and can be found in either military or Civil Departure Procedures volume (civil), as appropriate. If you see the words, "Diverse Departures not authorized," Army crews should consider the information listed in the AIM and make the following checks:

1. Each pilot, before departing an airport on an IFR flight, should consider the type of terrain and other obstacles on or near the departure airport.
2. Comply with nonstandard IFR minimums and departure procedures either a graphic, textual or ATC clearance.
- 3 Always, follow the specific ATC Departure instructions.

Pilots must be aware that diverse departure criteria is based solely on the aircraft's ability to operate within the standard departure envelope for that specific category aircraft and DOES NOT consider degraded climb capability due to equipment malfunction, terminal aid to navigation degradation or special aircrew qualification requirements. The AIM indicates that obstacle clearance responsibility rests with pilot's when they choose to climb in visual conditions in lieu of flying a departure procedure and/or depart under increased takeoff minima rather than fly the departure procedure. Consideration of these factors is the responsibility of the Pilot-in-Command.

Europe, North Africa and Middle East (ENAME) FOCUS

FLIP ISSUES DURING CONTINGENCY OPERATIONS

The pace of OPTEMO and deployments to contingency operations continues to challenge the capabilities of Army Aviation and ATS units across the force. Given ongoing missions in Kosovo, Afghanistan and Iraq, this OPTEMPO is likely to continue for some time. Prior to deploying to an operational area there are several steps that Operations Officers and FLIP account managers need to complete to ensure continued support.

FLIP:

Getting to and from the ports of embarkation or debarkation or flying direct to the AOR may require a different or supplemental FLIP issue for the route of flight.

The unit FLIP account will undoubtedly have to change to support operations in areas away from home station. The US Army Aeronautical Services Detachment – Europe (USAASD-E) is responsible for FLIP distribution in Europe, Africa and the Middle East regions. US Army Units are highly encouraged to contact the USAASA FLIP manager to suspend or curtail US FLIP

distribution amounts before they deploy from home base and contact USAASD-E FLIP manager as soon as they arrive or receive a valid APO mailing address for their new location. Point of contact information is in the front of DoD FLIP publications or usaasade@hq.hqusareur.army.mil.

Traditional distribution methods for DoD FLIP products frequently are not feasible in fast moving contingency operations due to delays in the mail system. Changes to FLIP accounts are routed through the Defense Logistics Agency (DLA), which takes between 8-12 weeks to accomplish. To overcome this delivery lag, USAASD-E may setup FLIP distribution points within the theater of operations to ensure units have access to required FLIP information. There is currently only one FLIP distribution located at Camp Udairi, Kuwait. Any questions or concerns contact MSG Strong at DSN 314-373-6426, Com 011-6221-17-6426 Gregory.Strong@hq.hqusareur.army.mil.

TRANSITION TO PEACEKEEPING:

There is a distinct difference between tactical flight procedures in a combat zone and IFR flight in a sovereign nation's airspace. During initial combat operations, Army ATS units establish IFR procedures within a combat zone under the supervision and control of the Combined Forces Air Component Commander (CFACC). Many of these procedures are published in a loose-leaf format or in an Aviator Procedures Guide (APG) rather than published in the DoD FLIP. As the theater matures and civil authorities begin to reestablish control of the airspace, tactical flight procedures or FAA developed approaches may be replaced by host nation procedures. At the same time, the APG or loose-leaf procedures may be replaced by published FLIP procedures. This maturing of the airspace control system is either complete or ongoing in Kosovo/Bosnia and Afghanistan, and beginning in Iraq.

What this means to FLIP account managers and unit Operations Officers, is they must be aware of the status of airspace control in their AOR and obtain sufficient FLIP products to operate in and around that theater. AR 95-1 requirements to utilize DOD/US Government FLIP for all Army missions are not waived during contingency operations. Units who are unprepared may find it difficult or impossible to conduct IFR flight operations.

AIRFIELD SURVEY NOTICE- Installation Management Agency, Major Commands, State Adjutants General of the National Guard and garrison/installation commanders are responsible for ensuring all airfields with instrument approach procedures are surveyed/updated every five years. These surveys are critical to aviation safety must be kept current and reported accurately. Out of date surveys may result in cancellation of instrument approach procedures at Army locations. The U.S. Army Aeronautical Services Agency (USAASA) is the Department of the Army staff agency responsible for collecting, validating, and coordinating Army airfield obstruction and NAVAID data with the FAA and National-Geospatial-Intelligence Agency (NGA). Reference AR 95-2 and AR 210-20. HQ, USAASA point of contact is Mr. Bellamy, DSN 656-4868 or commercial (703) 806-4868.

DUE IN FY 05

NAME

Allen AAF
Bradshaw AAF
Cairns AAF
Hanchey AHP
Hunter AAF
Kastner AAF
Lawson AAF
Los Alamitos AAF
Lowe AHP
Marshall AAF
Michael AAF
Muir AAF
Redstone AAF
Simmons AAF
Wainwright AAF
Wheeler-Sack AAF
Wiesbaden AAF
Wright AAF

LOCATION

Fort Greely, AK (New RNWY)
Camp Pohakuloa, HI
Fort Rucker, AL (04)
Fort Rucker, AL (04)
Savannah, GA
Camp Zama, JA (04)
Fort Benning, GA
Joint Forces Training Base, CA
Fort Rucker, AL (04)
Fort Riley KS
Dugway Proving Ground, UT
Fort Indiantown Gap, PA
Huntsville, AL (04)
Fort Bragg, NC
Fort Wainwright, AK (04)
Fort Drum, NY
Germany
FT Stewart, GA

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 Make changes by e-mail or phone, see page 2. Revised quarterly. Area code in parentheses
 denotes commercial phone, (F) Fax, all others are DSN.

Have an email address, location, or telephone number change?

Let us know at DSN 656-4868 (703) 806-4868

HEADQUARTERS
U.S. ARMY AERONAUTICAL SERVICES AGENCY, FT BELVOIR, VA
www.usaasa.belvoir.army.mil

Commander	656-4882	(703) 806-4882
Chief, Aeronautical Information Division	656-4872	(703) 806-4872
Chief, Airspace Division	656-4867	(703) 806-4867

DEPT OF ARMY REGIONAL REPRESENTATIVES (DARR) FAA REGIONS

Central/Great Lakes	552-7717	(816)329-3290 (F)(816)329-3287
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Eastern/New England	478-4826	(781)238-7906 (F)(781)238-7911
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Northwest Mountain	357-6129	(425)227-2952 (F)(425)227-2951
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Alaskan		(907)271-5366 (F)(907)271-2850
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Southern	797-5481/82	(404)305-6916 (404)305-6919 (404)305-6920 (F)(404)305-6926
Southwest	477-2920/21	(817)222-5921

Western-Pacific	833-1250	(F)(817)222-5968 (310)725-3909 (310)725-3908 (F)(310)536-8490
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ARMY NOTAM COORD		1-888-876-6826 (703)904-4484 (F)(703)904-4437
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ARMY FLIP MANAGER	656-4870	(703)806-4870
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US ARMY AERONAUTICAL SERVICES DETACHMENT-EUROPE

DSN 314-373-8079/6426 (F)DSN 373-8957
 COMMM Prefix 011 + (49-6221-17-8079/6426)

GERMANY

DSN Prefix – 314	COMMM DIAL FROM U.S. 011-49-plus #	
AFOD	373-6201/8595	6221-17-6201
Ansbach AHP	467-2872/2739	9802-832-872
Coleman AAF	382-5160	621-779-5160
Giebelstadt AAF	352-7454/7323	9334-87-7454/7323
	(F)352-7629	9334-87-7629
Grafenwohr AAF	475-8370/6249	9641-3281
Hanau AAF	322-7611	6183-51-611
Heidelberg AAF	373-8619/6663	6221-17-8619-6663
Illesheim AAF	467-4502/4832	69481-83-502/832
Wiesbaden AAF	337-5662/5115	611-705-5662/5115
Landstuhl Army Heliport	486-7800/8331	06371-86-7800/8331

JAPAN

Kastner AAF COMMM FROM U.S. 011-81-462-51-1520 EXT 263-5461/3590 (TWR)

KOREA

DSN Prefix – 315 COMMM DIAL FROM U.S. 011-82-plus #

Theater Representative
 (EUSA G3 ATS Manager)

	723-4249	2-7913-4249
(EUSA G3 Flt Ops NCOIC)		
	723-4992	2-7913-4992
	(F)723-5666	2-7913-5666
A-306 Page AAF	721-5075/5076	33-259-5075/5076
A-511 Desiderio AAF	753-7555/7742	31-690-7555/7742
H-112 Stanton AHP	734-5762/5256	31-940-5762/5256
H-207 Cochran AHP	732-5524	31-870-5524
H-208 Yongsan AHP	736-4711/4714	2-7916-4711/4714
H-401 Camp Eagle AHP	721-2299/2302	31-738-2299/2302
H-805 Walker AHP	764-4309/4072	53-470-4309/4072

KWAJALEIN

	CONUS	OCONUS
Bucholz AAF	254-2140/2101	480-2140/2101
Dyess AAF	(805) 355-2140/2101(F) 4554	

ALABAMA

Birmingham Muni (NG)	363-7493	(205)808-3300/3307
Cairns AAF (A)	558-8361/8433	(334)255-8433
Dannelly Field (NG)	363-7634	(334)280-4840/4849
Hanchey AHP (A)	558-5064	(334)255-5064

Lowe AHP (A)	558-4024/4033	(334)255-4030
Mobile Regional (NG)		(334)634-8773/74
Redstone AAF (A)	746-1916/4310	(256)876-1916/4310
Troy Muni (A)	255-9742	(334)566-2413

ALASKA

Allen AAF	317-873-4171	(907)353-7212/7094
Bethel (NG)		(907)543-2225/2863
Bryant AHP (NG)	317-384-4333/4336	(907)428-6309
Juneau Int'l (NG)		(907)789-3366/9643
Nome (NG)		(907)443-2831
Wainwright AAF	317-353-6514/6282	(907)353-6514/6282

ARIZONA

Castle Dome AHP	899-2014/2241	(602)328-2014
McDonnell Douglas (A)	474-3506	(602)891-3506
Laguna AAF	899-2014/2241	(602)328-2014
Libby AAF	879-2860/2862	(520)583-2860 /2862
Papago AAF (NG)	853-2796	(602)267-2796
Silver Bell AHP (NG)	853-5631	(520)616-5631

ARKANSAS

Robinson AAF (NG)	962-5666/5667	(501)217-5666/5667
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CALIFORNIA

Amedee AAF	855-4110/4147	(530)827-4147
Barstow-Daggett	470-3085/2905	(760)254-2542
Bicycle Lake AAF	470-4320/6369	(760)380-4320/6369
Camp Parks AHP (AR)		(925)875-4301
Fresno AVCRAD (NG)	949-9308	(559)347-5540
Los Alamitos AAF (NG)	972-2571/61	(562)795-2561/71
AASF # 1 (NG)	972-1103	(562)795-1103
ASF 28 (AR)	972-2232/2230	(562)795-2232/2230
Mather Airfield (NG)	466-3925	(916)843-3925
NAS North Island (NG)	735-0101	(619)545-0101
Oakland AHP	859-3131	(510)466-3131
O'Sullivan AHP (NG)	630-6510	(805)549-6510/12
Roberts AAF (NG)	949-8206/8181	(805)238-8206/8181
Stockton Met (NG)	466-5319	(209)983-5319
Tusi AHP	686-2403	(831)386-2403

COLORADO

Buckley AFB (NG)	847-8448	(720)847-8448
(A)	847-8449	(720)847-8449
Butts AAF	691-3935	(719)526-3936
Eagle (NG)		(970)524-7702
Peterson AFB (AR)	834-7638	

CONNECTICUT

Bradley Intl (NG)	636-7075	(860)386-4075
Groton/New London(NG)	636-7925	(203)441-2900

DELAWARE

New Castle Arpt (NG)	440-7205	(302)326-7205
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DISTRICT OF COLUMBIA

Walter Reed Forrest Glen AHP	291-3420/3401
Walter Reed Interim Pad	291-1141/2309

FLORIDA

Camp Blanding AAF	960-3351/3100	(904)533-3504
Craig Muni (NG)	860-7636	(904)641-6003
Brooksville (NG)	860-7739	(352)797-5814
MacDill AFB	968-2808/2908	(813)830-2808
North Perry		(305)966-5005/5777
Patrick AFB (A)	854-5456	(407)494-5456

GEORGIA

Fulton Co Brown (A)	572-4271	(770)691-2500
Dobbins ARB (AR)	625-5284	(678)655-5644
(NG)	625-5287	(678)655-5287
Ft. Gillem Heliport	572-4271/2404	
Ft. Gordon Barton	780-7134/7119	(404)798-8277/8278
Hunter AAF (A)	971-5110/5531	(912)352-5110/5531
(NG)	971-5787/5532	(912)352-5787/5532
Lawson AAF	835-3524/2471	(706)545-2857
Winder (NG)	338-6180	(404)656-6019/6620
Wright AAF	870-2133/3610	(912)767-3610

HAWAII			Greely AHP	992-2679	(732)532-2679
Bradshaw AAF		(808)433-1810	Lakehurst NAES (A)	624-2115/2114	(732)323-2115/2114
Wheeler AAF	456-1282	(808)656-1282/1007	McGuire AFB (A)	944-6377/5287	(609)562-6377/5287
Hickam AFB (A)	449-0905/5822	(808)449-0905/5822	Mercer Co (NG)	445-9261	(609)530-4258
IDAHO			Picatinny Arsnl (NG)	880-4580	(973)724-4580
Boise Air (NG)	941-5272	(208)389-5272	NEW MEXICO		
ILLINOIS			Condron AAF	349-1315	(505)679-1315
Melvin C. Price SP Ctr	892-4580/1	(618)452-4580	Holloman AFB (A)	349-1315	(505)679-1315
Chicago (NG)		(708)824-5418/5440	Santa Fe Muni (NG)	867-8125	(505)471-7030/7170
Decatur (NG)	555-3618	(217)422-3687	Stallion AAF	349-1315	(505)679-1315
Greater Peoria (NG)	555-3000	(309)697-7900	NEW YORK		
INDIANA			Albany County (NG)	489-4385	(518)786-4391
Shelbyville (NG)	366-2210	(317)392-8200	Long Island		
IOWA			MacArthur (NG)	489-1118/1119	(631)588-2552
Boone Muni (NG)	431-4388		Rochester/Monroe		
Davenport Muni (NG)	793-4733	(319)391-3635	Co Apt (NG)	343-5400	(716)783-5400
Waterloo (NG)	431-4388		Stewart (A)		(914)567-1088
KANSAS			Wheeler-Sack AAF	341-5681/5682	(315)772-5681/2
Forbes Fld (NG)	720-8727	(913)274-1725	NORTH CAROLINA		
Marshall AAF	856-2530	(785)239-2530	Mackall AAF	236-6230	(910)396-6230
Olathe AHP (AR)	552-7670	(913)782-1077	Raleigh-Durham (NG)	582-9181	(919)664-6181
Salina Muni (NG)	720-8056	(913)827-9025	Rowan Co (NG)	583-9192	(704)359-5813
Sherman AAF	552-6041/6051	(913)684-6041/6051	Simmons AAF	236-7804/9387	(910)396-7804/9387
KENTUCKY			NORTH DAKOTA		
Campbell AAF	635-7146/7	(270)798-7146/7	Bismarck Muni (NG)	344-5160	(701)224-5160
Capital City (NG)		(502)564-3714/5400	Camp Grafton (NG)	344-5226/5160	(701)662-0200
Godman AAF (A)	464-5545/6047	(502)624-5545/6047	OHIO		
(AR)	464-4877	(502)624-4677/5227	Akron-Canton Rgnl(NG)	346-6105/02	(614)336-6105/02
LOUISIANA			Rickenbacker (NG)	346-6411	(614)336-6411
Esler regional (NG)		(318)767-2546	OKLAHOMA		
Lakefront (NG)	485-8365/6	(504)241-2374	Henry Post AAF	639-5808/6160	(580)442-5808/6160
Polk AAF (A)	863-7328/4831	(318)531-4831/7328	Muldrow AHP (NG)	628-8101	(405)217-8180
MAINE			Tulsa Int'l (NG)		(918)832-6513/15/16
Bangor (NG)	881-3450	(207)735-1100	OREGON		
MARYLAND			McNary Field (NG)	355-3301	(503)584-3930
Andrews AFB (A)	857-5040	(240)857-5040	Pendleton (NG)		(541)276-4544
Phillips AAF	298-3483/4902	(410)278-4902	PENNSYLVANIA		
Ritchie AHP(A)	277-5626	(301)878-5626	Betts Helipad (A)	795-7270	(717)894-7270
Washington Co Reg (AR)	988-1300	(301)797-8601	Carlisle Bks AHP		(717)245-3305
Weide AHP(NG)	584-3536/3385	(410)436-3536	Letterkenney AD AHP	570-8788	(717)267-8882
MASSACHUSETTS			Muir AAF(NG)	491-8963	(717)861-8963
Otis ANGB (NG)	557-5850	(617)968-5850	Johnstown-Cam Co (NG)		(814)532-7714
Westfield/Barnes Muni (NG)	698-1810	(413)568-9151ext 1810	Willow Grove (AR)	991-1594	(215)443-1594
(F)698-1806		(F) (413) 568-1806	PUERTO RICO		
MICHIGAN			Isla Grande San Juan (NG)		(787)722-3916
Abrams Muni (NG)	623-0671/2/3	(517)483-5671/2/3	RHODE ISLAND		
Grayling AAF (NG)	623-4300/4308	(989)348-4038	Quonset State (NG)	557-3416/3400	(401)621-5416/5400
MINNESOTA			SOUTH CAROLINA		
Ray S. Miller AAF (NG)	871-7258	(320)632-7258	Columbia Metro (OSACOMM)		(803)822-4135
St Paul Downtown (NG)		(651)281-3458/59	McEntire ANGB (NG)	583-1810	(803)806-1810
MISSISSIPPI			Rapid City Reg (NG)	747-8371	(605)399-6371
Tupelo Rgnl (NG)	293-3400	(601)891-4400	TENNESSEE		
Gulfport Muni (NG)	363-8901	(228)214-6901	McGhee Tyson (NG)	266-4601	(865)985-4601
Hagler AAF (NG)	921-2123	(601)558-2123	Sabre AHP	635-6115	(502)798-6115
Jackson (NG)	293-2102	(601)313-2102	Smyrna Arpt (NG)	760-3614	(615)271-3611
Key Field (NG)	293-3165	(601)553-3165	TEXAS		
MISSOURI			Austin-Bergstrom (NG)		(512)782-3159
Waynesville Rgnl(A)	581-0165	(573)596-0165	Biggs AAF	978-8088/8097	(915)568-8088/8097
Jefferson City (NG)	555-9786	(573)526-9786	Camp Bullis (NG)	421-7510	(210)295-7510
Springfield Rgnl(NG)	555-9820 ext 227	(800)417-9026	Charles L. Kelly (NG)	471-3026	(210)221-3026
St Louis Area Support			Conroe Montgomery Co		(409)525-3335
Center AHP	892-4580/81	(618)452-4580/81	Corpus Christi (A)	861-2432	(512)939-2432
Whiteman AFB (NG)	975-5768/5771	816)687-5768/5771	(AR)		(512)854-4232
MONTANA			Ellington ANGB (NG)	954-2332	(281)484-6551
Helena (NG)	324-3055/56	(406)324-3055/56	SWAPS	800-426-5237	(254)287-7585
NEBRASKA			Hood AAF		(512)465-5167
H.J.Paul AHP (NG)	720-1209	(402)471-7452	Mabry AHP (NG)	954-5167	(512)421-1701
Lincoln Muni (NG)	946-7452		Martindale AHP (NG)	954-1721	(512)782-6475
NEVADA			Redmon Taylor AHP (NG)	954-6475	(214)334-2911
Reno/Stead (NG)	530-2748/49	(775)972-2748/49	Red River AHP	829-2911	(254)288-9200
NEW HAMPSHIRE			Robert Gray AAF	738-9200/9209	(512)465-5088
Concord Muni (NG)	684-9292	(603)225-1234	Robert Mueller (NG)	954-5088	
NEW JERSEY			UTAH		
Charles Wood AHP	992-2679	(732)532-2679	Michael AAF	789-5322	(435)831-5322
			West Jordan (NG)	766-3567	(801)816-3567

VERMONT			WEST VIRGINIA		
Burlington Intl (NG)	636-3400	(802)862-6964	Clarksburg (NG)	623-6028	(304)842-8870
			Dawson AAF (NG)	366-9376	(304)329-9350
			Wood County (NG)	366-9264	(304)464-4383
VIRGINIA			WISCONSIN		
A.P. Hill AAF	578-8224/8374	(804)633-8224/8374			
Blackstone AAF (NG)	438-2193/2116	(804)292-2193/2116			
Byrd Intl (NG)	864-7305/7000	(804)236-7305/7304	Madison-Truax (NG)	724-3910	(608)242-3910
Davidson AAF (A)	656-7224	(703)806-7224	Sparta/Ft McCoy (AR)	280-4207/4232	(608)388-4232
(NG)	656-7092	(703)806-7092	West Bend Muni (NG)	724-3147	(414)334-9154
Felker AAF	826-3588/2584	(757)878-3588/2584			
Fort Lee AHP	687-6421	(804)734-6421			
Langley AFB (A)	574-2149	(804)764-2149	Cheyenne Muni (NG)	388-5997	(307)772-5997
Pentagon AHP	225-9250/4374	(703)695-4374	Guernsey (NG)	388-7810	(307)772-7810
Spier Helipad	438-7164	(757)422-7164			
WASHINGTON			location, or telephone number change?		
Gray AAF (A)	357-6628/5998	(253)967-6628	Let us know at DSN 656-4868 (703)806-4868		
AASF Lewis (NG)	323-3800	(253)912-3800	CURRENT AS OF: 01 OCTOBER 04		
ASF#1 (AR)	357-3036	(253)967-3083			
Spokane Intl (NG)	820-7507	(509)458-5513			
Vagabond AAF(A)	638-3431/3367	(509)577-3204			

By Order of the Secretary of the Army:

Official:

A handwritten signature in black ink, appearing to read "Joel B. Hudson".

JOEL B. HUDSON

*Administrative Assistant to the
Secretary of the Army*

0427501

PETER J. SCHOOMAKER
*General, United States Army
Chief of Staff*