

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/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: RUEANBA/ CDRUSAASA FT BELVOIR VA //ATAS-ZA//.
- (4) FLIP distribution and Army FLIP account manager DSN 656-4870 or (703) 806-4870.
- (5) FLIP changes to aeronautical information DSN 656-4871 or (703) 806-4871.
- (6) Army Air Traffic Control (ATC) and airspace matters DSN 656-4864/4863 or (703) 806-4864/4863.
- (7) For Europe, Africa, and the Middle East DSN 314 373-8079 - comm 011-49-6221-17-8079/6426.
- (8) For Eighth U.S. Army (Korea) 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. If you have information to submit contact DSN 656-4868.

WHO WANTS TO KNOW?

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

Question: Does the PCN (Pavement Classification Number) listed in the IFR- Supplement and Airport/Facility Directory apply to Army helicopters?

Answer: Yes, the Aircraft Classification Number (ACN) and Pavement Classification Number (PCN) ACN/PCN system is the ICAO standard method of reporting pavement strengths greater than 12,500 pounds. The PCN is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Operators Manual, Flight Information Handbook, or other appropriate source for ACN tables and charts. The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation of the tire pressure. See more information on page 7 of this FIB.

NOTE: The Flight Information Handbook currently does not list helicopters in **SECTION D, Aircraft Classification Numbers- DoD Aircraft**. USAASA is currently in the process of updating the FIH. Contact DSN 656-4871 (703) 806-4871 for additional information.

Question: How are Minimum Vectoring Altitudes established?

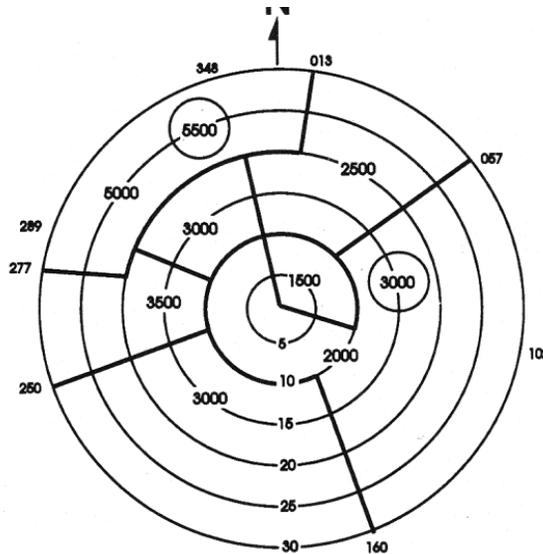
Answer: Minimum Vectoring Altitudes (MVA's) are established for use by Air Traffic Control (ATC) when radar is exercised. MVA charts are prepared by ATC facilities at locations where there are numerous different minimum IFR altitudes. Each MVA chart has sectors large enough to accommodate vectoring of aircraft within the sector at the MVA. Each sector boundary is at least 3 miles from the obstruction determining the MVA. To avoid a large sector due to an isolated prominent obstruction, the obstruction may be enclosed in a buffer area whose boundaries are at least 3 miles from the obstruction. This is done to facilitate vectoring around the obstruction.

1. The MVA in each sector provides 1,000 feet above the highest obstacle in non mountainous areas and 2,000 feet above the highest obstacle in designated mountainous areas. Where lower MVA's are required in designated mountainous areas to achieve compatibility with terminal routes or to permit vectoring to an Instrument Approach Procedure (IAP), 1,000 feet of obstacle clearance may be authorized with the use of Airport Surveillance Radar (ASR). The minimum vectoring altitude will be at least 300 feet above the floor of controlled airspace. Designated mountainous areas are charted in the Aeronautical Information Manual and FAR 95.11.

NOTE: OROCA (off-route obstruction clearance altitude) is an off-route altitude that provides obstruction clearance with a 1,000 foot buffer in non mountainous terrain areas and a 2,000 foot buffer in designated mountainous areas within the U.S. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar or communications coverage.

2. Because of differences in the areas considered for MVA and those applied to other minimum altitudes and the ability to isolate specific obstacles, some MVA's may be lower than the non radar Minimum Enroute Altitudes (MEA's), Minimum Obstruction Clearance Altitudes (MOCA's) or other minimum altitudes depicted on charts for a given location. While being vectored, IFR altitude assignments by ATC will be at or above MVA.

Minimum Vectoring Altitude Chart



Question: Does the Minimum Safe Altitude (MSA) give you 2000 ft. obstacle clearance in mountainous terrain?

Answer: No. The MSA provides you 1000 feet of obstacle clearance in both mountainous and non mountainous terrain. The emergency safe altitude provides the same obstacle clearance as MSA, to include 2000 feet of obstacle clearance in mountainous terrain. MSA's are not depicted on Terminal Arrival Area (TAA) approach charts since the TAA is the MSA (see below for additional information on TAAs).

The Aeronautical Information Manual Pilot/Controller Glossary(P/CG) states:
MINIMUM SAFE ALTITUDE-

- a. The minimum altitude specified in 14 CFR Part 91 for various aircraft operations.
- b. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance for emergency use within a specified distance from the navigation facility upon which a procedure is predicated. These altitudes will be identified as Minimum Sector Altitudes or Emergency Safe Altitudes and are established as follows:

1. Minimum Sector Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance within a 25-mile radius of the navigation facility upon which the procedure is predicated. Sectors depicted on approach charts must be at least 90 degrees in scope. These altitudes are for emergency use only and do not necessarily assure acceptable navigational signal coverage. (See ICAO term Minimum Sector Altitude.).

NOTE: For GPS approaches, the MSA center will be the missed approach waypoint (MAWP).

2. Emergency Safe Altitudes. Altitudes depicted on approach charts which provide at least 1,000 feet of obstacle clearance in non mountainous areas and 2,000 feet of obstacle clearance in designated mountainous areas within a 100-mile radius of the navigation facility upon which the procedure is predicated and normally used only in military procedures. These altitudes are identified on published procedures as "Emergency Safe Altitudes."

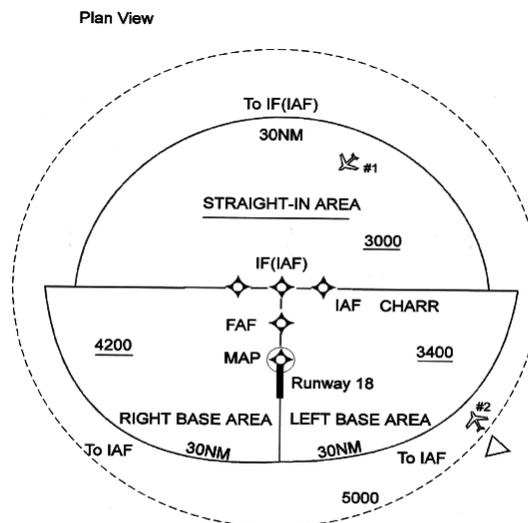
Additionally, the objective of the Terminal Arrival Area (TAA) is to provide a seamless transition from the enroute structure to the terminal environment for arriving aircraft equipped with a Flight Management System (FMS) and/or Global Positioning System (GPS) navigational equipment. The underlying instrument approach procedure is an area navigation (RNAV) procedure. The TAA contains within it a "T" structure that normally provides for a No Procedure Turn (NoPT) for aircraft using the approach. The TAA provides the pilot and air traffic controller with a very efficient method for routing traffic into the terminal environment with little required air traffic control interface. The minimum altitudes depicted provide standard obstacle clearance compatible with the instrument procedure associated with it. The TAA will not be found on all RNAV procedures, particularly in areas of heavy concentration of air traffic. When the TAA is published, it replaces the MSA for that approach procedure. TAA's may appear on current and new format GPS and RNAV IAP charts.

The standard TAA consists of three areas defined by the extension of the Initial Approach Fix (IAF) legs and the intermediate segment course. These areas are called the straight-in, left-base and the right-base areas. TAA area lateral boundaries are identified by magnetic courses to the IF/IAF. The straight-in area can further be divided into pie-shaped sectors with the boundaries identified by magnetic courses to the IF/IAF, with many containing step-down sections defined by arcs based on RNAV distances (DME or GPS Along Track Distance) from the IF/IAF. The right/ left-base areas can only be subdivided using arcs based on RNAV distances from the IAF's for those areas.

Straight-In Area: The straight-in area is defined by a semi-circle with a 30 NM radius centered on and extending outward from the IF/IAF. The altitude shown within the straight-in area icon provides minimum IFR obstacle clearance (at least 1000 feet of obstacle clearance, or more as necessary in mountainous areas).

Base Area: The left and right base areas are bounded by the straight-in TAA and the extension of the intermediate segment course. The base areas are defined by a 30 NM radius centered on the IAF on either side of the IF/IAF. The IF/IAF is shown in the base area icons. The altitude shown within the base area icons provides minimum IFR obstacle clearance.

Note: Additional information for the TAAs can be found in the Aeronautical Information Manual (AIM).



BASIC "T" & TAA DESIGN

Minimum MSL altitudes are charted within each of these defined/subdivisions that provide at least 1,000 feet of obstacle clearance or more as necessary in mountainous areas.

FLIP WORLD

During the last FLIP cycle, most customers received notices to verify amounts received on their FLIP accounts. If you have not received the correct amount of the new TERMXUSHLIAPV series (22 volumes) you should contact the Army FLIP Account Manager at DSN: 656-4870 or COM: (703) 806-4870. The Richmond Map Facility warehouse is already critically low on most TERM and ENR publications. FAA products (Sectional and Terminal Area Charts) are still in adequate supply. Please ensure your FLIP account is sufficiently structured to cover your regular mission requirements. If overseas rotation or movement to a training area occurs, FLIP account numbers should be increased to cover the projected need. This requirement should be forecasted as early as possible in the planning process. Allow a minimum of two cycles (56 days) to ensure product requests will be included as part of regular distribution. Supplemental orders are filled on a "fill" or "kill" basis and it may be impossible to adequately service a last minute request. Please use the USAASA website: www.usaasa.belvoir.army.mil for your FLIP needs. Listed are three forms used to manage accounts: 1) FLIP Order Form – this is for one-time orders. 2) FLIP Subscription Change Form – a four-page WORD document to facilitate account management. 3) DLA Form 1832. This form is used to change an account or establish a new point of contact.

NOTAM CORNER

Defense Internet NOTAM System (DINS) is in the process of adding Graphic TFRs to the website. The new Graphic TFRs will be located on the DINS service page (<https://www.notams.jcs.mil>), under the ARTCC TFRs button in the Advanced Options section. The TFRs will be displayed on a VFR sectional, with IFR sectional to come at later date. This feature will also make it possible to print maps with TFRs displayed.

YOU SHOULD KNOW THAT

Airfield commanders and operations officers should ensure that current PCN are updated in the FLIP. All briefing officers and pilot's operating wheeled aircraft should be aware of the ACN/PCN as applicable.

ACN defined and PCN reporting: The Aircraft Classification Number (ACN) indicates the relative loading severity on a pavement supported by a specified subgrade. The ACN is numerically defined as twice the single wheel load (expressed in thousands of kilograms) at a standard tire pressure of 1.25 MPa (181 PSI). An ACN of 65, for example, would imply an Equivalent single Wheel Load (ESWL) of 143,300 pounds ($65 \times 1000 \times 2.2046 = 143,300$). ACNs are calculated by aircraft manufacturers and is the factor in determining whether or not an aircraft may cause damage to the runway. ACNs are published for rigid and flexible pavements, four standard categories of subgrade and at a maximum ramp weight and a representative operating empty weight. For example, the range of ACNs for a B-52 varies from 19 to 141 depending on weight and type of pavement. At maximum takeoff weight, the ACN for a B-52 is 100 on a rigid pavement with a high strength subgrade, but is only 78 on a flexible runway with a high strength subgrade. The ACN at an operating weight between the maximum and the minimum can be interpolated between the given ACN values. The DoD FLIP Flight Information Handbook carries a listing of DoD aircraft ACN values.

Pavement Classification Numbers (PCN), are reported as a 5-part code. For example: PCN 65/F/A/W/T:

Part 1 - 65, the PCN the highest permitted ACN at the appropriate subgrade category.

Part 2 - F, the type of pavement: F = flexible, R = rigid.

Part 3 - A, pavement subgrade category:

<u>Code</u>	<u>Category</u>	<u>PAVEMENT CBR*</u>	<u>PAVEMENT K, PCI *</u>
A	HIGH	OVER 13	OVER 400
B	MEDIUM	8 - 13	201 - 400
C	LOW	4 - 8	100 - 200
D	ULTRA LOW	< 4	< 100

*K, PCI = Kilograms per cubic inch.

*CBR= Bearing capacity of a soil

Part 4 - W, maximum tire pressure: the maximum authorized for the pavement. W = high, no limit. X = medium, limited to (217 psi). Y = low, limited to (145 psi). Z = very low, limited to (73 psi).

Part 5 - T, pavement design/evaluation method: T = technical design or evaluation, U = by historical data of aircraft using the pavement.

Note: The ACN-PCN method is not intended for reporting the strength of pavements meant for light aircraft, i.e., those with a weight less than 5,700 kg (12,565 pounds). For light aircraft usage, the pavement restrictions should be defined in terms of maximum allowable aircraft weight and maximum tire pressure. Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limit.

This information is currently listed in the Automated Air Facilities Intelligence File (AAFIF).

CH47

ACN NUMBER FOR	RIGID PAVEMENTS				FLEXIBLE PAVEMENTS				TIRE	MAX WT	ESWL	SPAN			
	HIGH	MED	LOW	ULT	HIGH	MED	LOW	ULT					PRESSURE	LBS	MULT.
AIRCRAFT	A	B	C	D	A	B	C	D	LCN	MPa	PSI	LBS	ESWL	MULT.	FT-INCH
CH-47C/D/F/J Chinook	11	11	12	12	8	10	12	13		0.60	87	50,044			60-0

Aviation Automated Risk Assessment The Army Safety Center, in conjunction with the Aviation Proponency Office at FT Rucker and the Software Engineering Directorate at AMCOM, are developing an automated risk management tool to be integrated into the redesigned AMPS (i.e., PFPS, JMPS). They are currently soliciting ideas from the field. Your input is valuable for the development of a risk management tool that is useful and user-friendly. If you could design an automated risk management tool, what would you like to see? Any ideas regarding risk assessment worksheets, hazards and associated controls for particular missions and other ideas, are encouraged. Send all inputs to AutoTool@safetycenter.army.mil.

The Military Aircrew Information Service (MAIS) has been discontinued. The website www.mais.afwa.af.mil no longer exists and will be deleted from all future publications. When departing a location where U.S. military weather and NOTAM services are not available, pilots should contact the USAF Operational Weather Squadron (OWS) responsible for their area. The DoD Flight Information Handbook, section C, has a listing of facilities.

Europe, North Africa and Middle East(ENAME) FOCUS

Class C Airspace Harmonization Under the Single Sky Initiative

On 17 November 2003 Class C Airspace in Europe will undergo significant change. Across Europe, the floor of class C airspace will be standardized at FL 195 or below. Nations that already have a lower floor for Class C airspace will not change; however, those whose class C airspace begins above FL195, or does not exist at higher altitudes, will change. Since Class C airspace in Germany already begins at FL 100 there will be no noticeable change to most procedures within Germany. VFR flight in Germany will be limited to FL200 and below as of 17 November 2003 (unless conducted in segregated airspace). The most Recent German Aeronautical Information Circular (AIC) defines Class C airspace as follows:

Within Class C airspace;

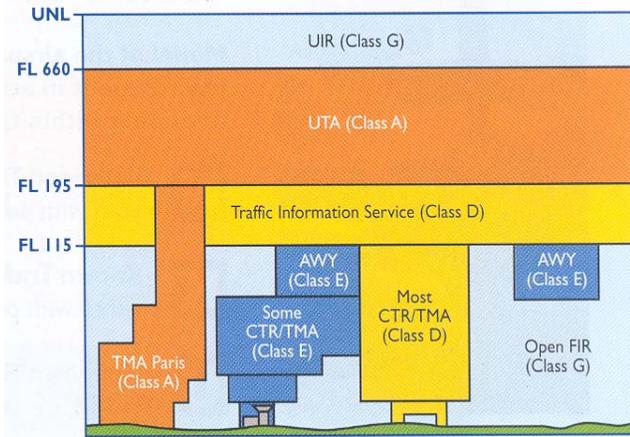
"IFR and VFR flights are permitted, all flights are provided with an air traffic control service and IFR flights are separated from other IFR and from VFR flights, VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights,"

"Except when operating as a special VFR flight, VFR flights in Class C airspace shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than:

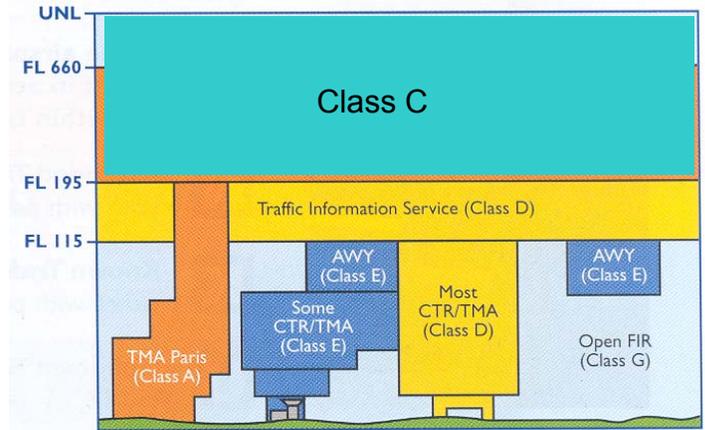
*Distance from Cloud: 1,500 m horizontally
 300 m vertically
 8 km at and above 3050 m (10000 ft) MSL
 5 km below 3 050 m (10000 ft) MSL*

An aspect of this change that US Army aviators may not fully appreciate is that this is part of a much larger airspace restructuring initiative taking place throughout Europe called the Single Sky Initiative. European nations developed their own airspace procedures, rules and regulations over a number of years and the result has been 41 nations with 41 different airspace structures. This is the first universal structural change to airspace as EUROCONTROL begins to harmonize all national airspace structures within Europe by the year 2015. Although this change to controlled airspace will have little effect on flight operations in Germany, flights in any of the other 40 ECAC nations may see significant changes. For example, the French national airspace structure will see the following change.

Current Airspace Organization In France



French Airspace Structure 17 Nov 03



There will be many other changes to airspace structures in Europe as this airspace is harmonized to comply with the EUROCONTROL Single Sky Initiative. Members of the Army aviation community looking for additional information on airspace, equipment or procedural changes pending across Europe are encouraged to check the EUROCONTROL website at <http://www.eurocontrol.int/about/faq/indexold.html#a04>.

AERODROME DIRECTORY-EFFECTIVE 1 OCTOBER 2003
 SUPERSEDES FIB AERODROME DIRECTORY PUBLISHED JUL 2003
 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
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Southwest	477-2920/21	(817)222-5921
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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	352-7323/7454	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 #

Theater Representative (EUSA G3 ATS Manager)	723-4249	2-7913-4249
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(EUSA G3 Flt Ops NCOIC)	723-4992	2-7913-4992
	FAX 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)	746-4299/1916	(256)876-4299/1916
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	855-4110/2111	(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 (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)	877-8448	(303)677-8448
(A)	877-8449	(303)677-8449
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	(913)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	552-6041/4893	(913)684-6041/4893	Simmons AAF	236-7804/9387	(910)396-7804/9387
KENTUCKY			NORTH DAKOTA		
Campbell AAF	635-7146/7	(502)798-7146/7	Bismarck Muni (NG)	344-5160	(701)224-5160
Capital City (NG)		(502)607-1477/06	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)947-6593/6594	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	Letterkenny 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
Westover AFB (NG)	589-3235	(413)557-3235	Willow Grove (AR)	991-1594	(215)443-1594
MICHIGAN			PUERTO RICO		
Abrams Muni (NG)	623-0671/2/3	(517)483-5671/2/3	Isla Grande San Juan (NG)		(787)722-3916
Grayling AAF (NG)	722-8200	(517)348-7621	RHODE ISLAND		
MINNESOTA			Quonset State (NG)	557-3416/3400	(401)621-5416/5400
Ray S. Miller AAF (NG)	871-7258	(320)632-7258	SOUTH CAROLINA		
St Paul Downtown (NG)		(651)281-3458/59	Columbia Metro (OSACOMM)		(803)822-4135
MISSISSIPPI			McEntire ANGB (NG)	583-1810	(803)806-1810
Tupelo Rgnl (NG)	293-3400	(601)891-4400	Rapid City Reg (NG)	747-8371	(605)399-6371
Gulfport Muni (NG)	363-8901	(228)214-6901	TENNESSEE		
Hagler AAF (NG)	921-2123	(601)558-2123	McGhee Tyson (NG)	266-4601	(865)985-4601
Jackson (NG)	293-2102	(601)313-2102	Sabre AHP	635-6115	(502)798-6115
Key Field (NG)	293-3165	(601)553-3165	Smyrna Arpt (NG)	760-3614	(615)271-3611
MISSOURI			TEXAS		
Waynesville Rgnl(A)	581-0165	(573)596-0165	Austin-Bergstrom (NG)		(512)782-3159
Jefferson City (NG)	555-9786	(573)526-9786	Biggs AAF	978-8088/8097	(915)568-8088/8097
Springfield Rgnl(NG)	555-9820 ext 227	(800)417-9026	Camp Bullis (NG)	421-7510	(210)295-7510
St Louis Area Support			Charles L. Kelly (NG)	471-3026	(210)221-3026
Center AHP	892-4580/81	(618)452-4580/81	Conroe Montgomery Co		(409)525-3335
Whiteman AFB (NG)	975-5768/5771	(816)687-5768/5771	Corpus Christi (A)	861-2432	(512)939-2432
MONTANA			(AR)		(512)854-4232
Helena (NG)	324-3055/56	(406)324-3055/56	Ellington ANGB (NG)	954-2332	(281)484-6551
NEBRASKA			SWAPS	800-426-5237	(254)287-7585
H.J.Paul AHP (NG)	720-1209	(402)471-7452	Hood AAF		(512)465-5167
Lincoln Muni (NG)	946-7452		Mabry AHP (NG)	954-5167	(512)421-1701
NEVADA			Martindale AHP (NG)	954-1721	(512)782-6475
Reno/Stead (NG)	530-2748/49	(775)972-2748/49	Redmon Taylor AHP (NG)	954-6475	(214)334-2911
NEW HAMPSHIRE			Red River AHP	829-2911	(254)288-9200
Concord Muni (NG)	684-9292	(603)225-1234	Robert Gray AAF	738-9200/9209	(512)465-5088
NEW JERSEY			Robert Mueller (NG)	954-5088	
Charles Wood AHP	992-2679	(732)532-2679	UTAH		
			Michael AAF	789-5322	(435)831-5322
			West Jordan (NG)	766-3567	(801)816-3567

	VERMONT	
Burlington Intl (NG)	636-3400	(802)862-6964
	VIRGINIA	
A.P. Hill AAF	578-8341/8290	(804)633-8341/8290
Blackstone AAF (NG)	438-8506/8461	(804)292-8608/8461
Byrd Intl (NG)	864-7305/7000	(804)236-7305/7304
Davison AAF (A)	656-7224	(703)806-7224
(NG)	656-7092	(703)806-7092
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
Pentagon AHP	225-9250/4374	(703)695-4374
Spier Helipad	438-7164	(757)422-7164
	WASHINGTON	
Gray AAF (A)	357-6628/5998	(253)967-6628
AASF Lewis (NG)	323-3800	(253)912-3800
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

	WEST VIRGINIA	
Clarksburg (NG)	623-6028	(304)842-8870
Dawson AAF (NG)	366-9376	(304)329-3350
Wood County (NG)	366-9264	(304)464-4383
	WISCONSIN	
Madison-Truax (NG)	724-3910	(608)242-3910
Sparta/Ft McCoy (AR)	280-4207/4232	(608)388-4232
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

location, or telephone number change?
 Let us know at DSN 656-4868 (703)806-4868
CURRENT AS OF: 01OCT 03

By Order of the Secretary of the

Official:



JOEL B. HUDSON

*Administrative Assistant to the
Secretary of the Army*

0327001

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