

# 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 quarterly on the USAASA web site located at [www.usaasa.belvoir.army.mil](http://www.usaasa.belvoir.army.mil). Reproduction and distribution of the FIB is authorized. This FIB expires 30 Sep 2001.

Installation commanders are responsible for the submission of changes in airfield conditions, facilities, services, air navigational aids and other matters affecting operations at air facilities serving their installations, by the most expeditious means to: (1) assigned FAA tie-in Flight Service Station, and/or (2) Director, U.S. Army Aeronautical Services Agency, ATTN.: ATAS-AI, 9325 Gunston Road, Suite N319, Fort Belvoir, VA 22060-5582. For Europe, Africa and the Middle East contact Commander, USAASD-E, ATTN.: ATAS-AD, Unit 29243, APO AE 09102. (3) Units in Korea contact Commander, Eighth U.S. Army, ATTN: EAGC-EA-ATC, Unit 15236, APO AP 96205. (4) Other unit locations contact appropriate Department of the Army Regional Representative (DARR), or Headquarters USAASA, see Aerodrome directory.

Telephone: Aeronautical Information Division: (703) 806-4871, DSN 656-4871. Airspace Support Division: (703) 806-4866, DSN 656-4866. MESSAGE: RUEANBA/ DIRUSAASA FT BELVOIR VA //ATAS-ZA//. E-MAIL ADDRESSES: for FLIP products: [shykeske@belvoir.army.mil](mailto:shykeske@belvoir.army.mil); changes to aeronautical info: [harrisonw@belvoir.army.mil](mailto:harrisonw@belvoir.army.mil); for ATC and airspace matters: [george\\_m\\_white@belvoir.army.mil](mailto:george_m_white@belvoir.army.mil); for USAASD-E in Europe, send to [sharerj@hq.hqusareur.army.mil](mailto:sharerj@hq.hqusareur.army.mil); for Eighth Army, send to [wahligs@usfk.korea.mil](mailto:wahligs@usfk.korea.mil); information submitted for inclusion in the next bulletin must be received NLT 30 days preceding the start of the quarter. You must use NOTAMs, FLIP and local data during preflight planning.

## WHO WANTS TO KNOW?

Each edition of the Flight Information Bulletin will contain selected questions received from the field. USAASA welcomes your questions and comments and will provide answers each quarter.

**Question:** What are you required to do while flying to or from an uncontrolled airport with ASOS or AWOS in order to receive a special VFR clearance?

**Answer:** Listen to the automated weather to ensure the visibility meets the required minimums and report to ATC that you have the "one - minute weather". **Note:** "One-minute weather" is ATC talk for ASOS or AWOS.

# FLIP WORLD

- **CHANGE OF ACCOUNT ADMINISTRATIVE DATA** – Units must submit an updated DLA Form 1832 for any change of administrative data. Changes of address, GI&S Officer, phone number, email address, and account security classification are all reasons to submit a new DLA Form 1832. Failure to update unit account administrative data will result in degradation or cessation of service provided by USAASA, DLA, and NIMA. Submit updated DLA Form 1832s to: **Germany**- [rosemary.rodriques@hq.hqusareur.army.mil](mailto:rosemary.rodriques@hq.hqusareur.army.mil), fax: DSN 373-8957, COM 011-49-6221-17-8957. **Korea** – [halla@usfk.korea.army.mil](mailto:halla@usfk.korea.army.mil), fax: DSN 723-5666, COM 011-822-7913-5666. **All others** – [shykes@belvoir.army.mil](mailto:shykes@belvoir.army.mil), fax: DSN 656-4409, COM (703) 806-4409.
- **AUTOMATIC INITIAL DISTRIBUTION (AID) SHIPPING DISCREPANCIES** – Unit account managers must report all shipping discrepancies to MSG Shykes (MSG Rodrigues for European accounts). Unit account managers have a 10-day window in which to make the notification for DOD FLIP products. The notification window begins three days prior to the effective date of the product and ends six days after the effective date of the product. Notification for Federal Aviation Administration (FAA) products cannot be initiated until the effective date of the product. Unit account managers must provide MSG Shykes/Rodrigues with their FLIP DODAAC, the missing or short product (by NIMA Reference Number), quantity they are supposed to receive, quantity they actually received, point of contact, commercial phone number, and a FEDEX deliverable address in order to initiate a query with NIMA/DLA.
- **NOSBTPP CHANGE** – Effective 1 November 2001, there will be four additional volumes of the Terminal Procedure Publication (TPP). The following changes/realignment will take place:
  1. The current SW-1 and SW-2 will be reconfigured and a new SW-3 and SW-4 will be added.  
SW-1 will include Colorado and New Mexico.  
SW-1 will be split at 36 degrees north latitude, into two volumes, SW-2 (Northern California) and SW-3 (Southern California).  
SW-4 will include Nevada, Arizona, and Utah.
  2. SC-3 will be split at 97 degree west longitude into two volumes, SC-3 (Southwestern Texas) and SC-5 (Southeastern Texas).
  3. The current NE-2 and NE-3 will be split and reconfigured.  
NE-2 will include New York and New Jersey.  
NE-3 will include DC, Virginia, Maryland, and Delaware.  
NE-4 will include Pennsylvania and West Virginia.Customers currently loaded for these publications do not need to submit changes to their AID. They will automatically be loaded for all previous areas of coverage.
- **SUPPLEMENTAL FLIP ORDERS** – Unit account managers may place supplemental orders of FLIP and FLIP related products in order to support training and/or contingency operations outside their normal area of operation. Quantities ordered must be IAW AR95-2, Chapter 12. FLIP consideration for training exercises and contingency operations should be made at the

earliest planning phases. All supplemental orders are filled and shipped by DSCR. **Early submission of orders is essential** and will significantly increase the likelihood of receiving requested products as DSCR has a limited shelf stock of FLIP and FLIP related products. Once their stock is depleted, there is no way of obtaining products through Defense Logistic Agency (DLA) channels. Orders shall be made with the appropriate Army FLIP Manager.

- **ACCOUNT PRODUCT LISTINGS** – In order to effectively manager FLIP accounts, unit account managers should have a current product listing for their account. Product listings are obtained by contacting the appropriate Army FLIP Manager. Unit account managers should request listings after any change submission to their AID. It is recommended that unit account managers place a request for their product listing at least every six months regardless of whether or not a change had been made to their account.
- **DIRECT CONTACT WITH NIMA / DLA** – IAW AR 95-2, Chapter 12, direct contact with the Defense Logistics Agency (DLA) and the National Imagery and Mapping Agency (NIMA) **is not authorized.**

## **NOTAM CORNER**

### **DINS Improvements**

There have been very few apparent changes over the past quarter to the Defense Internet NOTAM Service (DINS). The DINS continues to upgrade equipment, which will greatly enhance the military’s NOTAM capability. Users will be notified of scheduled outages through messages shown on the DINS NOTAM Query Site at <https://www.notams.jcs.mil>. Normally, maintenance is scheduled during times of low usage and will not affect our primary and secondary websites at the same time. The notification message will indicate which website(s) will be down and for how long. You can access our websites at:

Primary Query Website	<a href="https://www.notams.jcs.mil">https://www.notams.jcs.mil</a>
Secondary Query Website	<a href="https://www.notams.faa.gov">https://www.notams.faa.gov</a>
Primary NOTAM Create, Cancel, Replace Website	<a href="https://ccrnotam.notams.jcs.mil">https://ccrnotam.notams.jcs.mil</a>
Secondary NOTAM Create, Cancel Replace Website	<a href="https://ccrnotams.notams.faa.gov">https://ccrnotams.notams.faa.gov</a>

For more information, view our DINS Admin Notes web page at <http://baseops.notams.jcs.mil>.

### ***Netscape Communicator Web Browser***

Netscape Communicator is the only browser that can be used to access the DINS Create, Cancel and Replace websites. Continue to use Netscape Communicator 4.75 through 4.78. Netscape 6.0 and higher will allow access to DINS but has not been approved by the Defense Information Systems Agency (DISA) to transmit encrypted data. Microsoft Internet Explorer does not meet DISA’s standard and cannot be used to access DINS Certificate or Create, Cancel and Replace websites. DINS NOTAM Query websites can be accessed using either Microsoft or Netscape web browsers.

The Army POC for information or training on the military NOTAM system is MSG Alan Sieber at DSN 994-4205, COML: 703-904-4484, or [allan.sieber@faa.gov](mailto:allan.sieber@faa.gov).

## YOU SHOULD KNOW THAT . . .

- **Wind Shear** - By their very nature, developing thunderstorms move a lot of air around. While we can watch the vertical development of the cloud itself, we can't see the related flow of air that is twisting and turning in almost every direction. Obviously, aircraft flying near convective activity will move through areas where the air makes rapid changes in direction or velocity. Meteorologists call this wind shear.

Rapid changes in horizontal air movement of 15 knots or vertical changes of greater than 500 feet per minute (that's only five to six miles per hour) qualify as severe wind shear. Aircraft entering the shear typically experience an unexpected but significant change in lift and airspeed, requiring the immediate application of power.

Problems specifically due to wind shear may be even more common than we know. While shears can cause violent and dangerous turbulence at altitude, they can be the most hazardous for aircraft approaching or departing an airport. Unless the airport has a low-level wind shear alert system, however, a wind shear can roll through and never be recorded. Without data to prove the existence of a wind shear, any resulting aircraft incidents or accidents would merely be attributed to "adverse winds" as the probable cause.

The best antidote to wind shear is good situational awareness. Dealing with wind shear requires good judgment and judicious airspeed management.

PLANE & PILOT/ *By Henry M. Holden*

## YOU SHOULD KNOW THAT . . .(Cont.)

- **FalconView Users Mission Planning Tip of the Week - Elevations**

1. Digital Aeronautical Flight Information File (DAFIF) provided (Airports/Heliports, Nav aids)
2. Aimpoint provided
3. Digital Terrain Evaluation Data (DTED) derived
4. Portable Flight Planning Software (PFPS) provided (Local Points, Drop Zones etc.)
5. User Input

Each method above has certain advantages and disadvantages. User input can be used to override any value entered, but requires you to know the elevation of a point. DAFIF provided data is accurate - but the only DAFIF items with elevations are Airports/Heliports, Nav aids and Runways (in 3.2). Aimpoint elevations are highly accurate (probably the best of the bunch) but the number of points and locations are limited. DTED is widely available, but accuracy varies greatly. The accuracy will tighten up substantially as SRTM Shuttle DTED becomes available in a little over a year.

As points are added to a Combat Flight Planning Software (CFPS) route, CFPS looks for an elevation value for Airports, Aimpoints, Local Points etc. If no elevation value is available, CFPS looks for a DTED elevation provided by FalconView. FalconView acts as an elevation server so CFPS doesn't need to read DTED. If FalconView isn't running (or you don't have DTED loaded for that area) then CFPS will not receive a DTED elevation. As a user, you can go to the CFPS grid and override any elevation value.

What if you have a route created when FalconView wasn't running (or you didn't have the right DTED loaded) that you want to update with DTED elevations? Start CFPS and FalconView and in CFPS select Route - Update DTED. Any user-entered elevations (but not Aimpoints and DAFIF elevations) will be replaced with the DTED elevations. Remember all user entered elevations will be replaced, even ones you might want to save, such as a precision elevation provided by NIMA or by your targeteer using DPPDB. Make sure you write down any precision elevations before updating DTED so you can reenter them.

Since FalconView knows DTED, any item you drop on the map (turnpoint, local point, threat, manual Chum etc.) will have a DTED elevation if DTED is available. If you move any of these objects, the elevation will be updated from DTED. This can be useful if you have dropped a point before loading DTED for the area. Right click on a point and select Edit Local Point. Change one number to move the point slightly then click Apply. Now change the number back to the original value and click Apply again. The point is where it started and the elevation is updated from DTED.

Although we talk about the inaccuracies of Controlled Image Base (CIB) for pulling coordinates, the most inaccurate coordinate we pull is often elevation. DTED is a series of squares laid across the earth's surface, with the DTED value for each square representing the highest terrain in the box. Additionally, DTED is currently derived from many sources, some of which are not very accurate. The DTED specification requires that 90% of the points be accurate within 30 meters. Of course this also implies that 10% of the points have greater than 30 meter errors! Unfortunately some DTED does not even meet this

minimum standard, hence the need for the Shuttle DTED mission. Keep in mind that if there is a 20 meter bump on one corner of your DTED square, the DTED elevation for that square will be the highest point on that bump.

Lets pretend you are pulling coordinates for a target using perfect CIB and DTED with a 20 meter error - well within specification. Next, there is a five-meter rise in terrain above the elevation of your target, so there is a 25 meter error between the DTED elevation and the true elevation. Your guided munitions receives a perfect GPS signal and flies directly to the coordinates down a 45 degree angle...and passes over them at 25 meters. The bomb goes off 25 meters away, despite perfect coordinates and a perfect GPS signal. Without someone in the loop, elevation values are critical and directly cause errors in the Lat/Long impact point. Just as you don't pull precision coordinates from CIB, don't pull precision elevations from DTED.

**DEPT OF ARMY REGIONAL REPRESENTATIVES (DARR) FAA REGIONS**

Central/Great Lakes LTC Jefferson 552-7717 (816)329-3290  
 MSG Martinez (F)(816)329-3287  
 Eastern/New England LTC Walsh 478-4826 (781)238-7906  
 MSG Barbour (F)(781)-238-7911  
 Northwest Mountain LTC Van Allman 357-6129 (425)227-2952  
 MSG Evans (F)(425)227-2951  
 Alaskan MSG Sumpter (F)(907)271-2850 (907)271-5366  
 Southern LTC Strickland 797-5481/82 (404)305-6916  
 CW5 Evans (F)(404)305-6926 (404)305-6919  
 MSG Arrue (404)305-6920  
 Southwest LTC Barber 477-2920/21 (817)222-5921  
 MSG White (F)(817)222-5968  
 Western/Pacific LTC Volk 833-1250 (310)725-3909  
 MSG McCormick (F)(310)536-8490 (310)725-3908  
 ARMY NOTAM COORD MSG Sieber (703)904-4484  
 (F)1-888-876-6826 FAX 904-4437

**US ARMY AERONAUTICAL SERVICES DETACHMENT-EUROPE**

LTC Pry DSN 314-373-8079  
 Mr Sharer DSN 314-373-6426  
 MSG Rodrigues (F)DSN 373-8957  
 SFC Johnson  
 COMM Prefix 011 + (49-6221-17-8079/6426)

**GERMANY**

AFOD 373-6201/8595 011-49-6221-17-6201  
 Ansbach AHP 467-2872/2739 9802-832-872  
 Coleman AAF 382-5160 621-779-5160  
 Giebelstadt AAF 352-7323/7454 9334-87323  
 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 COMM FROM U.S. 011-81-462-51-1520 EXT 263-5461/3590 (TWR)

**KOREA**

COMM DIAL FROM U.S. 011-822PLUS+

Theater Representative Mr Hall 7913-4249  
 Mr Wahlig  
 SFC Strong 7913-6115  
 DSN 315-723-6115/4831 FAX 315-723-5666  
 Desiderio AAF 753-7788 333690-7788  
 Camp Eagle AHP 721-2299/2302  
 Page AAF 721-5412 36159-5412  
 Yongsan AHP 736-5585 27916-5585  
 Walker AHP 764-4309 53-470-4309  
 Cochran AHP 732-5346 351870-4072  
 Stanton AHP 734-5994 348940-5994  
 Stanley AHP 732-5417

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 (805) 355-2140/2101  
 FAX 4554

**ALABAMA**

Birmingham Muni (NG) 363-7493 (205)808-3300/3307  
 Cairns AAF (A) 558-8361/8433 (334)255-8433  
 Dannelly Field (NG) 358-9237 (334)280-4840/4849  
 Hanchey AHP (A) 558-5064 (334)255-5064  
 Lowe AHP (A) 558-4024 (334)255-4030  
 Mobile Regional (NG) (334)634-8773/74  
 Redstone AAF (A) 746-4299/1916 (205)876-4299/1916  
 St Clair Co (AR) (205)338-9476/9477  
 Troy Muni (A) 558-6025 (334)566-2413

**ALASKA**

Allen AAF 873-4172 (907)873-4172  
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 Bryant AHP (NG) (317)384-4333/4336 (907)428-6333/4336  
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 Wainwright AAF 317-353-6282 (907)353-7402

**ARIZONA**

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 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  
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 Silver Bell AHP (NG) 853-2526 (602)682-3924

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Robinson AAF (NG) 731-5656/5663 (501)791-5656  
**CALIFORNIA**  
 Amedee AAF 855-4110/2111 (916)827-4110/2111  
 Barstow-Daggett 470-0205/0203 (760)380-0205/0203  
 Bicycle Lake AAF 470-4320/6369 (760)380-4320/6369  
 Camp Parks AHP (NG) 586-3575 (510)829-5551/3223  
 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  
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 O'Sullivan AHP (NG) 630-6510 (805)549-6510/12  
 Roberts AAF (NG) 949-8206/8181 (805)238-8206/8181  
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 Tusi AHP 686-2403 (831)386-2403

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**FLORIDA**

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 Ft. Gillem Helipad 572-4271/2404  
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 (NG) 971-5787/5532 (912)352-5787/5532  
 Lawson AAF 835-3524/2471 (706)545-2857  
 Winder (NG) 338-6180 (404)656-6019/6620  
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 Chicago (NG) (708)824-5418/5440  
 Decatur (NG) 555-3618 (217)422-3687  
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Shelbyville (NG) 366-2210 (317)392-8200

**IOWA**

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 Marshall AAF 856-2530 (913)239-2530  
 Olathe AHP (AR) 552-7670 (913)782-1077  
 Salina Muni (NG) 720-8056 (913)827-9025  
 Sherman AAF 552-6041/4893 (913)684-6041/4893

**KENTUCKY**

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 Capital City (NG) 366-3477 (502)564-8477  
 Godman AAF (A) 464-5545/6047 (502)624-5545/6047  
 (AR) 464-4877 (502)624-4677/5227

**LOUISIANA**

Esler Field (NG) 485-8222 (318)484-2308  
 Lakefront (NG) 485-8365/6 (504)241-2374  
 Polk AAF (A) 863-7328/4831 (318)531-4831/7328

**MAINE**



By Order of the Secretary of the Army:

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