

ORDER

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

8260.32D

9/7/04

SUBJ: U.S. AIR FORCE TERMINAL INSTRUMENT PROCEDURES SERVICE

1. PURPOSE. This order provides guidance to all personnel in the administration of the Flight Procedures and Airspace Program. It defines responsibilities regarding terminal instrument procedure development service provided by the Federal Aviation Administration (FAA) to the United States Air Force (USAF) at domestic civil airports under Department of Transportation (DOT)/FAA/Department of Defense (DOD)/United States Air Force (USAF) Memorandum of Agreement, effective July 7, 1978.

2. DISTRIBUTION. This order is distributed in Washington headquarters to the Office of Chief Counsel (information only); to the branch level of the Air Traffic, Flight Standards, and Airway Facilities Services; to the Flight Technologies and Procedures Division, AFS-400; to the National Flight Procedures Office (NFPO), AVN-100, to the National Aeronautical Charting Office (NACO), AVN-500, and Regulatory Standards Division, AMA-200; to the National Flight Data Center (NFDC), ATA-110; to the branch level in the Regional Flight Standards, Air Traffic and Airway Facilities Divisions; to all Flight Inspection Offices and the International Flight Inspection Office; and to the U.S. Air Force Flight Standards Agency/XOI.

3. CANCELLATION. Order 8260.32C, U. S. Air Force Terminal Instrument Procedures Service, dated July 7, 1999, is canceled.

4. BACKGROUND. Order 8260.3 (current edition), United States Standard for Terminal Instrument Procedures (TERPS), (Air Force Joint Manual 11-226) paragraph 122, provides that where a military requirement has been established, a request for an instrument approach and/or departure procedure must be approved if the minimum standards within that paragraph are met. Under TERPS Volume 1, paragraph 130c, the military must request the FAA to develop procedures to meet their requirements where existing FAA approach or departure procedures at civil airports do not suffice. These requirements may be met by modification of an existing FAA procedure or development of a new procedure. Military requirements must be compatible with airspace availability, navigational facilities (NAVAIDs), and Air Traffic Control (ATC) requirements.

a. Order 8260.3, TERPS, and other associated 8260 series orders, provide the basic criteria for developing instrument flight procedures. Additional policy guidance is contained in this order and the current edition of Order 8260.19, Flight Procedures and Airspace.

b. Procedure services provided to the USAF by the FAA include development of original and amended high/low standard instrument approach procedures (SIAPs), departure procedures (DPs), criteria waivers for terminal procedures, and initiation of Flight Data Center (FDC) Notices to Airmen (NOTAMs) at domestic civil airports.

Distribution: A-W(GC)-1; A-W (AT/FS/AF)-3; AFS-400 (15 cys); AFS-420 (50 cys); AVN-100 (150 cys); AVN-500 (75 cys); AMA-200 (80 cys) **Initiated by:** AFS-420
ATA-110 (15 cys); A-X (FS/AT/AF)-3; FFS-4; USAF/XOI (25 cys)

c. Aeronautical charts to support USAF procedures are created by the National Geospatial Intelligence Agency (NGA), St. Louis, Missouri, and forwarded to the FAA National Aeronautical Charting Office for inclusion in the FAA Terminal Procedures Publications (TPPs). As of October 30, 2003, all DOD conterminous U.S. low altitude and selected high altitude procedures are included in the civil TPPs.

5. EXPLANATION OF CHANGES.

a. Added information to the functional area distribution codes and responsibilities to reflect organizational changes.

b. Definitions updated and modified for clarity.

c. Paragraph 4c. Updated to reflect DOD organizational change and revised military procedure charting policy effective October 30, 2003.

d. Paragraph 7. Updated form identifications to agree with Order 8260.19 CHG 3, Flight Procedures and Airspace.

e. Paragraph 8. Divided this paragraph into two paragraphs (8 and 9) to better clarify procedure development policy and responsibilities. Renumbered remaining paragraphs accordingly.

f. Paragraph 9a(1). Added policy for combining military approaches.

g. Paragraph 9a(1)(e). Expanded guidance regarding inoperative approach lights.

h. Paragraph 9a(2)(b). Revised to specify addition of Alternate Minimums requirements when applicable.

i. Paragraph 9a(4). Added requirement to review FAA developed USAF procedures coincident with civil procedure reviews.

j. Paragraph 9a(6). Added clarification of AVN-100 actions to determine USAF procedure effective dates.

k. Paragraph 9a(7). Added guidance for canceling procedures.

l. Paragraph 10. Expanded paragraph to allow the USAF to request specified civil airports be evaluated to determine whether the obstacle clearance surface (OCS) has been raised and if a lower minimum departure end of runway (DER) crossing restriction can be established.

m. Paragraph 11. Added a requirement for AVN-100 to submit a copy of any currently approved FAA waiver(s) concurrent with procedure package(s) submitted to a MAJCOM in the coordination process.

n. Paragraph 12. NOTAM procedures updated.

- o. **Paragraph 13.** Updated to simplify feedback procedures.
- p. **Appendix 2.** Updated to reflect organizational and phone number changes.

6. DEFINITIONS.

a. **Domestic Civil Airport.** An airport located in the United States or its territories that is open for public use; e.g., private airport open to the public, general aviation airports, commuter service airports, air carrier airports, and public-use airports. Military airports, including those open for public use, and federal airports operated by other agencies such as the National Aeronautics and Space Administration require separate agreements between that agency and the FAA.

b. **Flight Inspection Operations Division, AVN-200.** The FAA office responsible for flight inspection of instrument procedures and navigation aids in support of the National Airspace System (NAS) and military operations.

c. **Flight Procedures Office (FPO).** The regional element of FAA's National Flight Procedures Office, AVN-100, responsible for initial processing of requests for instrument flight procedures development. The FPO also serves as the Regional Airspace and Procedures Team (RAPT) chairperson, in accordance with Order 8260.43A, Flight Procedures Management Program.

d. **Headquarters Air Force Flight Standards Agency (AFFSA).** The USAF office responsible for all program and policy matters related to instrument procedures and air traffic control services. It is also the focal point for all USAF instrument flight concerns including pilot procedures, instrument procedure design criteria, and TERPS program management.

e. **High Altitude Instrument Procedure.** A terminal instrument procedure that usually begins (approach) or ends (departure) at or above 18,000 feet mean sea level (FL 180). The beginning/ending altitude may be lower to achieve compatibility with airspace constraints and optimum traffic flows.

NOTE: Since many U.S. military fighter-type aircraft only carry Department of Defense (DOD) High Altitude Flight Information Publications (FLIPs), some high altitude procedures are occasionally designed with lower altitudes and identified as "High" for inclusion in this publication.

f. **Major Command (MAJCOM) TERPS Office.** The key coordination element for USAF instrument procedures.

g. **National Aeronautical Charting Office (NACO), AVN-500.** The FAA office responsible for the production and distribution of public use civil instrument flight procedures and related publications and products.

h. **National Flight Data Center (NFDC), ATA-110.** The FAA headquarters office responsible for maintenance of all data necessary to support the National Airspace System (NAS) and for the compilation, validation, and dissemination of all aeronautical information relating to the NAS.

i. **National Flight Procedures Office (NFPO), AVN-100.** The FAA office responsible for development, maintenance, quality control, and technical approval of public-use instrument procedures for the U.S. and its territories.

j. **National Geospatial-Intelligence Agency (NGA).** The DOD aeronautical charting agency having primary responsibility for all military cartographic matters and aeronautical information products.

k. **Regional Airspace and Procedures Team (RAPT).** A team established at each FAA Regional Office under Order 8260.43A for the purpose of coordinating and processing requests for new or modified flight procedures and related airspace matters.

l. **Terminal Procedures Publications (TPPs).** A set of bound U.S. government flight information publications containing civil and military instrument approach, departure, and arrival charts as well as selected airport diagrams for the U.S. and its possessions.

7. **FORMS.** Use the following FAA forms for U.S. Air Force procedures at domestic civil airports:

Form No.	Title
a. FAA Form 8260-1	Flight Procedures Standards Waiver.
b. FAA Form 8260-2	Radio Fix and Holding Data Record.
c. FAA Form 8260-9	Standard Instrument Approach Procedure Data Record.
d. FAA Form 8260-11	U.S. Army/U.S. Air Force ILS Standard Instrument Approach Procedure.
e. FAA Form 8260-12	U.S. Army/U.S. Air Force Radar Standard Instrument Approach Procedure.
f. FAA Form 8260-13	U.S. Army/U.S. Air Force Standard Instrument Approach Procedure.
g. FAA Form 8260-20	U.S. Army/U.S. Air Force Standard Instrument Approach Procedure (Continuation Sheet).

8. GENERAL.

a. **The MAJCOM TERPS Office** originates or endorses all requests to design, revise, or cancel Air Force instrument procedures at domestic civil airports and forwards the requests to the appropriate regional FPO (see appendix 1, Flight Procedures Offices). Requests for design or revision of a procedure must contain a general description of the procedure required and a rough sketch of the procedure plus telephone numbers and names of individuals who are expected to be involved in the coordination process. The FPO, after initial airspace analysis, will coordinate the request with the RAPT. Upon RAPT concurrence, the procedure request will be forwarded to the appropriate NFPO branch for technical development service. The

developing branch coordinates, as necessary, with the MAJCOM TERPS Office (see appendix 2, U.S. Air Force Address Listing) and the regional FPOs.

b. When Air Force needs can be met by an existing or amended FAA civil procedure:

(1) If an existing FAA civil SIAP satisfies the USAF requirements without change, the MAJCOM TERPS Office needs only to request that NGA publish the procedure in the appropriate DOD FLIP. NGA obtains FAA TPP procedure negatives from NACO under an existing agreement. The MAJCOM TERPS Office must provide a courtesy copy of the NGA publication request to the AVN-100 Branch responsible for maintaining the SIAP.

(2) If an existing FAA civil SIAP can be amended to satisfy the USAF requirement; e.g., addition of Category E minima, TACAN capability, etc., without adversely affecting civil users, AVN-100 must, subject to RAPT approval, amend the SIAP for publication via normal FAA procedures, and notify the requesting MAJCOM TERPS Office. The MAJCOM TERPS Office will then request publication of the procedure by NGA per paragraph 8b(1).

(3) Every effort will be made to ensure that FAA and NGA charts are effective on the same date; however, if NGA receives an updated version of an FAA procedure too late for publication in the current DOD FLIP, NGA must advise AFFSA/XOIA (see appendix 2) of the appropriate military NOTAM action to be taken.

c. When Air Force requirements are NOT met by existing FAA civil procedures, AVN-100 must then design a procedure to satisfy USAF requirements under established directives and this order.

9. Responsibilities.

a. AVN-100 must:

(1) Not combine USAF procedures on FAA forms except where procedural data are compatible; e.g. "ILS or LOC", "ILS or LOC/DME", and VOR/DME or TACAN" approaches predicated on VORTAC facilities (see Order 8260.19, paragraph 802c). The USAF, under the applicable military policy, will accomplish combined charting if desired.

(2) Prepare applicable FAA Forms 8260-1/2/9/11/12/13/20 (see paragraph 7) with the following modifications and emphasis:

NOTE: Automated FAA Forms 8260-11/12/13/20/23/24 may be used for either U.S. Army or U.S. Air Force procedures.

(a) Ensure the form title includes the "U.S. Air Force option."

(b) Apply civil alternate minimums criteria to procedures developed for the USAF.

NOTE: USAF directives also contain Alternate Airport selection criteria. The aircrew is responsible for determining applicability by applying the more restrictive criteria.

(c) Establish landing minimums for approach Categories A through D from TERPS, Volume 1, table 9 or paragraph 343c. When required, establish Category E minimums from TERPS Volume 1, table 10 or paragraph 343d. Category E minimums must not be lower than those published for Category D.

(d) Publish a Visual Descent Point (VDP), where criteria allows, on all approach procedures, including precision approaches which have corresponding nonprecision approaches overlaying them; e.g., ILS with localizer minimums. When nonprecision approaches are combined under paragraph 9a(1), the VDP must be based on the higher MDA.

(e) Not make reference to the inoperative component table. However, add a note to each line of minimums, where applicable, indicating the visibility increase required for inoperative approach lights; e.g., "When ALS inop, increase vis CAT ABD 1/2 mile, CAT C 1/4 mile." When multiple straight-in minimums are published, use an attention symbol; e.g., an asterisk, to denote which minimums the note(s) applies.

(f) Specify charting of any special use airspace areas that overlie or underlie procedure obstruction clearance areas and/or are within the depicted plan view of the procedure.

(g) Enter city, state (use official two-letter abbreviation), and airport name as identified on civil records.

(h) Assign "Original" to procedures originated by the FAA. Assign "Amdt 1" to procedures initially revised from Air Force procedural data. Assign subsequent amendment numbers sequentially. Do not assign an effective date.

(i) Complete all appropriate blocks on the reverse side of the forms, except "ENDORSED BY" and "REQUIRED EFFECTIVE DATE." Limit "CHANGES" and "REASONS" to the left half of the form to allow room for subsequent endorsements.

(3) Apply the following additional guidelines when developing high altitude SIAPs:

(a) Preface all procedure titles with "HI-;" e.g., "HI-TACAN RWY 31," "HI-ILS or LOC/DME RWY 31," etc.

(b) Establish minimum safe/sector altitudes (MSA) as specified in TERPS Volume 1, paragraph 221. Establish an emergency safe altitude (ESA) within 100 miles of the navigation facility. Document ESA data on the same line following MSA; e.g., "ESA w/in 100 NM 10,800."

(c) Use lines 1 and 2 on FAA Forms 8260-11/13 to clarify charting of high altitude teardrop procedures. Examples of correct entries are:

1. "Teardrop R-160 outbound RT at 5,000, R-186 inbound within 20 miles of ABC VORTAC (IAF)."

2. "Teardrop ABC R-016 outbound from NIXON 20 DME (IAF), LT at 11,000 within 43 miles of ABC VORTAC, R-358 inbound 4,000 ft to GORGY."

3. "Teardrop ABC R-115 outbound FL 200 to 10 DME, RT at 15,000 within 20 miles of ABC VORTAC, R-141 inbound 7,600 to 14 DME, 321.17 (I-XYZ) inbound 6,600 ft to 9 DME."

4. "R-072 inbound FL 200 to ABC VORTAC from NIXON 15 DME (IAF), R-252 outbound FL 200 to 12 DME, RT at 12,000 within 25 mi. of ABC VORTAC, R-278 inbound 5,500 ft to JIMMI 12 DME."

5. "R-072 inbound FL 200 ABC VORTAC from NIXON 15 DME (IAF), R-252 outbound FL 200 to ABC 12 DME, RT AT 12,000 within 25 mi. of ABC VORTAC, 098.34 (I-ABC) inbound 5,500 ft to JIMMI 12 DME (I-ABC)."

(d) For feeder routes, document magnetic azimuth, distance, and MEA. Process an expanded service volume (ESV) if required.

(e) Provide minimums for Categories C, D, and E only. Establish landing minimums for approach Categories C and D from TERPS Volume 1, table 9 or paragraph 343c; then establish Category E minimums from TERPS Volume 1, table 10 or paragraph 343d. Category E minimums must not be lower than those published for Category D.

(4) When reviewing or amending civil procedures, also review and/or amend the USAF procedures at the same airport, including high altitude procedures.

(5) Coordinate Flight Inspection of the Procedure. When flight inspection is complete, forward completed USAF procedures to the MAJCOM TERPS Office for processing. Distribute the completed forms within the FAA as specified in current orders and directives with the following additions and/or exceptions:

(a) AVN-100 to MAJCOM TERPS Office. Applicable FAA 8260-series forms. Include a readable graphic (sketch or facsimile) with each new procedure or major revision. For minor changes, pen and ink notations to an existing approach plate are acceptable.

(b) AVN-100 to NFDC. FAA Form 8260-2 and one copy.

(6) Specify a requested publication date concurrent with an NGA FLIP effective date, or coordinate with the MAJCOM TERPS Office to assure the appropriate NOTAM action is taken. Compatibility with facility schedules, airspace activity, and the charting cycle must also be coordinated.

(7) Cancel procedures as directed in Order 8260.19, paragraph 812. Cancellation forms for procedures developed for USAF use only will be forwarded to the MAJCOM TERPS Office for processing.

b. The MAJCOM TERPS Office will:

(1) Handle additional processing for Air Force approval (coordinating signatures) and for charting in the DOD FLIP by NGA (evaluate and enhance sketch/facsimile of procedure as deemed necessary).

(2) **Coordinate with the organization** that originally requested the procedure to ensure user needs have been met.

(3) **Modify the “installation commander” title** and obtain the Operations Group Commander (or designated representative) coordination signature on the “ENDORSED BY” block on FAA Forms 8260-11/12/13.

(4) **Maintain a record of all forms and data.**

(5) **Forward an electronic mail or hard copy of all processing actions** to AVN-100 and the regional FPO.

(6) **Ensure that FAA Air Traffic Control facilities** (approach control and/or Air Route Traffic Control Centers (ARTCCs) are advised of new and/or amended procedure effective dates.

(7) **Request procedure cancellations** in writing through the appropriate regional FPO.

(8) **If procedure(s) is “non-standard” (requires a waiver)**, additional processing is required under paragraph 11b. See Order 8260.3, Volume 1, paragraph 141.

10. DEPARTURE PROCEDURES (DP). Civil DPs in effect or in the development process generally should be sufficient for both civil and military operations. However, heavy USAF aircraft are particularly affected when the departure obstacle clearance surface (OCS) has been raised under TERPS Volume 4, paragraph 1.3. OCS increases are not published; therefore, USAF aircraft must operate on the assumption that the OCS has been increased by the maximum allowable height of 35' above departure end of runway (DER) elevation. USAF will request certain airports be evaluated to determine whether the OCS has been raised and if a lower minimum DER crossing restriction can be established at locations frequently used by these heavy aircraft. The MAJCOM TERPS Office must forward additional DP requirements to the appropriate regional FPO for consideration by the RAPT. Upon RAPT concurrence, the FPO forwards the DP package to AVN-100 for procedure development under Orders 8260.46, Departure Procedure (DP) Program, and 8260.19, Flight Procedures and Airspace. Completed DP packages will then be returned to the requesting MAJCOM Office for USAF approval and DOD publication.

11. WAIVERS.

a. **If a civil waiver is in effect** or in process for a specific situation inherent to similar civil and Air Force procedures, the civil waiver is sufficient and no additional Air Force waiver is required. AVN-100 must include a copy of the FAA Form 8260-1 when submitting the procedure to the MAJCOM.

b. **If a procedure is designed for the Air Force that does not conform with TERPS criteria**, AVN-100 will complete the front side of FAA Form 8260-1, Flight Procedures Standards Waiver, to accompany the original procedure. It will be annotated that approval of the waiver is requested prior to scheduling a flight inspection. AVN-100 must then forward the complete procedure package, including all documentation and supporting data, to the MAJCOM

TERPS Office for consideration. If the MAJCOM TERPS Office does not recommend approval, the procedure will be returned to AVN-100 with rationale and recommended action. If the MAJCOM TERPS Office recommends approval, the procedure will be forwarded to HQ AFFSA/XOIP for final approval/disapproval.

NOTE: AFFSA/XOIP may withhold final waiver approval contingent on flight inspection results/comments. If this occurs, AFFSA/XOIP must notify AVN-100 and the MAJCOM TERPS Office of requested action.

12. NOTAMs. When issuing a NOTAM for an existing civil instrument procedure, AVN-100 must review USAF procedures at the same airport. If the USAF procedure(s) also requires a NOTAM, issue a **SEPARATE** FDC NOTAM for the USAF procedure. Only Flight Information/Temporary (FI/T) NOTAMs are authorized. The abbreviated 8260-series form amendment process may be used to amend FAA developed military SIAPs – see Order 8260.19, Chapter 2, Section 6, and paragraph 813. The MAJCOM is responsible for coordinating and processing abbreviated 8260-series forms. When the revised procedure has been published in the DOD FLIP/FAA TPP, it will be reviewed for accuracy by AVN-100. Once assured that the procedure is published correctly, AVN-100 must cancel the applicable NOTAM(s). If charting errors were detected during the review process, AVN-100 must notify the appropriate MAJCOM TERPS Office. Where the error is limited to military charts, the MAJCOM TERPS Office must notify NGA with the required changes. Where civil charting or incorrect forms cause the error, AVN-100 must take appropriate corrective action.

13. INFORMATION UPDATE. For your convenience, FAA Form 1320-19, Directive Feedback Information, is included at the end of this order to note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order. When forwarding your comments to the originating office for consideration, please use the "Other Comments" block to provide a complete explanation of why the suggested change is necessary.

James J. Ballough
Director, Flight Standards Service

APPENDIX 1. FLIGHT PROCEDURE OFFICES

ADDRESS	AREA
National Flight Procedures Office, AVN-100 P.O. Box 25082 Oklahoma City, OK 73125 Commercial: 405-954-3027 FAX: 405-954-4236	World wide
Anchorage Flight Procedures Office, ANC-FPO 222 West 7th Avenue, #14 Anchorage, AK 99533 Commercial: 907-271-5220 FAX: 907-271-2061	AK
Atlanta Flight Procedures Office, ATL-FPO P.O. Box 20636 Atlanta, GA 30320 Commercial: 404-305-6036 FAX: 404-305-6043	AL, FL, GA, KY MS, NC, PR, SC TN, VI
Boston Flight Procedures Office, BOS-FPO 12 New England Executive Park Burlington, MA 01803 Commercial: 781-238-7220 FAX: 781-238-7237	CT, MA, ME, NH RI, VT
Chicago Flight Procedures Office, CHI-FPO 2300 E. Devon Avenue Des Plaines, IL 60018 Commercial: 847-294-7142 FAX: 847-294-7142	IL, IN, MI, MN ND, OH, SD, WI
Fort Worth Flight Procedures Office, FTW-FPO 2601 Meacham Blvd. Fort Worth, TX 76137-4298 Commercial: 817-222-4133 FAX: 817-222-5227	AR, LA, NM, OK TX
Los Angeles Flight Procedures Office, LAX-FPO P.O. Box 92007 Worldway Postal Center Los Angeles, CA 90009 Commercial: 310-725-7122 FAX: 310-643-9753	AZ, CA, HI, NV

ADDRESS

AREA

Kansas City Flight Procedures Office, MKC-FPO
601 East 12th Street
Federal Building
Kansas City, MO 64106
Commercial: 816-426-3297
FAX: 816-426-7816

IA, KS, MO, NE

New York Flight Procedures Office, NYC-FPO
Fitzgerald Federal Building
J.F. Kennedy International Airport
Jamaica, NY 11430
Commercial: 718-977-6525
FAX: 718-341-4749

DC, DE, MD, NJ
NY, PA, VA, WV

Seattle Flight Procedures Office, SEA-FPO
1601 Lind Avenue, S.W.
Renton, WA 98055-4056
Commercial: 425-227-2222
FAX: 425-227-2269

CO, ID, MT, OR
UT, WA, WY

APPENDIX 2. U.S. AIR FORCE ADDRESS LISTING

Address	Phone Numbers
HQ Air Force Flight Standards Agency (AFFSA)/XOI 1535 Command Drive Suite D-307 Andrews AFB, MD 20762-7002	Commercial: 240-857-7015 DSN: 857-7015 FAX: Com 240-857-7996 DSN 857-7996
HQ Air Combat Command (ACC)/DORO 205 Dodd Blvd, Suite F 101 Langley AFB, VA 23665-2789	Commercial: 757-764-2972 DSN: 574-2972 FAX: Com 757-764-3313 DSN 574-3313
HQ Air Education & Training Command (AETC)/DOYF 1 F Street, Suite 2 Randolph AFB, TX 78150-4325	Commercial: 210-652-5757 DSN: 487-5757 FAX: Com 210-652-7317 DSN 487-7317
HQ Air Force Materiel Command (AFMC)/DOB Area A Bldg. 262, Rm. S143 4375 Chidlaw Road Wright-Patterson AFB, OH 45433-5006	Commercial: 937-656-5832 DSN: 986-5832 FAX: Com 937-656-1064 DSN 986-1064
HQ Air Force Space Command (AFSPC)/XOR 150 Vandenberg St., Suite 1150 Peterson AFB, CO 80914-4200	Commercial: 719-554-6035 DSN: 692-6071 FAX: Com 719-554-3426 DSN 692-3426
HQ Air Mobility Command (AMC)/A36AT 402 Scott Dr., Unit 3A1 Scott AFB, IL 62225-5302	Commercial: 618-229-3677 DSN: 779-3677 FAX: Com 618-229-2702 DSN 576-2702
HQ Air National Guard (ANG)/C4A Terminal Instrument Procedures 1411 Jefferson Davis Highway Arlington, VA 22202-3231	Commercial: 703-607-2167 DSN: 327-2167 FAX: Com 703-607-2822 DSN 329-2822

Address	Phone Numbers
Pacific Air Forces (PACAF) 502 AOS/AOOT 900 Hangar Ave, Hangar #2, Room 112 Hickam AFB, HI 96853-5246	Commercial: 808-448-2634 DSN: 315-448-2634 FAX: Com 808-448-0177 DSN 315-448-0177
HQ USAFE/APF Unit 3050, Box 15 APO AE 09094-5015	Commercial: (49) 6371-47-7024 DSN: 314-480-7024 FAX: Com (49) 6371-47-9816 DSN 314-480-9816
HQ AMC AOS/OL-J 7803 Hillsborough Loop Drive MacDill AFB, FL 33621-5413	Commercial: 813-828-9074 DSN: 968-9074/9044 FAX: Com 813-828-9035 DSN 968-9035
HQ Air Force Reserve Command (AFRC)/DOVA 155 Richard Ray Boulevard Robins AFB, GA 31098-1635	Commercial: 478-327-0303 DSN: 497-0303 FAX: Com 478-327-0308 DSN 497-0308
National Geospatial Intelligence Agency (NGA) 3838 Vogel Road Arnold, MO 63010-6238	Commercial: 314-263-4272 DSN: 693-4272 FAX: Com 314-263-4247 DSN 693-4247