

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 U.S. Army Aeronautical Services Agency (USAASA) web site located at www.usaasa.belvoir.army.mil. Reproduction and distribution of the FIB is authorized. This FIB remains in effect until the next edition is published.

Installation 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) The assigned FAA tie-in Flight Service Station, and/or
- (2) Commander, USAASA, ATTN: ATAS-AI, 9325 Gunston Road, Suite N319, Fort Belvoir, VA 22060-5582.
- (3) 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.
- (4) For units in Korea contact: Commander, Eighth U.S. Army, ATTN: EAGC-EA-ATC, Unit 15236, APO AP 96205.
- (5) For other unit locations contact Headquarters, USAASA. (See Aerodrome directory.)

USAASA Contact Information:

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

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: In which publication can I find military training routes identified and labeled?

Answer: The AP/1B

Question: What are the 13 basic qualities that the Army's Aircrew coordination program builds on?

Answer:

1. Leadership and crew climate established and maintained
2. Pre-mission planning and rehearsal
3. Appropriate decision-making techniques used
4. Prioritize actions and distribute workloads
5. Unexpected event management
6. Communication is clear, timely, relevant, complete and verified
7. Situational awareness maintained
8. Decisions and actions are communicated and acknowledged
9. Support is sought
10. Actions are cross-monitored
11. Support is offered
12. Advocacy and assertion are practiced
13. Crew-level after-action reviews are conducted

Question: How often should the Pilots Information File be posted and read?

Answer: AR 95-1 and TC 1-210 requires current information be posted as received and to periodically be read by all aviators (at least quarterly).

FLIP WORLD

The FLIP ordering and management system is undergoing an overhaul. However, new account information and account changes have not been picked up by the system. Account information submitted from mid May to the present is affected. This situation will not affect the current status of accounts and publications will be received as in the past. It does impact those of you who have submitted changes to your accounts or initiated new accounts. LOGSA is working with their system contractors to determine how to fix the problems. We will continue to do our best to keep you informed and to provide the best service possible.

NOTAM CORNER

Users with a requirement to create NOTAMs can now use the enhanced Derive Q-Code function. The DINS system Q-Codes meet International Civil Aviation Organization (ICAO) standards. If the information has a Q-Code, that information warrants posting a NOTAM. It is still the decision of Base Operations personnel whether a NOTAM is posted as a "L" (Local) or "M" (Military) series NOTAM.

The "V" series NOTAM has been integrated in the DINS system for use as DoD Procedural NOTAMs. This will add clarity to the "M" series NOTAM because procedural NOTAMs will no longer be used under the military code.

YOU SHOULD KNOW THAT

- **Compliance Review Reminder-** As a reminder to all Army aircrews flying military passenger and troop carrying aircraft. Non-DoD instrument approaches **will not** be flown unless the approach has been validated as safe and accurate by the FAA or the appropriate U.S. military authority. The validation process is IAW FAA Handbook 8260.3, United States Standard for Terminal Instrument Procedures (TERPS). For further details you can view this Army message DTG 281800Z Apr 97, subject: DOD Instrument Flight Procedures Update, on our web page at www.usaasa.belvoir.army.mil
- **Certification by Military Competency-** Federal Aviation Regulation (FAR) 61.73 allows the Federal Aviation Administration to issue U.S. civilian commercial pilot certificates, and appropriate ratings, to current or past military pilots based on their military flight training. This bulletin explains what is required by FAR 61.73, in order to be issued a U.S. civilian pilot certificate.

An applicant under FAR 61.73 must currently be on active flying status or have been on active flying status within the past 12 months. If a military pilot does not make application within the 12 month time period, a U.S. pilot certificate or rating cannot be issued under FAR 61.73 without completing all applicable knowledge tests and practical tests for the level of pilot certificate sought.

In order for a certificate to be issued under FAR 61.73 a knowledge test must be successfully completed. It is called the Military Competency Airplane (MCA) or Military Competency Helicopter (MCH) as applicable to the applicant's military background and the category of pilot certificate sought. This knowledge test covers civilian certification and currency regulations, flight operation regulations, and accident/incident reporting regulations.

Applicants under FAR 61.73 must present documents to prove their status as a military pilot, such as official military checkout and qualification forms showing status as a pilot-in-command within 12 months prior to application. If the checkout and qualification was more than 12 months prior to application then evidence of 10 hours of pilot-in-command as a military pilot within the past 12 months must be provided. The checkout and qualification documentation, or the 10 hours of pilot-in-command time, must be in the category and class of aircraft appropriate to category and class sought on the U.S. pilot certificate.

Under FAR 61.73, evidence of qualification as a military instrument pilot will allow U.S. pilot certificates to be issued with an instrument rating. Evidence of military qualification in large craft with FAA civilian type ratings will allow the U.S. pilot certificate to be issued with the appropriate civilian type ratings.

Original U.S. pilot certificates applied for under FAR 61.73 are issued at the private or commercial level. If a military pilot already holds an Airline Transport Pilot (ATP) and is qualified under FAR 61.73 in a large aircraft with a civilian type rating, that pilot can apply to have the type rating added their certificate at the ATP level.

The military pilot must be qualified to be the aircraft commander/pilot-in-command in order to be issued a U.S. pilot certificate under FAR 61.73. Logging First Pilot time for military flights or PI time for Army Pilots does not qualify the military pilot as being the pilot-in-command or the aircraft commander.

- **Land And Hold Short Operations (LAHSO)**- LAHSO includes landing and holding short of an intersecting runway, an intersecting taxiway, or some other predetermined point on the runway other than on a runway or taxiway. Previously, SOIR, the acronym for “simultaneous operations on intersecting runways,” was used exclusively to describe simultaneous operations on two intersecting runways – either two aircraft landing simultaneously or one aircraft landing and another one departing. The term LAHSO incorporates SOIR and is expanded to include holding short of a taxiway and holding short of predetermined points on the runway. There are additional operations outlined in FAA Order 7110.118, Land and Hold Short Operation, effective 14 Jul 00. This order sets the standards for conducting the following LAHSO combinations:

- Landing and holding short of an intersecting runway.
- Landing and holding short of an intersecting taxiway.
- Landing and holding short of an approach/departure flight path.
- Landing and holding short of a predetermined point.

U.S. Army aircraft are not authorized to accept LAHSO clearances due to safety concerns. Army aircraft types were omitted from FAA Order 7110.118, Appendix 1, for these reasons. A change to FAA Order 7110.65N, page 3-10-4, Paragraph 2. b. has been submitted adding, “USA NOT APPLICABLE.” Please address any questions on this matter to *USAASA, Airspace Support Division, at DSN 656-4863, COMM (703) 806-4863.*

- **HQDA Message Update**- The Army operations in the NAS message below is still in effect:

081753Z DEC 01

SUBJ:UPDATE ON HQDA GUIDANCE ON ARMY OPS NAS

A. REFERENCE MESSAGE HODA 2305585 SEP 01, SUBJ: ARMY OPERATIONS IN THE NATIONAL AIRSPACE SYSTEM (NAS)

B. REFERENCE MESSAGE HQDA 291715Z SEP 01, SUBJ: HQDA GUIDANCE ON ARMY AIRCRAFT OPS IN NAS THTS IS AN UPDATE OF HQDA GUIDANCE ON ARMY OPERATIONS IN THE NATIONAL AIRSPACE. SYSTEM (NAS)

1. THIS IS AN UPDATE OF HQDA GUIDANCE ON ARMY OPERATIONS IN THE NATIONAL AIRSPACE SYSTEM (NAS).

2. THE REQUIREMENT FOR US ARMY AIRCRAFT TO RECEIVE A DISCRETE BEACON CODE ASSIGNMENT BY AIR TRAFFIC CONTROL (ATC) TO OPERATE UNDER VISUAL FLIGHT RULES (VFR) WITHIN THE NAS IS HEREBY RESCINDED.

3. THE REQUIREMENT FOR COMMANDERS TO BE ABLE TO IMMEDIATELY AND POSITIVELY IDENTIFY ARMY AIRCRAFT OPERATING IN THE NAS IS STILL IN EFFECT. MACOM COMMANDERS, CNGB, AND OCAR MUST ENSURE THAT ADEQUATE C2 PROCEDURES REMAIN IN PLACE TO ENSURE THE ARMY HAS THAT CAPABILITY AND CAN QUICKLY REINSTATE NATIONAL CONTROL PROTOCOLS IF NECESSARY.

4. THE REQUIREMENT FOR ARMY AIRCRAFT OPERATING IN THE NAS TO HAVE AN OPERATIONAL TRANSPONDER CAPABLE OF TRANSMITTING AND RESPONDING TO THE AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) REMAINS IN EFFECT. UFN AIRCRAFT WITHOUT AN OPERATIVE TRANSPONDER ARE NOT MISSION CAPABLE AND NOT AUTHORIZED FOR FLIGHT. THIS DOES NOT CHANGE, THE REPORTING CRITERIA UP OF AR 700—138.

5. VFR FLIGHT RESTRICTIONS NEAR CRITICAL INFRASTRUCTURE FACILITIES DETAILED IN REFERENCE B REMAIN IN EFFECT.
6. MACOM AND SUBORDINATE COMMANDERS HAVE THE PREROGATIVE TO PUT MORE RESTRICTIVE MEASURES IN PLACE TO SATISFY THEIR UNIQUE OPERATING OR GEOGRAPHICAL REQUIREMENTS.
7. AS A RESULT OF RECENT LEGISLATION THE FEDERAL AVIATION ADMINISTRATION (FAA) HAS INITIATED A REVIEW OF TEMPORARY FLIGHT RESTRICTION (TFR) AIRSPACE ESTABLISHED FOR NATIONAL SECURITY REASONS SINCE 11 SEP 01. MANY OF THOSE TFRS WERE ESTABLISHED UNDER FEDERAL AVIATION REGULATION (FAR) PART 137. FAA HAS INITIATED A PROCESS TO REVIEW ALL MILITARY AIRSPACE RESTRICTIONS PUT INTO PLACE AS A RESULT OF THE TERRORIST'S ACTS AND IN CONJUNCTION WITH THE DOD DETERMINE IF THEY NEED TO REMAIN IN FORCE. AIRSPACE RESTRICTIONS STILL DEEMED NECESSARY WILL BE TRANSITIONED TO AUTHORIZATION UNDER PART 91.139 - EMERGENCY AIR TRAFFIC RULES. FAA REGIONAL HEADQUARTERS WILL PROVIDE FAA GUIDANCE TO DEPARTMENT OF THE ARMY REGIONAL REPRESENTATIVES (DARR) IN THEIR RESPECTIVE HEADQUARTERS. DARRS WILL COORDINATE WITH THE RESPONSIBLE ARMY COMMANDER OF THE AREAS IN QUESTION FOR ADDITIONAL DOCUMENTATION AND INFORMATION NECESSARY TO SATISFY THE STATUTORY REQUIREMENT. A KEY GOAL IS TO ASSIST FAA, CONSISTENT WITH THE NEEDS OF NATIONAL DEFENSE, RETURN THE NAS TO NORMAL OPERATIONS.
8. HQDA POC IS AT DSN 656-4867.

ENAME FOCUS

- **Diverse Departures-** The United States Army Aeronautical Services Detachment – Europe (USAASD-E) frequently receives questions from US Army pilots about the term “Diverse Departures not Authorized.” What is the Army aviator to do, when the only thing listed on the IFR Take-Off Minimums and Departure procedure page is “Diverse Departures not Authorized?”

For background information on this topic, pilots are advised to read the explanation of Instrument Departures located in the Aeronautical Information Manual (AIM) paragraph 5-2-6.

When an instrument approach is initially developed for an airport, the IAP developer does an assessment for departures. If an aircraft may turn in any direction from a runway, and be clear of obstacles, that runway meets what is called diverse departure criteria and no Departure Procedure will be developed. A climb gradient of 200 feet per nautical mile will provide at least 48 feet per nautical mile of clearance above objects that do not penetrate the Obstacle Identification Surfaces. 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.

If there is not an IFR departure procedure published, climb runway heading to 400 feet above airfield elevation, turn in the shortest direction to your first filed point, and remain clear of terrain and obstructions as long as you climb at 200 feet/nm. The controller gives you a diverse departure when he states “cleared to (destination) airport as filed.”

Diverse Departures are only published in the AIM. When you see the “T” in the black triangle on the IAP page, you refer to the front of the FLIP Terminal Volume under IFR take-off minimums and Departure procedures. Frequently, you find “Diverse Departure not Authorized.”

Why? If the TERPS shop has not had the opportunity to make a complete assessment of a host nation airfield's Obstacle Identification Surfaces, they publish a "Black triangle with the "T" and specify "Diverse Departure not Authorized." **Note:** That statement may be used before they determine if a departure procedure is required. If after further study, a departure procedure is required, they will publish the procedure. **Note:** Many host nations may not provide all the information on obstructions required to make the assessment IAW US TERPS.

AR 95-1 requires all Army aviators to comply with published nonstandard IFR takeoff minimums and departure procedures in flight information publications. So what is the Army aviator to do, when the only thing listed on the IFR Take-Off Minimums and Departure procedure page is "Diverse Departure not Authorized?" Specifically, you should not just simply climb on runway heading to 400 feet above airfield elevation; turn in the shortest direction to your first filed point. Crews must use appropriate caution when they 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, prior to departing an airport on an IFR flight should consider the type of terrain and other obstacles on or in the vicinity of the departure airport.
2. Comply with nonstandard IFR minimums and departure procedures, if available. Note: The Army authorizes host nation and Jeppesen SIDS with a specific compliance review. Pilots operating under 14 CFR Part 91 are strongly encouraged to file and fly a Departure Procedure at night, during marginal visual meteorological conditions and instrument meteorological conditions, when one is available.
3. Look for circling minimums on the IAP, and do not begin the turn until reaching the circling minimums altitude.
4. Look at charted obstructions on the plan view, and plan your departure turns to avoid charted obstacles and terrain.
5. Always, follow the specific ATC Departure instructions, when provided.

The AIM indicates that obstacle clearance responsibility rests with the pilot when choosing 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. The Army allows crews the flexibility to make these decisions.

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 denotes commercial phone, (F) Fax, all others are DSN.

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 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 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 #

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 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
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 H-805 Walker AHP 764-4309/4072 53-470-4309/4072

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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) 746-4299/1916 (256)876-4299/1916
 Troy Muni (A) 255-9742 (334)566-2413

ALASKA

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 Bethel (NG) (907)543-2863/2225
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 Juneau Int'l (NG) (907)789-3366/9643
 Nome (NG) (907)443-2831
 Wainwright AAF 317-353-6514/6282 (907)353-6514/6282

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
 Papago AAF (NG) 853-2796 (602)267-2796
 Silver Bell AHP (NG) 853-5631 (520)616-5631

ARKANSAS

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CALIFORNIA

Amedee AAF 855-4110/2111 (916)827-4110/2111
 Barstow-Daggett 470-3085/2905 (760)254-2542
 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
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 ASF 28 (AR) 972-2232/2230 (562)795-2232/2230
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 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
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 Groton/New London(NG) 636-7925 (203)441-2900

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

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Camp Blanding AAF 960-3351/3100 (904)533-3504
 Craig Muni (NG) 860-7636 (904)641-6003
 Lakeland Muni (NG) 860-7637 (813)648-3220/23
 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
 Hunter AAF (A) 971-5110/5531 (404)798-8277/8278
 (NG) 971-5787/5532 (912)352-5110/5531
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 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

Bradshaw AAF (808)433-1810
 Wheeler AAF 456-1282 (808)656-1282/1007
 Hickam AFB (A) 449-0905/5822 (808)449-0905/5822

IDAHO

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ILLINOIS

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 Chicago (NG) (708)824-5418/5440
 Decatur (NG) 555-3618 (217)422-3687
 Greater Peoria (NG) 555-3000 (309)697-7900

INDIANA

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IOWA

Boone Muni (NG) 946-2388 (515)432-6351
 Davenport Muni (NG) 793-4733 (319)391-3635
 Waterloo (NG) 946-2387 (319)234-1372

KANSAS

Forbes Fld (NG) 720-8727 (913)274-1725
 Marshall AAF 856-2530 (913)239-2530
 Olathe AHP (AR) 552-7670 (913)782-1077
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 Sherman AAF 552-6041/4893 (913)684-6041/4893

KENTUCKY			OHIO		
Campbell AAF	635-7146/7	(502)798-7146/7	Akron-Canton Rgnl(NG)	346-6105/02	(614)336-6105/02
Capital City (NG)		(502)607-1477/06	Rickenbacker (NG)	346-6411	(614)336-6411
Godman AAF (A)	464-5545/6047	(502)624-5545/6047	OKLAHOMA		
(AR)	464-4877	(502)624-4677/5227	Henry Post AAF	639-5808/6160	(580)442-5808/6160
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Elser regional (NG)		(318)767-2546	Tulsa Int'l (NG)		(918)832-6513/15/16
Lakefront (NG)	485-8365/6	(504)241-2374	OREGON		
Polk AAF (A)	863-7328/4831	(318)531-4831/7328	McNary Field (NG)	355-3930	(503)945-3930/31
MAINE			Pendleton (NG)		(541)276-4544
Bangor (NG)	881-3450	(207)947-6593/6594	PENNSYLVANIA		
MARYLAND			Betts Helipad (A)	795-7270	(717)894-7270
Andrews AFB (A)	858-5040/7885	301-981-5040	Carlisle Bks AHP		(717)245-3305
Phillips AAF	298-3483/4902	(410)278-4902	Letterkenny AD AHP	570-8788	(717) 267-8882
Ritchie AHP(A)	277-5626	(301)878-5626	Muir AAF(NG)	491-8963	(717)861-8963
Washington Co Reg (AR)	988-1300	(301)797-8601	Johnstown-Cam Co (NG)		(814)532-7714
Weide AHP(NG)	584-3536/3385	(410)436-3536	Willow Grove (AR)	991-1594	(215)443-1594
MASSACHUSETTS			PUERTO RICO		
Otis ANGB (NG)	557-5850	(617)968-5850	Isla Grande San Juan (NG)		(787)722-3916
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Abrams Muni (NG)	623-0671/2/3	(517)483-5671/2/3	SOUTH CAROLINA		
Grayling AAF (NG)	722-8200	(517)348-7621	Columbia Metro (OSACOMM)		(803)822-4135
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Ray S. Miller AAF (NG)	871-7258	(320)632-7258	SOUTH DAKOTA		
St Paul Downtown (NG)		(651)281-3458/59	Rapid City Reg (NG)	747-8371	(605)399-6371
MISSISSIPPI			TENNESSEE		
Tupelo Rgnl (NG)	293-3400	(601)891-4400	McGhee Tyson (NG)	266-4601	(865)985-4601
Gulfport Muni (NG)	363-8901	(228)214-6901	Sabre AHP	635-6115	(502)798-6115
Hagler AAF (NG)	921-2123	(601)558-2123	Smyrna Arpt (NG)	760-3614	(615)271-3611
Jackson (NG)	293-2102	(601)313-2102	TEXAS		
Key Field (NG)	293-3165	(601)553-3165	Austin-Bergstrom (NG)		(512)782-3159
MISSOURI			Biggs AAF	978-8088/8097	(915)568-8088/8097
Waynesville Rgnl(A)	581-0165	(573)596-0165	Camp Bullis (NG)	421-7510	(210)295-7510
Jefferson City (NG)	555-9786	(573)526-9786	Charles L. Kelly (NG)	471-3026	(210)221-3026
Springfield Rgnl(NG)	555-9820 ext 227	(800)417-9026	Conroe Montgomery Co		(409)525-3335
St Louis Area Support			Corpus Christi (A)	861-2432	(512)939-2432
Center AHP	892-4580/81	(618)452-4580/81	(AR)		(512)854-4232
Whiteman AFB (NG)	975-5768/5771	816)687-5768/5771	Ellington ANGB (NG)	954-2332	
MONTANA			SWAPS	800-426-5237	(281)484-6551
Helena (NG)	324-3055/56	(406)324-3055/56	Hood AAF		(254)287-7585
NEBRASKA			Mabry AHP (NG)	954-5167	(512)465-5167
H.J.Paul AHP (NG)	720-1209		Martindale AAF (NG)	954-1721	(512)421-1701
Lincoln Muni (NG)	946-7452	(402)471-7452	Redmon Taylor AHP (NG)	954-6475	(512)782-6475
NEVADA			Red River AHP	829-2911	(214)334-2911
Reno/Stead (NG)	530-2748/49	(775)972-2748/49	Robert Gray AAF	738-9200/9209	(254)288-9200
NEW HAMPSHIRE			Robert Mueller (NG)	954-5088	(512)465-5088
Concord Muni (NG)	684-9292	(603)225-1234	UTAH		
NEW JERSEY			Michael AAF	789-5322	(435)831-5322
Charles Wood AHP	992-2679	(732)532-2679	West Jordan (NG)	766-3567	(801)816-3567
Greely AHP	992-2679	(732)532-2679	VERMONT		
Lakehurst NAES (A)	624-2115/2114	(732)323-2115/2114	Burlington Intl (NG)	636-3400	(802)862-6964
McGuire AFB (A)	944-6377/5287	(609)562-6377/5287	VIRGINIA		
Mercer Co (NG)	445-9261	(609)530-4258	A.P. Hill AAF	578-8341/8290	(804)633-8341/8290
Picatiny Arsnl (NG)	880-4580	(973)724-4580	Blackstone AAF (NG)	438-8506/8461	(804)292-8608/8461
NEW MEXICO			Davison AAF (A)	656-7224	(703)806-7224
Condron AAF	349-1315	(505)679-1315	(NG)	656-7092	(703)806-7092
Holloman AFB (A)	349-1315	(505)679-1315	Felker AAF	826-3588/2584	(757)878-3588/2584
Santa Fe Muni (NG)	867-8125	(505)471-7030/7170	Fort Lee AHP	687-6421	(804)734-6421
Stallion AAF	349-1315	(505)679-1315	Langley AFB (A)	574-2149	(804)764-2149
NEW YORK			Byrd Intl (NG)	864-7305/7000	(804)236-7305/7304
Albany County (NG)	489-4385	(518)786-4391	Spier Helipad	438-7164	(757)422-7164
Long Island			WASHINGTON		
MacArthur (NG)	489-1118/1119	(631)588-2552	Gray AAF (A)	357-6628/5998	(253)967-6628
Rochester/Monroe			AASF Lewis (NG)	323-3800	(253)912-3800
Co Apt (NG)	343-5400	(716)783-5400	ASF#1 (AR)	357-3036	(253)967-3083
Stewart (A)		(914)567-1088	Spokane Intl (NG)	820-7507	(509)458-5513
Wheeler-Sack AAF	341-5681/5682	(315)772-5681/2	Vagabond AAF(A)	638-3431/3367	(509)577-3204
NORTH CAROLINA			WEST VIRGINIA		
Mackall AAF	236-6230	(910)396-6230	Clarksburg (NG)	623-6028	(304)842-8870
Raleigh-Durham (NG)	582-9181	(919)664-6181	Dawson AAF (NG)	366-9376	(304)329-3350
Rowan Co (NG)	583-9192	(704)359-5813	Wood County (NG)	366-9264	(304)464-4383
Simmons AAF	236-7804/9387	(910)396-7804/9387	WISCONSIN		
NORTH DAKOTA			Madison-Truax (NG)	724-3910	(608)242-3910
Bismarck Muni (NG)	344-5160	(701)224-5160	Sparta/Ft McCoy (AR)	280-4207/4232	(608)388-4232
Camp Grafton (NG)	344-5226/5160	(701)662-0200	West Bend Muni (NG)	724-3147	(414)334-9154
			WYOMING		
			Cheyenne Muni (NG)	943-5997	(307)772-5997
			Guernsey (NG)	943-5805	(307)772-5805

Have an email address, location, or telephone number change?
Let us know at DSN 656-4417 (703 806-4417)
CURRENT AS OF: 21 Nov 02

By Order of the Secretary of the Army:

ERIC K. SHINSEKI
General, United States Army
Chief of Staff

Official:



JOEL B. HUDSON

Administrative Assistant to the
Secretary of the Army
0228001