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not be current or correct Photo by Mike and Shelby Knockenhauer Taken in 2016 looking north Do you have a better or more recent aerial photo of Eppley Airfield that you would like to share? If so, please send us your photo. This article includes a list of general references, but it lacks sufficient corresponding inline citations. Please help to improve
this article by introducing more precise citations. (February 2020) (Learn how and when to remove this template message) Temporary advance airfields Advanced Landing Ground A-43 (St Marceau, France) being constructed by IX
Engineering Command, August 1944TypeMilitary airfieldSite informationControlled byRoyal Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Battles/warsEuropean Theatre of World War IIGarrison informationOccupantsRAF Second Tactical Air ForceSite historyBuilt1944–1945Bat
Download coordinates as: KML Advanced Landing Grounds (ALGs) were temporary advance airfields constructed by the Allies during World War II during the liberation of Europe. They were built in the UK prior to the invasion and thereafter in northwest Europe from 6 June 1944 to V-E Day, 7 May 1945. Unlike the permanent airfields built in the
United Kingdom and designed for the strategic bombardment of Germany, the tactical combat airfields on the continent were temporary, often improvised airfields. Once the front line moved out of range for the aircraft, the groups and squadrons
moved up to newly built ALGs closer to the ground forces and left the ones in the rear for other support uses, or simply abandoned them. Overview When the Allies invaded Normandy on D-Day, Royal Air Force Airfield Construction Service engineers were among those in the initial assault waves. Their mission was to rapidly construct forward
operating airfields, known as Advanced Landing Grounds (ALGs), on the European continent. As the Allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and into Germany, several hundred airfields were built or rehabilitated for use by the allied armies advanced across France and a several hundred airfields were built or rehabilitated for use by the allied air for a several hundred airfields were built or rehabilitated for use by the allied air for a several hundred airfields were built or rehabilitated for use by the allied air for a several hundred airfields were built or rehabilitated for use by the allied air for a several hundred airfields were built or rehabilitated for use by the allied air for a several hundred airfields were by the allied air for a several hundred airfields are s
Kingdom, USAAF installations were identified by three digit (AAF) numbers ranging from AAF-101 to AAF-925. After D-Day, continental airfields were given A-, Y-, or R-, prefixes and numbered consecutively from 1 to 99. Both "A" and "Y" designated
airfields could be found in France, however many "Y" fields would also be in Netherlands; Belgium and occupied Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were usually located in occupied areas of Germany. "R" coded fields were 
airfields were allocated, not by location or by date of operational use. A-1, Saint Pierre du Mont, was declared operational a few days later on 19 June. Also many of these airfields had no combat air group or squadron attached to them. They
were designed for casualty evacuation and supply transport and consisted of a quickly built runway manned only by a small complement of station personnel with little or no infrastructure other than tents. As the ground forces moved east, wounded would be sent to the airfield to be picked up by C-47s and taken to hospitals in England or other rear
areas. Also supplies would be airlifted to the fields and unloaded, to be quickly transported to the front line units. These were normally known as S&E Fields (Supply and Evacuation). Once completed, airfields were usually utilised by the combat groups or squadrons within a day or so of being declared operational for military use by the IX
Engineering command engineers. They would be used for perhaps a few days to a week, to several months, depending on the location, use, and operational requirements. Once the combat units moved up to the next assigned ALG, they could be utilised as S&E Fields, or deconstructed quickly and abandoned, with the land being released back to the
landowners or civil authorities in the area. Construction A USAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach The mission for construction AUSAAF Engineer clearing out the wreckage of a destroyed Luftwaffe Messerschmitt Bf 109 aircraft at an ALG, with a Lockheed P-38 Lightning flying overhead on landing approach the second of the AUSAAF Engineer clearing out the wreckage of the AUSAAF Engineer clearing out the wreckage of the AUSAAF Engineer clearing out the wreckage of the AUSAAF Engineer
Second Tactical Air Force, whilst the USAAF's Ninth Air Force and its specially created engineer battalion in the command (of a total of sixteen) was composed of sufficient men and equipment to quickly construct an airfield or
landing ground for a single tactical fighter or bomb group unit.[1] ALGs were selected in two ways. First, existing enemy military or civilian airfields which were captured as the ground forces advanced were noted by engineers assigned to ground units. Second, engineers noted areas in grid locations where an airfield was desired, that had flat
terrain, good land drainage, and where an airfield could be constructed quickly.[1] Captured airfields could be restored for use as advanced landing field in one to three days depending upon the amount of damage and the number of mines and booby traps encountered.[1] Dry-weather advanced landing fields were constructed by a single battalion at
a favourable site in flat terrain in from one to three days, including time for reconnaissance. At less favourable sites, where more clearing and grading were required, or all-weather fields which also needed additional infrastructure, the time varied from three to ten days.[1] ALGs were equipped with an access road that was connected to the existing
road infrastructure; a dump for supplies, ammunition, and gasoline drums, along with a drinkable water and a minimal electrical grid for communications and station lighting. Tents were used for billeting and also for support facilities. Time was the all-important factor and ALGs serve its purpose if available for only a few days. As the forward area
became the rear area, an advanced landing field could be improved for medium bomber use, but initially they primarily served fighter and transport groups required an airfield 120 feet x 3600 feet long, and fighter-bomber groups required fields 120 feet x
5000 feet long. Medium bomb groups required 120 feet x 6000 feet runways.[1] Runway types Instead of using rough, unimproved dirt strips, engineers used surfacing material necessary to strengthen the soil to support the weight of the aircraft and as a measure of insurance against the wet weather. Airfields were initially single runway landing
strips which were laid down east-west (09/27) unless local conditions direction.[1] Sommerfeld Tracking a form of stiffened steel wire mesh. Square-Mesh Track (SMT)[2] The surfacing material selected for the building of advanced landing grounds during the first weeks
after the Normandy invasion was known as square-mesh track (SMT). SMT, a British development, was material composed of heavy wire joined in three-inch squares. It was chosen over other surfacing materials because it was very lightweight, allowing sufficient quantities to be transported across the English channel on over-tasked landing craft.
Easily workable, a SMT landing mat for fighters could be laid like a carpet in about one week. Prefabricated Hessian (PBS)[2] After the initial batch of airfields was completed using SMT, the Army aviation engineers switched almost exclusively to another surfacing material known as prefabricated hessian (PBS)[2].
transportable, PBS did not create the dust problem encountered with SMT fields. Made of an asphalt-impregnated jute delivered in rolls 300 feet in length and 36 inches or 43 inches in width, PBS was laid in overlapping layers to produce a dust-free fair weather surface. It was also common to build airstrips using both SMT and PBS, laying SMT on
top. Pierced Steel Plank (PSP)[2] To provide an all season durable airfield for the RAF's 2TAF and the USAF Ninth Air Force's medium and light bombers, a third type of surfacing material known as pierced steel plank (PSP), or Marsden Matting was introduced on the Normandy bridgehead in July 1944. It consisted of 10-foot-long (3.0 m), 15-inch-
wide (380 mm) steel planks joined together and laid perpendicular to the line of flight. Long used in other theatres, PSP would have been ideal for all airfields on the continent, but its limited availability and greater weight made this impractical. Moreover, because of supply problems, construction of even a PSP fighter-bomber field could take a month
or longer, while similar PBS and SMT fields could be constructed in two weeks and one week, respectively. In addition, Sod and Earth runways were built for Emergency Landing Strips (ELS) and Refuelling and Rearming Strips (R&R). Captured airfields contained a wide variety of runways, most commonly Asphalt; Concrete; Macadam or Tar-
Penetrated Macadam.[1] Airfield types There were five main types of airfields built by the USAAF combat engineers on the continent. These were: Emergency Landing Strips (ELS)[3] Consisted of a rough, graded runway approximately 2000 feet long to provide a place for emergency belly-landings of damaged aircraft. Supply and Evacuation (S&E)[3]
Usually a rough graded runway near the front line or an airfield in the rear, or delivery of supplies and munitions to the front line. Refueling and Rearming (R&R)[3] Consisted of a runway and an aircraft marshalling area on each end of the runway. It was designed to provide an airfield
near the front lines upon which aircraft based in rear areas could land, be refuelled and rearmed, and take off again on a mission without having to return to their home field in the rear. Also could be expanded into advance landing grounds
by the addition of dispersal and other station facilities. Generally if an R&R strip was built, it would be sited wherever possible with a view to further expand it later into an ALG. Advanced Landing Grounds (ALG)[3] An advanced landing or by development from an R&R strip by the addition of
dispersal facilities, expansion of the road network and other additions to the station and technical area in order for it to be used over an extended period of time. Tactical Air Depots (TAD)[3] A number of ALGs were expanded into tactical air depots by the addition of hangars, shops, more dispersal hardstands, roads, and other facilities. Some were
developed from the beginning. Deployment IX Engineering Command putting down a Pierced Steel Planking (PSP) Runway at an Advanced Landing Ground under constructed and used by Ninth Air Force units during the
Invasion of Normandy (6 June - Mid July 1944) and during Operation Cobra, the break-out from Normandy, starting on 25 July 1944 until 25 August 1944. Those in Normandy were mostly decommissioned after their combat use, however others in Central France were used in various non-combat roles until the end of the war.[3] "B" ALGs were built by
American or British combat engineers for Royal Air Force use. Some of these were also used by USAAF Troop Carrier Groups and Command and Control organisations.[3] "Y" ALGs were initially located in Southeastern France, built by Twelfth Air Force engineers as part of Operation Dragoon, the invasion of Southern France. Initially uncoded, they
were given "Y" designations when they came under IX Engineering Command control in late 1944. ALGs were also coded "Y" in Northeastern France, Belgium; The Netherlands and Occupied Germany, after "A" coding reached 99 November 1944.[3] "R" ALGs were located in Occupied Germany. Many more were constructed than are listed here,
consisting primarily of Supply and Evacuation airfields either laid down quickly in agricultural areas or on captured Luftwaffe airfields. "R" coding began after Y-coding reached 99 in April 1945.[3] An unforeseen development was the extraordinary demand for transport, supply, and evacuation fields as the Allied armies pushed past Paris toward the
German frontier. In late 1944, supplies could not keep pace with U.S. General Dwight D. Eisenhower's forces, and to help lessen the supply shortage airfields for C-47 Skytrain cargo planes became a priority. Bringing in ammunition of all types and especially gasoline on the trip to the ALGs on the continent, the C-47s on the return trip evacuated
wounded to the rear.[1] By 15 September 1944, IX Engineer Command had placed over eighty ALG airfields in operation, while British engineers had constructed 76 airfields in their zone. In Southern France, another twenty or so fields had been built by American engineers from Twelfth Air Force from the Mediterranean Theater of Operations
(MTO). In October these uncoded airfields were assigned to the ETO and given ALG code numbers.[1] The stabilisation of the front lines in the Netherlands, Belgium, and eastern France in mid-September 1944, which would last into the new year, allowed aviation engineers a chance to reorganise and prepare for the upcoming winter season. As
expected, they could not build new PHS and SMI airstrips during the fall rain and winter snow seasons because of the moist ground. Besides concrete, the American-made PSP was the only available surfacing material that could be laid down during this inclement weather in Europe.[1] To keep the supply lines open, selected airfields in Belgium and
France were therefore "winterized" with PSP. Because of the limited supply of PSP, however, only a limited number airfields could be winterized, making it necessary to base two group sized units per airfield. But sufficient fighter-bomber and medium bomber airfields were completed that winter to ensure 2TAF and Ninth Air Force aircraft could
continue flying combat missions.[1] The major problem affecting airfield construction in early 1945 was not the surprise German Ardennes counteroffensive (which caused the abandonment of only one airfield – Y-39, Haguenau). Rather, an early February thaw threatened to make airfields inoperable due to the mud and water. Using local civilian
labour, engineers performed extensive maintenance on the threatened airfields and successfully resolved the crisis.[1] The renewed allied offensive in early 1945, following the Battle of the Bulge, was supported in earnest by the building of tactical airfields in occupied Germany. Trier (Y-57), became the first operational tactical American airfield on
German soil on 10 March 1945. When a crossing over the Rhine River was spearheaded at Remagen, Germany, a supply and evacuation strip was quickly set up to support the bridgehead. As Allied tank columns struck out rapidly into the heartland of Germany, the airfield "clutches" of the Ninth Air Force's tactical air commands moved east of the
Rhine river within range of virtually any target in Germany, virtually undamaged, lessening the requirement for SMT, PHS, and PSP prefabricated surfacing. The relative lack of Germany, virtually undamaged, lessening the requirement for SMT, PHS, and PSP prefabricated surfacing. The relative lack of Germany, virtually undamaged, lessening the requirement for SMT, PHS, and PSP prefabricated surfacing.
April and May 1945 lessened the need for close air support and produced a greater demand for supply airstrips to keep the offensive moving. Every opportunity was used to clear captured German airfields for use along the armies' route, allowing C-47s and other transports to land with food, gas, and ammunition. The supply effort received top airfield
priority. By V-E Day, 9 May 1945, 76 of the 126 airfields made operational east of the Rhine river were strictly supply and evacuation fields.[1] Summary USAAF Engineers constructed or rehabilitated over 280 continental airfields in the ETO from D-Day to V-E Day. In the summer months that followed, a few new airfields were constructed, but the
vast majority were abandoned and turned over to local landowners or civil governments. Throughout Western Europe, as well as the airfields built by Twelfth and Fifteenth Air Forces in the MTO, a significant number were developed into permanent, civilian airports or NATO military bases after the war.[1] The airfield coding system remained in
effect until after the Japanese surrender in the Pacific, when, on 14 September 1945, the system was officially discontinued. Thereafter, airfields were referenced by their geographic name.[1] Airfields Only active combat ALGs are shown. Dedicated S&E, Liaison, Transport, and other non-combat airfields are not listed. Runway types are listed as
follows: ASP Asphalt BRK Brick CON Concrete ETH Compressed Earth MAC Macadam PHS Prefabricated Hessian Surfacing SMT Square-Mesh Track SOD Sod PSP Pierced Steel Planking TAR Tar-Penetrated Macadam Runway dimensions are in feet. United Kingdom (Kent) Map this section's coordinates using: OpenStreetMap Download coordinates
as: KML Advanced Landing Grounds were built in Kent during 1943 and 1944 for several reasons. The first being a requirement by the allies to station short-range fighters close to the English Channel coast so missions could be undertaken to attack enemy coastal fortifications; road and rail networks and other military targets in Occupied France
prior to the invasion of Normandy. Also construction of the ALG's provided necessary engineering and construction training as well as providing practical experience in the development of forward airfields which would be necessary on the Continent after the invasion. The ALG's laid down in Kent had two runways, while the ones laid down in France
after the invasion generally had only one strip laid down east-west for speed of construction Due to their temporary nature, the airfields were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used on new ALGs in France after the assigned units were torn up and salvageable components were re-used to the assignment of the
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Staplehurst (AAF-413) August 1943 – July 1944 RAF Woodchurch (AAF-419) July – September 1943 Normandy Campaign Map this section's coordinates as: KML Airfields in France used in support of the invasion and establishment of Allied forces in Normandy, France, during Operation Overlord and the
immediate aftermath, 6 June - 24 July 1944 Operational Notes ELS-1 Poupeville, France 6 June 1944 - unknown First USAAF Airfield in Liberated France. 49°23′02″N 001°20′00″W / 49.38389°N 1.33333°W / 49.38389°N 1.33330°W / 49.38389°N 1.33330°W / 49.38389°N 1.33330°W / 49.38389°N 1.33330°W / 49.38389°N 1.33380°W / 49.38389°N 1.33380°W / 49.38380°N 1.33380°W / 49.38380°W / 49.38380°W / 49.38
- 5 September 1944 Located: 49°23′27″N 000°56′41″W / 49.39083°N 0.94472°W / 49.39083° N 0.94472°W / 49.39083°, -0.94472 (A-1 Saint-Pierre-du-Mont) Runway: 5000x120, SMT, (09/27)[1] Used by:[4] 366th Fighter Group, 17 June - 24 August 1944 (P-38) A-2 Cricqueville-en-Bessin (Cricqueville), France 16 June
1944 - 15 September 1944 Located: 49°21′57″N 001°00′26″W / 49.36583°N 1.00722°W / 49.36583; -1.00722 (A-2 Cricqueville-en-Bessin) Runway: 5000x120, SMT/ETH, (17/35)[1] Used by:[5] 354th Fighter Group, 22 June - 13 August 1944 (P-51) 367th Fighter Group, 14 August - 4 September 1944 (P-38) A-3 Cardonville, France 14 June 1944 - 1
September 1944 Located: 49°21′17″N 001°02′37″W / 49.35472°N 1.04361°W / 49.35472°N 1.04361°
000°58′48″W / 49.34444°N 0.98000°W / 49.34444; -0.98000 (A-4 Deux-Jumeaux) Runway: 5000x120, SMT (11/29)[1] Used by:[4][5] 48th Fighter Group, 18 June – 5 July 1944 (P-51/F-5) 485th Fighter Squadron, 24 July – 15 August 1944 (P-38) A-5 Chippelle Airfield, France 5
July 1944 - 9 July 1944 Located: 49°14′25″N 01°00′28″W / 49.24028°N 1.00778°W / 49.24028°N 1.00778°W / 49.42111°N 1.30444°W / 49.42111°N 1.30440°W / 49.42111°N 1.30440°W / 49.42111°N 1.30440°W / 49.42111°N 1.30440°W / 49.42111°N 
-1.30444 (A-6 Beuzeville-la-Bastille) Established 7 June 1944. Opened: 12 June 1944 Closed: 18 September 1944 Runway: 5000x120, SMT (05/23)[1] Used by:[5] 371st Fighter Group, 18 June – September 1944 (P-47) 367th Fighter Group, 22 July – 14 August 1944 (P-38) A-9 Le Molay-Littry (Le Molay), France Located: 49°15′42″N 000°53′29″W /
49.26167°N 0.89139°W / 49.26167; -0.89139 (A-9 Le Molay-Littry) Opened: 30 June 1944 (F-5/P-51) 12th Tactical Reconnaissance Squadron, 5 July - 11 August 1944 (F-5/P-51) A-11 Saint-Lambert, France
Located: 49°17′01″N 001°05′54″W / 49.28361°N 1.09833°W / 49.28361; -1.09833 (A-11 Saint-Lambert) Opened: 5 August 1944 (P-38) A-12 Lignerolles, France Located: 49°10′32″N 000°47′24″W / 49.17556°N 0.79000°W / 49.17556;
-0.79000 (A-12 Lignerolles) (abandoned) Opened: 18 July 1944 Closed: 4 November 1944[1] Runway: 5000x120, PHS (07/25) Used by:[5] 362d Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 2 July – 10 August 1944 (P-47) 365th Fighter Group, 3 August 1944 (P-47) 3
-0.74972 (A-13 Tour-en-Bessin) Opened: 28 July 1944 Closed: 2 December 1944 Runway 1: 5000x120, PSP (12/30)[1] Runway 2: 5000x120, PSP (01/19) Used by:[5] 373d Fighter Group, 25 August – 18 September 1944 (B-26) A-21 Saint-Laurent-
sur-Mer, France Located: 49°21′49″N 000°52′26″W / 49.36361°N 0.87389°W / 49.36361°N 0.87389°W / 49.36361°; -0.87389°W / 49.363
Located: 49°21′15″N 000°49′41″W / 49.35417; -0.82806 (A-22 Colleville-sur-Mer) Opened: 13 July - 4 November 1944 Runway: 3750x120, PBS (09/27)[1] Used as: Transport Airfield[3] Cotentin Peninsula/Brittany Breakout Map this section's coordinates using: OpenStreetMap Download coordinates as: KML ELS Avranches
 June 1944 Closed: 15 September 1944 Runway: 3600x120, SMT (08/26)[1] Used by:[5] 365th Fighter Group, 28 June – 15 August 1944 (P-51) A-8 Picauville, France Located: 49^{\circ}23'34''N 001^{\circ}25'07''W / 49.39278^{\circ}N 1.41861^{\circ}W / 49.39278^{\circ}; -1.41861^{\circ}W / 49.39278^{\circ}; -1.41861^{\circ}Characteristics of the properties of the proper
  September 1944 Runway: 5000x120, PHS (07/25)[1] Used by:[5] 405th Fighter Group, 30 June – 14 September 1944 (P-47) A-10 Carentan, France Located: 49^{\circ}18''N 001°10′46″W / 49.30500^{\circ}N 1.17944°W / 49.305000^{\circ}N 1.17940°W / 49.305000^{\circ}N 1.17940°W / 49.305000^{\circ}N 1.17940°W / 49.305000^{\circ}N 1.17940°W / 49.30500
Fighter Group, 25 June - 16 August 1944 (P-47) 392d Fighter Squadron, 22 July - 14 August 1944 (P-38) A-14 Cretteville, France Located: 49°20′17″N 001°22′39″W / 49.33806°N 1.37750°W / 49.33800°N 1.37750°W / 49.33800°N 1.37750°W / 49.33800°N 1.37750°W / 49.33800°N 1.37750°W /
Fighter Group, 3 July - 14 August 1944 (P-47) 406th Fighter Group, 17 August - 4 September 1944 (P-47) A-15 Maupertus-sur-Mer (Maupertus-sur-Mer) Now: Cherbourg - Maupertus Airport or Aéroport de Cherbourg - Maupertus (IATA: CER,
 France Located: 49°22′05″N 001°13′18″W / 49.36806°N 1.22167°W / 49.36806; -1.22167°W / 49.28194°N
1.29722^{\circ}W / 49.28194; -1.29722 (A-17 Méautis) Opened: 17 August 1944 Closed: 7 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (10/28)[1] Used by:[5] 50th Fighter Group, 16 August - 4 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (10/28)[1] Used by:[5] 50th Fighter Group, 16 August - 4 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (10/28)[1] Used by:[5] 50th Fighter Group, 16 August - 4 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (10/28)[1] Used by:[5] 50th Fighter Group, 16 August - 4 September 1944 (P-47) A-18 Saint-Jean-de-Daye, France Located: 49°13′04″N 001°09′11″W / 49.21778°N 1.15306°W / 49.21788°N 1.15306°W / 49.21788°N 1.15306°W / 49.
Closed: 7 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (01/19)[1] Used by:[5] 370th Fighter Group, 15 August - 6 September 1944 (P-38) A-20 Lessay, France Located: 49°12′08″N 001°30′29″W / 49.20222°N 1.50806°W / 49.20220°N 1.50806°W / 49.20220°N 1.50806°W / 49.20220°N 1.50806°W / 49.20220°
28 September 1944 Runway 1: 6000x120, PSP (06/24)[1] Runway 2: 5000x120, PSP (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 (B-26) A-23 Querqueville, France Located: 49°39′51″N 001°41′38″W / 49.66417°N 1.69389°W / 49.66417; -1.69389 (A-23 Querqueville) Opened: 6 July - 8 August 1945 Runway: 4600x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[5] 323d Bombardment Group, 26 August - 21 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[6] 323d Bombardment Group, 36 August - 31 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[6] 323d Bombardment Group, 36 August - 31 September 1944 Runway 1: 6000x120, psp (12/30) Used by:[6] 323d Bombardment Group, 36 
PSP (10/28)[1] Used by: Detachment, 27th Air Transport Group (ATC)[3] A-24 Biniville, France Located: 49°25′42″N 001°28′33″W / 49.42833°N 1.47583°W / 49.42833°N 1.47580°W / 49.42830°N 1.47580°W / 49.42830°N 1.47580°W / 49.42830°N 1.47580°W / 49.4280°N 1.47580°W / 49.4280°W / 49.4280
49°18′06″N 001°34′28″W / 49.30167°N 1.57444°W / 49.30167; -1.57444°W / 49.30167; -1.57444°W / 49.24278; -1.39556°W / 49.24278; -1.39556 (A-26 Gorges) Opened: 16 August 1944
Closed: 28 September 1944 Runway: 6000x120, PSP (07/25) Used by: 397th Bombardment Group, 11 August - September 1944 (B-26) A-27 Rennes/St-Jacques Now: Rennes - Saint-Jacques Airport (IATA: RNS, ICAO: LFRN) Captured 7
August 1944 Opened: 10 August 1944 (P-38/F-5; P-51/F-6) A-29 Saint-James, France Located: 48°31′25″N 001°19′24″W
48.52361°N 1.32333°W / 48.52361; -1.32333 (A-29 Saint-James) Opened: 14 August 1944 Closed: 28 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 September 1944 Runway: 5000x120, PHS (13/31) Used by: 373d Fighter Group, 19 August - 19 Augu
(approximately) Opened: 13 August - 5 September 1944 Runway: 3600x120, ETH (10/28)[1] Used as: Transport Airfield[3] A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′46″W / 48.08111°N 2.19611 (A-31 Gaël, France Located: 48°04′52″N 002°11′40″N 002°11′
(08/26) Used by: 354th Fighter Group, 13 August - 17 September 1944 (P-51) A-32 Nantes/Chateau-Bougcn, France Construction Cancelled[3] A-33 Vannes, France Located: 47°43′10″N 002°43′25″W / 47.71944°N 2.72361°W / 47.71944°W / 47.71948°W / 47.7
August 1944 Closed: 20 June 1945 Runway 1: 6000X200, CON/TAR (13/31) Runway 2: 4400x200, CON/TAR (04/22) Used by: 425th Night Fighter Squadron, 18 August - 11 September 1944 (P-61) A-51 Morlaix, France Located: 48°36′03″N 003°49′00″E / 48.60083°N 3.81667 (A-51 Morlaix) Opened: 1 September - 8 November -
1944 Runway: 40500x120 CON (05/23)[1] Use: Transport Airfield[3] The US marks the "Northern France Campaign" from the break-out following the invasion of Normandy to September 1944. Drive to the Seine River Map this section's coordinates using: OpenStreetMap Download coordinates as: KML A-28 Pontorson, France Located: 48°32′42″N
001°29′49″W / 48.54500°N 1.49694°W / 48.54500; -1.49694 (A-28 Pontorson) Opened: 10 August 1944 Closed: 28 September 1944 (P-47) A-35 Le Mans, France Located: 48°00′27″N 000°11′54″E / 48.00750°N 0.19833°E / 48.00750;
0.19833 (A-35 Le Mans) Captured: 12 August 1944 Opened: 3 September 1944 Closed: 20 November 1944 Runway: 5000x120, PHS (14/32)[1] Used by:[5] 36th Fighter Group, 30 September 1944 (C-47) A-34 Gorron, France Located: 48°24′45″N 000°48′41″W / 48.41250°N
0.81139^{\circ}W / 48.41250; -0.81139 (A-34 Gorron) (approximately) Opened: 27 August – 4 November 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron) (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron) (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron) (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–28 September 1944 Runway: 3600x120, ETH (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-37 Lombron (approximately) Opened: 3–38 Lombron (approximately) Opened: 3–
1944 Runway: 5000x120, PBS (08/26)[1] Used as: Emergency Landing/Refueling Airfield[3] A-38 Montreuil, France Located: 48°05′29″N 000°11′16″E / 48.09139°N 0.18778°E / 48.09130°N 0.187
 Reconnaissance Group, 4 September – October 1944 A-39 Châteaudun, France Located: 48°03′28″N 001°22′44″E / 48.05778°N 1.37889 (A-39 Châteaudun Air Base (BA 279) Captured 20 August 1944 Opened: 26 August 1944 Closed: 8 August 1945 Runway
1: 7250x262, CON (10/28) Runway 2: 5600x262, CON (05/23)[1] Used by:[4][5] 10th Reconnaissance Group, November 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 16 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 16 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 17 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 18 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 28 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September 1944 (P-38/F-5; P-51/F-6) 422d Night Fighter Squadron, 29 August – 19 September Squadron, 29 August – 19 September Squadron, 29 August – 19 September Squadron, 29 August – 19 
(C-47) A-40 Chartres, France Located: 48°27′24″N 001°31′10″E / 48.45667°N 1.51944 (A-40 Chartres) Now: Chartres-Champhol Airport (IATA: QTJ, ICAO: LFOR) Captured 21 August 1944 Opened: 26 August 1944 Closed: Undetermined Runway: 5500x260, CON/PSP (08/26)[1] Used by:[5] 368th Fighter Group, 23 August – 11
September 1944 (P-47) 323d Bombardment Group, 21 September – 13 October 1944 (B-26) A-41 Dreux/Vernouillet, France Located: 48°42′22″N 001°21′42″E / 48.70611°N 1.36167°E / 48.70610°N 1.36167°E / 48.70610°N 
Undetermined Runway 1: 5500x200, CON/PSP (02/20) Runway 2: 4400x200, CON/PSP (02/20) Runway 2: 4400x20
180 Located: 48°46′23″N 002°11′59″E / 48.77306°N 2.19972°E / 48.77306; 2.19972 (A-42 Vélizy-Villacoublay) Now: Vélizy - Villacoublay Air Base (IATA code XIY) (ICAO code LFPV) (BA 107) Captured 27 August 1944 Closed: August 1944 Closed: August 1944 Closed: August 1944 Closed: August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1944 Closed: August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group, 29 August 1946 Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 48th Fighter Group Runway: 4000x200, CON/TAR (13/31)[1] Used by:[5] 4
15 September 1944 A-43 Saint-Marceau, France Located: 48^{\circ}10'42''N 000°09'31" E / 48.17833^{\circ}N 0.15861 (A-43 Saint-Marceau) Opened: 31 August 1944 Closed: 20 November 1944 441st Troop Carrier Group, 2 October – 3
November 1944 A-44 Peray, France Located: 48°13′56″N 000°22′46″E / 48.23222°N 0.37944 (A-44 Peray) Opened: 2 September 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A-45 Lonrai Peray) Opened: 2 September 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A-45 Lonrai Peray) Opened: 2 September 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A-45 Lonrai Peray) Opened: 2 September 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A-45 Lonrai Peray) Opened: 2 September 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A42d Troop Carrier Group, 5 October – 7 November 1944 A42d Troop Carrier Group, 6 October – 7 November 1944 A42d Troop Carrier Group, 6 October – 7 November 1944 A42d Troop Carrier Group, 7 October – 7 November 1944 A42d Troop Carrier Group, 8 October – 7 November 1944 A42d Troop Carrier Group, 8 October – 7 November 1944 A42d Troop Carrier Group, 8 October – 7 November 1944 A42d Troop Carrier Group, 8 October – 7 November 1944 A42d Troop Carrier Group, 8 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier Group, 9 October – 7 November 1944 A42d Troop Carrier
(Lonray), France Located: 48°27′36″N 000°02′22″E / 48.46000°N 0.03944°E / 48.46000; 0.03944 (A-45 Lonrai) Opened: 3 September 1944 Runway: 5000x120, PHS (05/23)[1] Used by:[5] 370th Fighter Group, 6–11 September 1944 439th Troop Carrier Group, 28 September 1944 A-46 Toussus-le-Noble,
France Also known as: AAF-384 Located: 48°45′05″N 002°06′22″E / 48.75139°N 2.10611°E / 48.75139°N 2.10611 (A-46 Toussus-le-Noble) Now: Toussus-le-Noble Airport (IATA: TNF, ICAO: LFPN) Captured: 26 August 1944 Closed: 8 August 1945 Runway: 4070x106, SMT (07/25)[1] Used by:[5] 67th Tactical Reconnaissance
Group, August – September 1944 A-47 Orly, France Located: 48°43′24″N 002°22′46″E / 48.72333°N 2.37944 (A-47 Orly) Now: Paris-Orly Airport (IATA: ORY, ICAO: LFPO) Captured 27 August 1944 Closed: Undetermined Runway 1: 6137x197, CON (02/20) Runway 2: 5170x197, CON (08/26)[1] Used by
[5] 50th Fighter Group, 4–15 September 1944 A-48 Brétigny, France Located: 48°35′48″N 002°19′59″E / 48.59667°N 2.33306 (A-48 Brétigny) Now: Brétigny-sur-Orge Air Base (BA 217) Captured 27 August 1944 Closed: 8 August 1945 Runway 1: 5100x197, CON/PSP (04/22) Runway 2: 4880x197,
CON/PSP (11/29)[1] Used by:[5] 404th Fighter Group, 29 August – 13 September 1944 409th Bombardment Group, 3-15 September 1945 4.08278°N 0.51361°E / 48.08278°N 0.5
(A-49 Beille) Opened: 15 August – 25 September 1944 Runway: 3600x150, SOD (07/25)[1] Use: Transport Airfield[3] A-50 Orleans/Bricy, France Located: 47°59′15″N 001°45′38″E / 47.98750°N 1.76056°E / 47.98750°N
August 1944 Closed: Undetermined Runway: 7788x263, CON (07/25)[1] Used by:[5] 394th Bombardment Group, 18 September – 8 October 1945 A-53 Issy les Moulineaux, France Located: 48°49′26″N 002°16′12″E / 48.82389°N 2.27000°E / 48.82389; 2.27000 (A-53 Issy les Moulineaux)
Opened: 29 August – 5 December 1944 Runway: 2100x120 SOD (05/23)[1] Use: Liaison Airfield[3] A-57 Laval, France Located: 48°04′24″N 000°46′08″W / 48.07333°N 0.76889°W / 48.07330°N 0.
this section's coordinates using: OpenStreetMap Download coordinates as: KML A-36 Saint-Léonard, France Located: 47°56′33″N 000°03′18″E / 47.94250°N 0.05500 (A-36 Saint-Léonard) Opened: 4 September 1944 Runway: 5000x120, (3600 PHS/1400 ETH) (00/18)[1] Used by:[5] 406th Fighter
Group, 4-22 September 1944 (P-47) A-52 Étampes/Mondesir, France Located: 48°02′06″N 003°25′12″E / 48.03500°N 3.42000 (A-52 Etampes/Mondesir) Opened: 30 August - 25 September 1944 Runway: 4500x120 SOD (06/24)[1] Use: Transport Airfield[3] A-54 Le Bourget, France Located: 48°58′10″N 002°28′29″E / 48.96944°N
2.47472°E / 48.96944; 2.47472 (A-54 Le Bourget) Now: Le Bourget Airport (IATA: IATA LBG ICAO LFPB) Opened: 29 August 1944 – 1 May 1946 Runway 1: 4730x201 CON (08/26) Runway 2: 4700x120 SOD (01/19)[1] Use: 27th Air Transport Group (ATC)[3] A-55 Melun/Villaroche, France Located: 48°36′19″N 002°40′11″E / 48.60528°N 2.66972°E
48.60528; 2.66972 (A-55 Melun/Villaroche) Now: Melun-Villaroche Airport (ICAO: LFPM) Captured: 1 September 1944 Opened: 15 September 1944 Opened: 15 September 1944 Opened: 15 September 1945 (A-20) 436th Troop Carrier
Group, 21 February – 15 July 1945 (C-47) A-56 Le Hamil, France Located: 49°53′00″N 002°34′00″E / 49.88333°N 2.56667°E / 49.88330°N 2.5666
3.00278°E / 48.83778; 3.00278 (A-58 Coulommiers/Voisins) Now: Coulommiers-Voisins Airport (ICAO: LFPK) Captured: 1 September 1944 Opened: 8 September 1944 Closed: 8 August 1945 Runway 1: 6565x264, CON (09/28) Runway 2: 6000x264, ASP (04/22)[1] Used by:[4][5] 425th Night Fighter Squadron, 11 September – 13 October 1944 (P-61)
410th Bombardment Group, September 1944 - February 1945 (A-20) 437th Troop Carrier Group, 24 February - 28 July 1945 (C-47) A-59 Cormeilles-En-Vexin, France Located: 49°05′47″N 002°02′26″E / 49.09639°N 2.04056°E / 49.0968°E / 49.0968°E / 49.0968°E / 49
Captured: 6 September 1944 Opened: 15 September 1944 - 5 April 1945 (B-26/A-26) A-60 Beaumont-sur-Oise, France Located: 49°10′02″N 002°19′13″E / 49.16722°N 2.32028°E / 49.16722°N 2.32
Persan-Beaumont Airport (ICAO: LFPA) Captured: 3 September 1944 Closed: 17 July 1945 Runway: 5250x164, CON (05/23)[1] Used by:[5] 386th Bombardment Group, 2 October 1944 – 9 April 1945 (Royal Air
Force) Located: 49°27′16″N 002°06′46″E / 49.45444°N 2.11278°E / 49.45448°N 2.11278°E / 49.45448°N 2.11278°E / 49.45448°N 2.11278°E / 49.4548°N 2
 Bombardment Group, September 1944 – March 1945 (B-26) A-62 Reims/Champagne, France Located: 49°18′37″N 004°03′03″E / 49.31028°N 4.05083°E / 49.31028°N 4.05080°E / 49.31028°E / 49.
23 May 1945 Runway: 3600x150, SOD (07/25)[1] Used by:[5] 441st Troop Carrier Group, 8 September – 2 October 1944 A-64 Saint-Dizier/Robinson, France Located: 48°38′09.54″N 004°53′58.72″E / 48.6359833°N 4.8996444°E / 48.6359833°N 4.8996444°N 4.8996440°N 4.8996440°N 4.8996440°N 4.8996440°N 4.8996440°N 4.8996440°N 4.8996440°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°N 4.899640°
September 1944 Opened: 10 September 1944 Closed: 7 May 1945 Runway 1: 5500x262, CON/PSP (12L/30R) Runway 2: 4678x198, CON (12R/30L)[1] Used by:[4][5] 10th Reconnaissance Group, September – February 1945 (P-47) 367th Fighter Group, 1 February – 14 March
1945 (P-38) 27th Fighter Bomber Group, 22 February – 19 March 1945 (A-36) (12th AF) 415th Night Fighter Squadron, 5-24 April 1945 (P-61) A-65 Perthes, France Located: 48°39′25″N 004°49′21″E / 48.65694°N 4.82250°E / 48.65694; 4.82250 (A-65 Perthes) Opened: 9 September 19445 (P-61) A-65 Perthes)
Closed: 5 October 1944 Runway: 5000x120, SOD (10/28)[1] Used by:[5] 371st Fighter Group, 18 September - 1 October 1944 (P-47) A-66 Orconte, France Located: 48°40′14″N 004°44′10″E / 48.67056°N 4.73611 (A-66 Orconte) Opened: 15 September 1944 Closed: 1 December 1944 Runway: 5000x120, PHS (11/29)[1] Used by:[5] 371st Fighter Group, 18 September - 1 October 1944 (P-47) A-66 Orconte, France Located: 48°40′14″N 004°44′10″E / 48.67056°N 4.73611°E / 48.67056°N 4.
[5] 354th Fighter Group, 17 September – 1 December 1944 (P-47) A-67 Vitry-En-Artois (Vitry), France Located: 50°20′15″N 002°59′30″E / 50.33750°N 2.99167°E / 50.
5000x120, PHS (09/27)[1] Used by:[5] 358th Fighter Group, 14 September – 16 October 1944 (P-47) A-68 Juvincourt-et-Damary (Juvincourt-et-Damary) (abandoned) Captured: 5 September 1944 Opened: 7 September 1944 Closed: 2 July 1945
Runway 1: 5500x160, CON (09/27) Runway 2: 5420x160, CON (17/35)[1] Used by:[5] 439th Troop Carrier Group, 1-27 October 1944 (P-47) 365th Fighter Group, 13 September - 4 October 1944 (P-47) 365th Fighter Group, 28 October 1944 (P-47) 365th Fighter Group, 15 September - 4 October 1944 (P-47) 365th Fighter Group, 16 September - 1944 (P-47) 365th Fighter Group, 17 September - 1944 (P-47) 365th Fighter Group, 18 September - 1944 (P-47) 365th Fighter Group, 18 September - 1944 (P-47) 365th Fighter Group, 1944 (P-47) 365th Fighte
 - 1 February 1945 (P-38) 368th Fighter Group, 27 December 1944 - 5 January 1945 (P-47) 410th Bombardment Group, February - May 1945 (A-20) A-69 Laon/Athies, France Located: 49°35′47″N 003°42′31″E / 49.59639°N 3.70861°E / 49.59639
10 September 1944 Closed: 23 May 1945 Runway: 5386x163, CON (08/26)[1] Used by:[5] 368th Fighter Group, 11 September – 2 October 1944 (P-47) 323d Bombardment Group, February 1945 (A-20) A-70 Laon/Couvron, France Located: 49°39′0″N 3°33′0″E / 49.65000°N
3.55000°E / 49.65000; 3.55000 (A-70 Laon/Couvron) Now: Quartier Mangin sur l'ancienne base de Couvron (Armée de Terre) Captured 7 September 1944 Closed: 23 May 1945 Runway 1: 5450x167, CON (02/20) Runway 2: 5350x167, CON (10/28)[1] Used by:[5] 50th Fighter Group, 15-28 September 1944 (P-47) 409th
5963x164, CON (10/29)[1] Used by:[5] 367th Fighter Group, 8 September - 28 October 1944 (P-38) 387th Bombardment Group, 30 October 1944 (P-38) 387th Bombardment Group, 30 October 1945 (B-26) A-72 Peronne/St Quentin, France Located: 49°52′11″N 003°01′43″E / 49.86972°N 3.02861 (A-72 Peronne/St Quentin) Now: Peronne-St Quentin Airport (ICAO
LFAG) Captured: 5 September Opened: 6 September - 1 October 1944 Closed: Unknown Runway 1: 5250x164, CON (09/27)[1] Used by:[5] 474th Fighter Group, 6 October 1944 - 25 April 1945 (B-26) A-73 Roye/Amy, France Located: 49°39′32″N 002°49′16″E /
49.65889°N 2.82111°E / 49.65889; 2.82111 (A-73 Roye/Amy) (abandoned) Captured: 6 September 1944 (P-47) 391st Bombardment Group, 19 September 1944 – 16 April 1945 Runway 1: 5600x164, CON (05/23) Runway 2: 5965x164, CON (05/23) Runway 2: 5965x164, CON (10/28)[1] Used by:[5] 370th Fighter Group, 11–26 September 1944 (P-47) 391st Bombardment Group, 19 September 1944 (P-47) 391st Bombardme
(B-26) 349th Troop Carrier Group, 13 April – July 1945 (C-47) A-74 Cambrai/Niergnies, France Located: 50°08′08″N 003°15′53″E / 50.13556°N 3.26472°E / 50.1356°N 
CON/PSP (15/33) Runway 2: 5068x164, CON/TAR (09/27)[1] Used by:[5] 48th Fighter Group, 15–30 September 1944 (P-47) 394th Bombardment Group, 6 October 1944 – 2 May 1945 (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056; 3.16333 (A-75/B-72) (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056; 3.16333 (A-75/B-72) (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056; 3.16333 (A-75/B-72) (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056; 3.16333 (A-75/B-72) (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056; 3.16333 (A-75/B-72) (B-26) A-75 Cambrai/Epinoy, France Also known as B-72 (Royal Air Force) Located: 50°13′50″N 003°09′48″E / 50.23056°N 3.16333°E / 50.23056°N 
Cambrai/Epinoy) Opened: 12–16 September 1944 Runway 1: 5300x165 CON (05/23) Runway 2: 5425x165 CON/PSP (17/35)[1] Operated as: Emergency Landing/Refueling Airfield[3] A-76 Athis, France Located: 49°00′28″N 004°06′50″E / 49.00778°N 4.11389°E / 49.00788°N 4.11389°E / 49.00788°
Closed: 4 October 1945 Runway: 5600x120, SMT (09/27)[1] Used by:[5] 36th Fighter Group, 1 September – October 1944 (P-47) A-77 Sainte-Livière, France Located: 48°35′30″N 004°52′01″E / 48.59167°N 4.86694°E / 48.59167°N 4.86696°E / 48.59167°N 4.86696°E /
Transport Airfield[3] A-79 Prosnes, France Located: 49°10′34″N 004°16′20″E / 49.17611°N 4.27222°E / 49.17611°N 4.27222°E / 49.17611°N 4.27222°E / 49.17611; 4.27222 (A-79 Prosnes) (abandoned) Opened: 21 September 1944 (P-47) 425th Night Fighter Squadron, 13
October - 9 November 1944 (P-61) 438th Troop Carrier Group, February - May 1945 (C-47) A-80 Mourmelon-le-Grand, France Located: 49°06′45″N 004°22′20″E / 49.11250; 4.37222 (A-80 Mourmelon-le-Grand) (abandoned) Opened: 20 September 1944 Closed: 2 July 1945 Runway: 6000x120, PSP (08/26)[1] Used by:[5] 406th
Fighter Group, 22 September 1944 - 2 February 1945 (P-47) 358th Fighter Group, 16 October - 9 November 1944 (P-47) 434th Troop Carrier Group, 24 March - July 1945 (C-47) A-81 Creil, France Located: 49°15′13″N 002°31′10″E / 49.25361°N 2.51944 (A-81 Creil) Now: BA 110 Creil Air Base Opened: 23 September 1944 - 8
May 1945 Runway 1: 5646x164 CON (07/25) Runway 2: 5382x164 CON (14/32)[1] Use: 1st Transport Group (Provisional) (ATC)[3] A-82 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain, France Located: 49°13′36″N 005°40′20″E / 49.22667°N 5.67222 (A-82/AAF-393 Verdun/Etain) Later: Etain-Rounder (A-82/AAF-393 Verdun/Etain) Later: Etain-Rou
Runway: 5000x120, PSP, (08/26)[1] Used by:[5] 362d Fighter Group, 5 November 1944 – 8 April 1945 (P-47) 425th Night Fighter Squadron, 9 November 1944 – 12 April 1945 (P-61) A-83 Denain/Prouvy, France Also known as: B-74 (Royal Air Force) Located: 50°19′33″N 003°27′38″E / 50.32583°N 3.46056°E / 50.32583; 3.46056 (A-83/B-74) 425th Night Fighter Squadron, 9 November 1944 – 12 April 1945 (P-61) A-83 Denain/Prouvy, France Also known as: B-74 (Royal Air Force) Located: 50°19′33″N 003°27′38″E / 50.32583°N 3.46056°E / 50.32583; 3.46056 (A-83/B-74) 425th Night Fighter Squadron, 9 November 1944 – 12 April 1945 (P-61) A-83 Denain/Prouvy, France Also known as: B-74 (Royal Air Force) Located: 50°19′33″N 003°27′38″E / 50.32583°N 3.46056°E / 50.32583; 3.46056 (A-83/B-74) 425th Night Fighter Squadron, 9 November 1944 – 12 April 1945 (P-61) A-83 Denain/Prouvy, France Also known as: B-74 (Royal Air Force) Located: 50°19′33″N 003°27′38″E / 50.32583°N 3.46056°E / 50.32580°N 3.46056°E / 50.32580°N 3.46056°E / 50.32580°N 3.46056°E / 50.3258
Denain/Prouvy) Now: Valenciennes-Denain Airport (ICAO: LFAV) Captured: 12 September 1944 Closed: 25 June 1945 (Rankay: 5500x164, CON/PSP, (06/24)[1] Used by:[5] 323d Bombardment Group, 15 February – May 1945 (B-26) A-88 Maubeuge, France Located: 50°16′33″N 003°58′24″E / 50.27583°N 3.97333°E / 50.27583°N 3.97330°E / 50.27580°N 3.97330°E / 50.27580°N 3.97330°E / 50.27580°N 3.9750°N 3.9750°N 3.9750°N 3.9750°N 3.9750°N 3.9750°N 3.9750°N
3.97333 (A-88 Maubeuge) Opened: 9 November 1944 - 13 February 1945 Runway: 3600x150 SOD (05/23)[1] Use: Transport Airfield, France Located: 48°41′53.25″N 005°55′02.23″E / 48.6981250°N 5.9172861 °E / 48.6981250°N 5.9172861 (A-90 Toul-Croix De Metz Airfield) Now: Non-Aviation use (Industrial Estate)
Captured: 14 September 1944 Opened: 14 September 1944 Opened: 14 September 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (10/28)[1] Used by:[5] 358th Fighter Group, 9 November 1944 – 2 April 1945 (P-47) A-91 Sedan) Opened: 14 September 1944 – 17 May 1945 (P-47) A-91 Sedan, France Located: 49°42′10″N 004°56′32″E / 49.70278°N 4.94222°E / 49.7028°N 4.94222°E / 49.7028°N 4.94222°E / 49.7028°N 4.94222°E / 49.7028
Runway 1: 3600x120 SOD (07/25) Runway 2: 3600x120 SOD (08/26)[1] Use: Transport Airfield[3] A-94 Conflans-en-Jarnisy (Conflans-en-Jarnisy) Now: Doncourt-lès-Conflans Airport (ICAO: LFGR) Opened: 20 November 1944 Closed: 22 May 1945
 Runway: 5000x120, PSP, (08/26)[1] Used by:[5] 10th Reconnaissance Group, November 1944 - March 1945 (P-38/F-4; P-51/F-5) 367th Fighter Group, 14 March 20 April 1945 (P-38) A-95 Nancy/Azelot) Opened: 31 October 1944 - 5 November 1944 - 5 November 1945 (P-38) A-95 Nancy/Azelot)
1945 Runway: 5000x120 PSP (01/19)[1] Use:[3][4][5] XIX TAC Provisional Reconnaissance Group (November 1944 – April 1945) 162d Tactical Reconnaissance Group (March – April 1945) A-96 Toul/Ochey, France Located: 48°34′59.75″N 005°57′15.67″E / 48.5832639°N
5.9543528°E / 48.5832639; 5.9543528 (A-96 Toul/Ochey) Now: Nancy - Ochey Air Base (BA 133) Opened: 9 October 1944 Closed: 11 May 1945 Runway: 5000x120, PSP, (07/25)[1] Used by:[4][5] 50th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Squadron, 30 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 18 March 1945 (P-61) 27th Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 – 20 April 1945 (P-47) 415th Night Fighter Group, 3 November 1944 (P-47) 415th Night Fighter Group, 3 November 1944 (P-47) 415th Night F
                                                                                April 1945 (P-47) (12th AF) A-98 Rosieres En Haye, France Located: 48°46′48″N 005°58′48″E / 48.78000°N 5.98000 (A-98 Rosieres En Haye) Now: Toul-Rosières Air Base (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 21 November 1944 Closed: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 22 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 23 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 23 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig. (BA 136) Opened: 24 May 1945 Runway: 5000x120, PSP, (03/21)[1] Used by:[5] 354th Fig.
1 December 1944 – 8 April 1945 A-99 Mars-la-Tour, France Located: 49^{\circ}05'54''N 005°53'09" E / 49.09833^{\circ}N 5.88583 (A-99 Mars-la-Tour) Opened: 28 September 1944 – 2 January 1945 Runway: 3600x120 SOD (04/22)[1] Use: Transport Airfield[3] Y-1 Tantonville, France Located: 48^{\circ}27'30.48''N 006°09'05.70" E / 48.4584667^{\circ}N
6.1515833°E / 48.4584667; 6.1515833 (Y-1 Tantonville) Opened: 25 December 1944 – 15 February 1945 (P-47) 86th Fighter Group, 20 February 1945 (P-47) 86th 
48.5932750°N 6.5434556°E / 48.5932750; 6.5434556 (Y-2 Luneville) Now: Lunéville-Croismare Airport (ICAO: LFQC) Opened: January 1945 Closed: 29 May 1945 (P-47) (12th AF) Y-3 Avril, France Construction cancelled Y-4 Buc, France Located: 48°46′24″N
002°11′57″E / 48.77333°N 2.19917°E / 48.77333°N 2.19917°E / 48.77333; 2.19917 (Y-4 Buc) Opened: 28 August 1944 – 5 December 1945[3] Runway 1: 3300x120 SOD (07/25) Runway 2: 3300x120 SOD (07/25) Runway 2: 3300x120 SOD (07/25) Runway 3: 3300x120 SOD 
June 1945 Y-28 Verdun/Charny, France Located: 49°09′43″N 005°23′08″E / 49.16194°N 5.38556°E / 49.16194°N 5.38560°E / 49.16194°N 5.38560°E
48.20833; 5.83500 (Y-31 Bulgnéville) (approximately) Opened: 4 November 1944 – 6 January 1945 Runway 1: 4500x125 SOD (09/27) Runway 2: 4100x120 PSP (06/24)[1] Use: Liaison Airfield[3] Y-33 Thionville, France Located: 49°21′37″N 006°10′22″E / 49.36028°N 6.17278°E / 49.36028; 6.17278 (Y-33 Thionville) (approximately) Opened: 29
November 1944 – 16 June 1945 Runway: 3600x120 PSP (02/20)[1] Use: Transport Airfield/Tactical Air Depot[3] Y-34 Metz, France Located: 49°04′18″N 006°07′57″E / 49.07167°N 6.13250°E / 4
Used by:[5] 365th Fighter Group, 27 December 1944 - 30 January 1945 (P-47) 368th Fighter Group, 5 January - 7 April 1945 (P-47) 406th Fighter Group, 5 January 1945 (P-47) 406th Fighter Group, 27 December 1944 - 30 January 1945 (P-47) 371st Fighter Group, 27 December 1944 - 30 January 1945 (P-47) 406th Fighter Group, 27 December 1944 - 30 January 1945 (P-47) 406th Fighter Group, 27 December 1944 - 30 January 1945 (P-47) 406th Fighter Group, 27 December 1945 (P-47) 406th Fighter Group, 27 December 1945 (P-47) 406th Fighter Group, 28 February 1945 (P-47) 406th Fighter Group, 28 February 1945 (P-47) 406th Fighter Group, 29 February 1945 (P-47) 406
49°26′00″N 002°48′16″E / 49.43333°N 2.80444°E / 49.43333°N 2.80444°E / 49.43333; 2.80444 (Y-35 Compiegne/Margny) Opened: 15 December 1944 – 30 May 1945 Runway 1: 3000x120 SMT (05/23) Runway 2: 3300x120 SMT (05/23) Runway 3: 3500x100 PSP (14/32)[1] Use: Transport Airfield[3] Y-39 Haguenau, France Located: 48°47′41″N 007°48′55″E / 48.79472°N
7.81528°E / 48.79472; 7.81528 (Y-39 Haguenau) Now: Haguenau Airport (ICAO: LFŠH) Opened: 20 December 1944 Closed: 17 July 1945 Runway 1: 3400x160, CON, (07/25) Runway 2: 3200x180, CON, (07/25) Runway 2: 3200x180, CON, (07/25) Runway 2: 3200x180, CON, (07/25) Runway 3: 3400x160, CON, (07/25) Runwa
(IATA: ENC, ICAO: LFSN) Located: 48°41′28″N 006°13′40″E / 48.69111°N 6.22778°E / 48.6911°N 6.2278°E 
September 1945 Map this section's coordinates using: OpenStreetMap Download coordinates as: KML Y-5 Ambérieu-en-Bugey (Ambérieu-en-Bugey) Now: Ambérieu-en-Bugey Air Base (BA 278) Opened: September 1944 Closed: 29
May 1945 Constructed by MTO (12AF) Engineers[1] Runway: 6000/100, ETH, (01/19) Used by:[5] 324th Fighter Group, 6-20 September 1944 (P-47) (12th AF) Y-6 Lyon/Bron, France Located: 45°43′46″N 004°56′20″E / 45.72944°N 4.93889°E / 45.72948°N 4.93889°E / 4
1944 Opened: September 1944 Closed: 20 June 1945 Repaired by MTO (12AF) Engineers[1] Runway: 6000/130, CON/PSP, (17/35) Used by: 79th Fighter Group, September - November 1944 (P-47) (12th AF) Y-7 Dôle/Tavaux, France Located: 47°02′20.45″N 005°25′38.10″E / 47.0390139°N 5.4272500°E / 47.0390139; 5.4272500 (Y-7 Dôle/Tavaux)
Now: Dôle-Tavaux Airport (IATA: DLE, ICAO: LFGJ) Captured: September 1944 Opened: September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 - 4 January 1945 (P-47) (12th AF) 371st Fighter Group, 1 October - 20 December 1944 (P-47) (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 - 4 January 1945 (P-47) (12th AF) 371st Fighter Group, 20 September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 - 4 January 1945 (P-47) (12th AF) 371st Fighter Group, 20 September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 Closed: 17 July 1945 Repaired by MTO (12AF) Engineers Runway: 5500/272, CON/PSP, (05/23)[1] Used by:[5] 324th Fighter Group, 20 September 1944 Closed: 20 September
47) 320th Bombardment Group, 1 April – 18 June 1945 (B-26) Y-8 Luxeuil, France Now: Luxeuil, 
France Located: 47°15′57″N 005°05′42″E / 47.26583°N 5.09500°E / 47.26580°N 5.0000°E / 47.26580°N 5.0000°N 5.0000°N 5.0000°N 5.0000°N 5.0000°N 5.0000°N 5.0000°N 
Squadron, 25 September - 30 November 1944 (P-61) 320th Bombardment Group, 11 November 1944 - 1 April 1945 (B-26) (12th AF) Y-11 Cannes/Mandelieu, France Located: 43°32′47″N 006°57′15″E / 43.54639°N 6.95417°E / 43.54639; 6.95417 (Y-11 Cannes/Mandelieu) Opened: 2
October - 23 November 1944 Constructed by MTO (12AF) Engineers Runway: 3000x150 ETH[1] Use: Transport Airfield[3] Y-12 St. Raphael/Frejus, France Located: 43°25′02″N 006°44′08″E / 43.41722°N 6.73556°E / 43.41722°N 6.73560°E / 43.41720°E / 43.41722°N 6.73560°E / 43.41722°N 6.73560°E / 43.41722°N 6.
1944 Runway: 6000x150, SOD/ETH, (08/26)[1] Constructed by MTO (12AF) Engineers Used by:[5] 79th Fighter Group, 25 August – October 1944 (P-47) (12th AF) Y-13 Cuers/Pierrefeu, France Now: Cuers Pierrefeu Airport (IATA: TLN, ICAO: LFTH) Located: 43°14′49″N 006°07′30″E / 43.24694°N 6.12500°E / 43.24694; 6.12500 (Y-13 Cuers/Pierrefeu)
Opened: 24 August - 20 November 1944 Constructed by MTO (12AF) Engineers Runway: 5000x150 ETH (10/28)[1] Use: Emergency landing/refueling airfield[3] Y-14 Marseilles/Marignane, France Now: Marseille Provence Airport (IATA: MRS, ICAO: LFML) Located: 43°26′12″N 005°12′54″E / 43.43667°N 5.21500°E / 43.43667; 5.21500 (Y-14 Marseilles/Marignane, France Now: Marseille Provence Airport (IATA: MRS, ICAO: LFML) Located: 43°26′12″N 005°12′54″E / 43.43667°N 5.21500°E / 43.43667; 5.21500 (Y-14 Marseilles/Marignane, France Now: Marseille Provence Airport (IATA: MRS, ICAO: LFML) Located: 43°26′12″N 005°12′54″E / 43.43667°N 5.21500°E / 43.43667; 5.21500 (Y-14 Marseilles/Marignane, France Now: Marseille Provence Airport (IATA: MRS, ICAO: LFML) Located: 43°26′12″N 005°12′54″E / 43.43667°N 5.21500°E / 43.43667; 5.21500 (Y-14 Marseilles/Marignane, France Now: Mar
Marseilles/Marignane) Opened: 12 September 1944 – October 1945 Repaired by MTO (12AF) Engineers Runway: 4850x150 SOD (15/33)[1] Use: Transport Airfield[3] 1411th Army Air Force Base Unit, October 1945 Y-15 Aix/Les Milles, France Now: Aix-en-Provence Aerodrome (IATA: QXB, ICAO: LFMA) Located: 43°30′19″N
005°22′02″E / 43.50528°N 5.36722°E / 43.50528°N 5.36722°E / 43.50528; 5.36722 (Y-15 Aix/Les Milles) Opened: 28 August – 20 November 1944 Repaired by MTO (12AF) Engineers Runway: 4200x150 ETH[1] Use: Resupply/Casualty evacuation airfield[3] Y-16 Salon, France Located: 43°36′23″N 005°06′33″E / 43.60639°N 5.10917°E / 43.60639; 5.10917 (Y-16 Salon) Now:
Salon-de-Provence Air Base (BA 701) Opened: 28 August 1944 Closed: 20 November 1944 (A-20) (12th AF) Y-17 Istres/Le Tube, France
Also known as: AAF-196 Located: 43°31′28″N 4°56′30″E / 43.52444°N 4.94167°E / 43.52444; 4.94167 (Y-17 Istres/Le Tubé Air Base (BA 125) Opened: 27 August 1944 Closed: Undetermined Repaired by MTO (12AF) Engineers Runway 1: 5800x197, ASP, (15/33) Runway 2: 6000x150, ETH, (15/33) Runway 3: 6000x200, ASP,
(10/28)[1] Used by:[5] 324th Fighter Group, 2-6 September 1944 (P-47) (12th AF) Y-18 Le Vallon, France Located: 43°37′30″N 004°55′44″E / 43.62500°N 4.92889°E / 
by:[4] 415th Night Fighter Squadron, 1–25 September 1944 (P-61) 417th Night Fighter Squadron, 12 September – 5 April 1945 (Bristol Beaufighters) (12th AF) Y-19 La Jasse, France Located: 43°39′28″N 005°00′44″E / 43.65778°N 5.01222°E / 43.65778°N 5.01220
[1] Use: Emergency landing/refueling airfield[3] Y-20 Sisteron, France Located: 44°11′28″N 005°56′50″E / 44.19111°N 5.94722°E / 44.19111; 5.94722°E / 44.1
Montelimar/Ancone, France Now: Montelimar Ancone Airport (IATA: XMK, ICAO: LFLQ) Located: 44°34′47″N 004°44′18″E / 44.57972°N 4.73833°E / 44.57920°N 4.73833°E / 44.57920°N 4.73833°E / 44.5792°N 4.73833°E / 44.57920°N 4.73830°E / 44.57920°N 4.7380°E / 44.57920°N 4.7380°E / 44.57920°N 4.7380°E / 44.
airfield[3] Y-22 Crest, France Located: 44°43′45″N 005°01′22″E / 44.72917°N 5.02278°E / 44.72917°E / 44
4.96972°E / 44.92167; 4.96972 (Y-23 Valence) Now: Valence-Chabeuil Airport (IATA: VAF, ICAO: LFLU) Opened: 2 September 1944 Closed: 20 November 1944 Closed: 20 November 1944 (P-47) (12th AF) Y-24 Satolas, France Now: Lyon-Saint Exupéry
Airport (IATA: LYS, ICAO: LFLL) Located: 45°43′32″N 005°04′52″E / 45.72556°N 5.08111°E / 45.72556; 5.08111 (Y-24 Satolas) Opened: 7 September 1944 Y-25 Lyon/Loyettes, France Located: 45°47′16″N 005°12′49″E / 45.78778°N 5.08111°E / 45.78788°N 5.08111°E / 45.78888°N 5.08888°N 5.0
5.21361°E / 45.78778; 5.21361 (Y-25 Lyon/Loyettes) Opened: Closed: 20 November 1944 Constructed by MTO (12AF) Engineers Runway: 6000x150, SOD, (02/20)[1] Used by:[5] 27th Fighter Bomber Group, 11 September – October 1944 (P-47) (12th AF) Y-26 Lons-le-Saunier, France Now: Lons-le-Saunier Airport Located: 46°40′30″N 005°28′07″E /
46.67500°N 5.46861°E / 46.67500; 5.46861 (Y-26 Lons-le-Saunier) Opened: 12 September – 20 November 1944 Runway: 3000/150 SOD (08/26)[1] Use: 72d Liaison Squadron, September – 20 November 1944[3] Y-27 Besancon/Thise, France Now: Besancon/Thise, Besancon/Thise, Besancon/Thise, Besancon/Thise, Besancon/Thise, Besancon/Thise, Besancon/Thise
Besancon/Thise) Opened: 13 September - 20 November 1944 Runway: 3500/150 SOD (06/27)[1] Use: Supply and Evacuation Airfield[3] Map this section's coordinates as: KML Y-30 Le Havre/Octeville, France Now: Le Havre - Octeville Airport (IATA: LEH, ICAO: LFSH) Located: 49°32′02″N 000°05′17″E
49.53389°N 0.08806°E / 49.53389; 0.08806 (Y-30 Le Havre/Octeville) Opened: 2 November 1944 – 15 December 1945 Runway 1: 3500x125 PSP (05/23) Runway 2: 3300x125 PSP (05/23) Runway 3: 3500x125 PSP (05/23) Runway 3: 3500
000^{\circ}18'48''W / 45.65833^{\circ}N 0.31333°W / 45.65833^{\circ}N 0.31333°W / 45.65833^{\circ}; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 1: 5200x260 CON (09/27) Runway 2: 4200x260 CON (09/27) Runway 2: 4200x260 CON (09/27) Runway 2: 4200x260 CON (09/27) Runway 3: 5200x260 CON (09/27) Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 3: 5200x260 CON (09/27) Runway 3: 5200x260 CON (09/27) Runway 3: 5200x260 CON (09/27) Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -0.31333 (Y-36 Cognac) Opened: 6 December 1944 – 11 July 1945 Runway 45.65833; -
44.82833°N 0.71556°W / 44.82833; -0.71556 (Y-37 Bordeaux/Mérignac) Opened: 6 December 1944 – 11 July 1945 Runway 1: 6560x180 CON (04/22) Runway 2: 5412x180 CON (10/28)[1] Use: Transport Airfield/Tactical Air Depot[3] Y-38 Toulouse/Blagnac, France Now: Toulouse-Blagnac Airport (IATA: TLS, ICAO: LFBO) Located: 43°38′06″N
001°22′04″E / 43.63500°N 1.36778°E / 43.63500°N 1.36778°E / 43.63500; 1.36778 (Y-38 Toulouse/Blagnac) Opened: 6 December 1944 – 11 July 1945 Runway: 6000x125 CON (14/32)[1] Use: Transport Airfield/Tactical Air Depot[3] Y-40 Strasbourg/Entzheim, France Now: Strasbourg Airport (IATA: SXB, ICAO: LFST) Located: 48°32′31″N 007°38′04″E / 48.54194°N 7.63444°E
/ 48.54194; 7.63444 (Y-40 Strasbourg/Entzheim) Opened: 6 April - 11 November 1945 Runway: 5000x120 PSP (07/25)[1] Use: Emergency Landing/Refueling Field[3] Y-45 Condé-sur-Marne, France Located: 49°02′42″N 004°10′41″E / 49.04500°N 4.17806°E / 49.04500; 4.17806 (Y-45 Condé-sur-Marne) (approximately) Opened: 24 January - 5
November 1945 Runway 1: 4000x120 SOD (06/24) Runway 2: 4000x120 SOD (10/28)[1] Use: Transport Airfield[3] Y-48 Auxerre, France Located: 47°48′00″N 003°34′06″E / 47.80000°N 3.56833°E / 47.80000°N 3.56830°E / 47.80000°N 3.56830°E /
France Now: Bourges Airport (IATA: BOU, ICAO: LFLD) Located: 47°03′39″N 002°22′12″E / 47.06083°N 2.37000 (Y-48 Auxerre) (approximately) Opened: 3 February – 18 April 1945 Runway: 3800/193 CON (06/24)[1] Use: Transport Airfield[3] Y-50 Avord, France Now: BA 702 Avord Air Base Located: 47°03′12″N 002°37′57″E /
47.05333°N 2.63250°E / 47.05333; 2.63250 (Y-50 Avord) Opened: 3 February – 29 May 1945 Runway 1: 5240x262 CON Runway 2: 5270x262 CON[1] Use: Transport Airfield[3] Y-52 Nice, France Located: 43°39′56″N 007°12′53″E / 43.66556°N 7.21472°E / 43.66556°N 7.2
(05/23)[1] Use: Fighter/Bomber Emergency Landing Airfield[3] Now: Aéroport de Nice-Côte d'Azur Y-53 Colmar, France Now: Colmar Airport (IATA: CMR, ICAO: LFGA) Located: 48°06′37″N 007°21′33″E / 48.11028°N 7.35917°E / 48.11028°N 7.
Fighter/Bomber Emergency Landing Airfield[3] R-51 Cazaux/Bordeaux, France Now: BA 120 Cazaux/Bordeaux, France Now: BA 120 Cazaux/Bordeaux, Opened: 21 April – 1 August 1945 Runway: Use: Transport Airfield[3] Map this section's coordinates using: OpenStreetMap
Download coordinates as: KML A-78 Florennes/Juzaine, Belgium Located: 50°14′37″N 004°38′55″E / 50.24361°N 4.64861 (A-78 Florennes/Juzaine) Now: Florennes Air Base Captured: 11 September Opened: 11 September 1944 Closed: Unknown Runway 1: 4343x164, CON (16/34) Runway 2: 5509x164, CON/PSP (17/35)[1]
Used by:[4][5] 422d Night Fighter Squadron, 18 September 1944 – 6 April 1945 (P-38) 474th Fighter Group, 26 September 1944 – 27 January 1945 (P-38) 344th Bombardment Group, 5 April – 15 September 1945 (B-26) A-84 Chievres, Belgium (AAF-181) Located: 50°34′33″N 3°49′51″E /
50.57583°N 3.83083°E / 50.57583; 3.83083 (A-84 Chievres) Now: Chièvres Air Base Captured: 13 September 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944 (P-47) 365th Fighter Group, 4 October – 27 December 1944
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December 1944 (P-47) 352d Fighter Group, 27 January – 14 April 1945 (P-51) (8th AF) 361st Fighter Group, 1 February 1945 Runway: 3600x150 SOD (12/30) [1] Use: Transport Airfield[3] A-86 Vitrival, Belgium Located:  $50^{\circ}24'00''$ N  $004^{\circ}27'51''$ E /  $50.40000^{\circ}$ N  $4.65000^{\circ}$ 

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Force) Located: 50^{\circ}45'20''N 004^{\circ}46''04''E / 50.75556^{\circ}N 4.76778^{\circ}E / 50.75556^{\circ} A.76778^{\circ}E / 50.75
 1945 (P-47) 36th Fighter Group, 27 October 1944 – 26 March 1945 (P-47) 322d Bombardment Group, March-June 1946 (B-26) A-92 Sint-Truiden (Saint Trond), Belgium Also known as: B-62 (Royal Air Force) Located: 50°47′23″N 005°11′48″E / 50.78972°N 5.19667°E / 50.78972; 5.19667 (A-92/B-62 Sint-Truiden) Now: Sint-Truiden Air Base Captured
 16 September 1944 Opened: 18 September 1944 Closed: Undetermined Runway 1: 5250x165, CON (06/24)[1] Used by:[5] 48th Fighter Group, 30 September 1944 – 26 March 1945 (A-20) 404th Fighter Group, 4 October 1944 – 30 March 1945 (P-37) 386th Bombardment Group, 90 September 1944 – 26 March 1945 (A-20) 404th Fighter Group, 4 October 1944 – 30 March 1945 (P-37) 386th Bombardment Group, 91 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 92 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 93 September 1944 – 26 March 1945 (P-37) 386th Bombardment Group, 93 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 94 October 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 95 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 96 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 96 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 96 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 97 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group, 98 September 1944 – 18 March 1945 (P-37) 386th Bombardment Group (P-37) 386th Bombardment Group (P-37) 386th Bombardment Group (P-37) 386th Bombardm
  April - 27 July 1945 (B-26) A-93 Liege/Bierset, Belgium Located: 50°38'18"N 005°26'18"E / 50.63833°N 5.43833°E / 50.63833°S 5.43833 (A-93 Liege/Bierset) Opened: 17 November 1944 - 8 August 1945 Runway: 4000x120 PSP (08/26)[1] Use: Detachment, 153d Liaison Squadron[3] A-97 Sandweiler, Luxembourg Located: 49°37'24"N 006°12'16"E /
 49.62333°N 6.20444°E / 49.62333; 6.20444 (A-97 Sandweiler) Now: Luxembourg - Findel Airport (IATA: LUX, ICAO: ELLX) Opened: 18 September 1944 Closed: 15 August 1945 Runway: 3400x132, SOD, (06/24)[1] Used by:[5] 363d Tactical Reconnaissance Group, 4–29 October 1944 (P-38/F-4; P-51/F-5) Y-10 Le Culot/East, Belgium Located:
 50°46′54″N 004°57′28″E / 50.78167°N 4.95778°E / 50.78167; 4.95778 (Y-10 Le Culot/East) Now: Goetsenhoven Military Airfield (ICAO: EBTN) Captured: September 1944 Opened: September 1944 Closed: 25 June 1945 Runway: 3600/120, PSP, (04/22)[1] Used by:[5] 371st Fighter Group, 1 October – 20 December 1944 Y-29 Asch, Belgium Located
 50^{\circ}57'55''N\ 005^{\circ}35''02''E\ /\ 50.96528^{\circ}N\ 5.58389^{\circ}E\ /\ 50.96528^{\circ}N\ 5.58389^{\circ}P\ /\ 50.96528^{\circ}N\ 5.58389^
Group, 16 April – 27 May 1945 (B-26) Y-32 Ophoven, Belgium Located: 51°08′08″N 005°47′00″E / 51.13556°N 5.78333 (Y-32 Ophoven) (abandoned) Opened: 10 December 1944 Closed: 29 May 1945 Runway: 5000x150, PSP, (12/30)[1] Used by:[5] 370th Fighter Group, 27 January – 20 April 1945 (P-47) 405th Fighter Group, 30
 February - April 1945 (P-47) Y-41 Virton, Belgium Located: 49°34′08″N 005°31′57″E / 49.56889°N 5.53250 (Y-41 Virton) (approximately) Opened: 26 December 1944 - 3 May 1945 Runway: 3000x80 CINDER (10/28)[1] Use: Liaison and emergency landing airfield[3] Y-44 Maastricht, Netherlands Located: 50°54′57″N 005°46′37″E
 / 50.91583°N 5.77694°E / 50.91583; 5.77694°E / 50.91583; 5.77694 (Y-44 Maastricht) Now: Maastricht Aachen Airport (IATA: MST, ICAO: EHBK) Opened: 23 March 1945 Closed: 1 August 1945 Runway: 5565x120, PSP, (04/22)[1] Used by:[5] 387th Bombardment Group, 29 April – 24 May 1945 (B-26) Y-47 Namur, Belgium Located: 50°27′14″N 004°52′23″E / 50.45389°N
  4.87306°E / 50.45389; 4.87306 (Y-47 Namur) (approximately) Opened: 22 February – 30 November 1945 Runway: 3450/90 PSP/SMT (07/25)[1] Use:[3] 9th Bombardment Wing, 1 July – August 1945 98th Bombardment Wing, October – November 1945 112th Liaison Squadron, 26 October 1944 - 1945 112th Liaison Squadron, 26 October 1945 112th Liaison Squadron, 27 October 1945 112th Liaison Squadron, 28 October 1945 112th Liaison Squadron, 29 October 1945 112th Liaison Squadron, 29 October 1945 112th Liaison Squadron, 29 October 1945 112th Liaison Squadron, 20 October 1945 112th Li
11 February 1945 Transferred to Royal Air Force control, 30 November 1945 Y-55 Venlo, Netherlands Located: 51°22′07″N 006°12′44″E / 51.36861°N 6.21222 (Y-55 Venlo) Fliegerhorst Venlo-Herongen astride the Dutch-German border. Now: German Bundeswehr Depot Herongen, before: US-Army POMCUS Depot Herongen
 supporting NORTHAG (Germany) Opened: 12 March 1945 (P-38/F-4; P-51/F-5) 373d Fighter Group, 11 March – 20 April 1945 (P-47) 397th Bombardment Group, 25 April – 24 August 1945 (P-38/F-4; P-51/F-5) 373d Fighter Group, 11 March – 20 April 1945 (P-47) 397th Bombardment Group, 25 April – 24
May 1945 (B-26) 394th Bombardment Group, 2 May - September 1945 (B-26) Airfields captured or established to support combat operations during the war; ones used during the occupation period of Germany are listed in the Army of Occupation
ALGs section. Rhineland Campaign Map this section's coordinates using: OpenStreetMap Download coordinates as: KML Y-43 Duren, Germany Located: 50°49′23.75″N 006°11′11.01″E / 50.8232639°N 6.1863917°E / 50.8232639; 6.1863917 (Y-46 Aachen) Now: Merzbruck Airport (ICAO: EDKA)
 Opened: 14 March 1945 Closed: 11 May 1945 Runway: 5000x120, PSP, (05/23)[1] Used by:[5] 365th Fighter Group, 16 March – 13 April 1945 (P-47) Y-51 Vogelsang, Germany Located: 50°33′49″N 006°26′00″E / 50.56361°N 6.43333°E / 50.56361; 6.43333 (Y-51 Vogelsang) (abandoned) Opened: 23°49″N 006°26′00″E / 50.56361°N 6.43333°E / 50.56361; 6.43333 (Y-51 Vogelsang) (abandoned) Opened: 23°49″N 006°26′00″E / 50.56361°N 6.43333°E / 50.56361; 6.43333 (Y-51 Vogelsang) (abandoned) Opened: 23°49″N 006°26′00″E / 50.56361°N 6.43333°E / 50.56361°N 6.43330°E / 50.56361°N 6.4330°E / 50.56361°N 6.4330°E / 50.56361°N 6.4330°E / 50.56361°
March 1945 Closed: 10 July 1945 Runway: 3600x120, PSP/PAP, (15/33)[1] Used by:[4] 67th Tactical Reconnaissance Group, 2 March - April 1945 (P-38/F-4; P-51/F-5) Y-54 Kelz, Germany Located: 50°46′03″N 006°35′48″E / 50.76750°N 6.59667°E / 50.76750°N 6.59667 (Y-54 Kelz) (abandoned) Opened: 24 March 1945 Closed: 11 July 1945 Runway: 3600x120, PSP/PAP, (15/33)[1] Used by:[4] 67th Tactical Reconnaissance Group, 2 March - April 1945 (P-38/F-4; P-51/F-5) Y-54 Kelz, Germany Located: 50°46′03″N 006°35′48″E / 50.76750°N 6.59667°E / 50.76750°N 6.59667 (Y-54 Kelz) (abandoned) Opened: 24 March 1945 Closed: 11 July 1945 Runway: 3600x120, PSP/PAP, (15/33)[1] Used by:[4] 67th Tactical Reconnaissance Group, 2 March - April 1945 (P-38/F-4; P-51/F-5) Y-54 Kelz, Germany Located: 50°46′03″N 006°35′48″E / 50.76750°N 6.59667°E / 50.76750°N 6.59667 (Y-54 Kelz) (abandoned) Opened: 24 March 1945 Closed: 11 July 1945 Runway: 3600x120, PSP/PAP, (15/33)[1] Used by:[4] 67th Tactical Reconnaissance Group, 2 March - April 1945 (P-38/F-4; P-51/F-5) Y-54 Kelz, Germany Located: 50°46′03″N 006°35′48″E / 50.76750°N 6.59667°E / 50.76750°N 6.59667°E
 5000x120, PSP, (09/27)[1] Used by:[4] 48th Fighter Group, 26 March – 17 April 1945 (P-47) 404th Fighter Group, 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Located: 51°10′51″N 006°23′37″E / 51.18083°N 6.39361°E / 51.18083; 6.39361 (Y-56 Muenchen Gladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Located: 51°10′51″N 006°23′37″E / 51.18083°N 6.39361°E / 51.18083; 6.39361 (Y-56 Muenchen Gladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Located: 51°10′51″N 006°23′37″E / 51.18083°N 6.39361°E / 51.18083; 6.39361 (Y-56 Muenchen Gladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Opened: 30 March – 12 April 1945 (P-47) Y-56 Moenchen Gladbach, Germany Now: Park, industrial area (Mönchengladbach) Opened: 30 March – 30 Mar
 March - 30 September 1945 Runway: 3600x120 PSP (07/25)[1] Use:[3] 125th Liaison Squadron, March - April 1945 Closed: 30 September 1945, turned over to Royal Air Force as part of British Zone of Occupation. Y-58 Cologne, Germany Now: unknown Located: unknown Opened: 8 March - 18 June 1945 Runway: 3000x100 SOD (01/19)[1] Use:
 Resupply and Evacuation Airfield[3] Y-59 Strassfeld, Germany Located: 50°41′43″N 006°53′21″E / 50.69528°N 6.88917 (Y-59 Strassfeld) (abandoned) Opened: 29 March 1945 (P-38) 414th Night Fighter
 Squadron (DET), 3-23 April 1945 (P-61) (12th AF) 422d Night Fighter Squadron, 6-24 April 1945 (P-61) Y-60 Dunstekoven, Germany Located: 50°42′00″N 006°56′00″E / 50.70000°N 6.93333°E / 50.70000°N 6.9300°N 6
 Airfield[3] Y-61 Krefeld,, Germany Located: 51°20′00″N 006°34′00″E / 51.33333°N 6.56667 (Y-61 Krefeld) Opened: 28 March – 15 June 1945 Runway: 3600x120 PSP, (14/32)[1] Use: Fighter/Bomber Airfield; Tactical Air Depot[3] Y-62 Mendig (Niedermendig), Germany Located: 50°21′57″N 007°18′55″E / 50.36583°N 7.31528°E /
 50.36583; 7.31528 (Y-62 Mendig) Now: Mendig airfield (ICAO: EDRE) Opened: 17 March 1945 Closed: 11 May 1945 Runway: 5000x120, PSP/CON, (07/25)[1] Used by:[5] 36th Fighter Group, 26 March – 8 April 1945 (P-47) Y-63 Koblenz, Germany Located: 50°20′35″N 007°34′02″E / 50.34306°N 7.56722°E / 50.34306; 7.56722 (Y-63 Koblenz, Germany Located: 50°20′35″N 007°34′02″E / 50.34306°N 7.56722°E / 50.34306; 7.56722 (Y-63 Koblenz, Germany Located: 50°20′35″N 007°34′02″E / 50.34306°N 7.56722°E / 50.34306; 7.56722 (Y-63 Koblenz, Germany Located: 50°20′35″N 007°34′02″E / 50.34306°N 7.56722°E / 50.34306; 7.56722 (Y-63 Koblenz, Germany Located: 50°20′35″N 007°34′02″E / 50.34306°N 7.56722°E / 50.34306; 7.56722°E / 50.34306°N 7.56722°E / 50.34306; 7.56722°E / 50.34306°N 
  Karthause) Now: built-up area Opened: 30 March - 11 May 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Now: Mainz Finthen Airport (ICAO: EDFZ) Opened: 27 March 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Germany Located: 49°58′08″N 008°08′47″E / 49.96889°N 8.14639°E / 49.96889°N 8.14639 (Y-64 Ober-Olm) Now: Mainz Finthen Airport (ICAO: EDFZ) Opened: 27 March 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Germany Located: 49°58′08″N 008°08′47″E / 49.96889°N 8.14639 (Y-64 Ober-Olm) Now: Mainz Finthen Airport (ICAO: EDFZ) Opened: 27 March 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Germany Located: 49°58′08″N 008°08′47″E / 49.96889°N 8.14639 (Y-64 Ober-Olm) Now: Mainz Finthen Airport (ICAO: EDFZ) Opened: 27 March 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Germany Located: 49°58′08″N 008°08′47″E / 49.96889°N 8.14639 (Y-64 Ober-Olm) Now: Mainz Finthen Airport (ICAO: EDFZ) Opened: 27 March 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation/ Emergency Landing Airfield[3] Y-64 Ober-Olm, Germany Located: 49°58′08″N 008°08′47″E / 49.96889°N 008°N 
 Closed: 20 June 1945 Runway 1: 4000x120, SOD, (07/25) Runway 2: 5000x120, SMT, (08/26)[1] Used by:[5] 10th Reconnaissance Group, 4 March – April 1945 (P-47) Y-65 Chantilly, France Located: 49°11′35″N 002°27′55″E / 49.19306°N 2.46528°E / 49.19306; 2.46528 (Y-65 Chantilly) Opened
22 December 1944 – 8 August 1945 Runway 1: 2200x150 SOD (07/25) Runway 2: 2150x150 SOD (00/18)[1] Use: Liaison Airfield[3] Y-66 Gollheim, Germany Located: 49°35′19″N 008°01′44″E / 49.58861°N 8.02889°E / 49.
 Airfield[3] Y-70 Maitzborn, Germany Located: 49°56′18″N 007°25′35″E / 49.93833°N 7.42639°E / 49.93830°N 7.42630°N 7.42600°N 7.42600°N 7.42600°N 7.42600°N 7.42600°
 Now: Agricultural, housing and industrial area Located: 50°11′53″N 009°07′37″E / 50.19806°N 9.12694°E / 50.19806°N
 Located: 49°22′00″N 007°33′00″E / 49.36667°N 7.55000°E / 49.36667; 7.55000 (Y-69 Mittelbrunn) (approximately) Opened: 26 March – 3 May 1945 Runway: 2000x150 SOD (03/21)[1] Use: Liaison Airfield[3] Y-71 Eudenbach, Germany Now: Glider airfield Eudenbach Located: 50°40′17″N 007°21′43″E / 50.67139°N 7.36194°E / 50.67139; 7.36194 (Y-60 Mittelbrunn) (Approximately) Opened: 26 March – 3 May 1945 Runway: 2000x150 SOD (03/21)[1] Use: Liaison Airfield[3] Y-71 Eudenbach, Germany Now: Glider airfield Eudenbach Located: 50°40′17″N 007°21′43″E / 50.67139°N 7.36194°E / 50.67139; 7.36194 (Y-60 Mittelbrunn) (Approximately) Opened: 26 March – 3 May 1945 Runway: 2000x150 SOD (03/21)[1] Use: Liaison Airfield[3] Y-71 Eudenbach, Germany Now: Glider airfield Eudenbach Located: 50°40′17″N 007°21′43″E / 50.67139°N 7.36194°E / 50.67139°N 7.3
71 Eudenbach) Opened: 26 March – 30 April 1945 Runway: 3400x130 \text{ SOD } (06/24)[1] Use: Supply and Evacuation Airfield[3] Y-72 Braunshardt, Germany Located: 49^{\circ}54'36''N 08^{\circ}32'30''E / 49.91000^{\circ}N 8.54167^{\circ}E / 49.91000^{\circ}N 8.54167^{\circ}N 8.54167^
 Used by:[4][5] 415th Night Fighter Squadron, 17 April - 2 October 1945 (P-61) 86th Fighter Squadron, 26 June - 8 August 1945 (P-61) 80th Fighter Squadron, 26 June - 8 August 1945 (P-61) 80th Fighter Squadron, 27 April - 20 September 1945 (P-61) 80th Fighter Squadron, 27 April - 2 October 1945 (P-61) 80th Fighter Squadron, 27 April - 20 September 1945 (P-61) 80th Fighter Squadron, 27 April - 2 October 1945 (P-61) 80th Fighter Squadron, 26 June - 8 August 1945 (P-61) 80th Fighter Squadron, 27 April - 20 September 1945 (P-61) 80th Fighter Squadron, 27 April - 20 September 1945 (P-61) 80th Fighter Squadron, 27 April - 20 September 1945 (P-61) 80th Fighter Squadron, 28 June - 8 August 1945 (P-61) 80th Fighter Squadron, 28 June - 8 August 1945 (P-61) 80th Fighter Squadron, 29 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P-61) 80th Fighter Squadron, 20 June - 8 August 1945 (P
8.55250°E / 50.13250; 8.55250 (Y-74 Frankfurt/Eschborn) (abandoned) Opened: 31 March 1945 Closed: July 1945 Runway: 5200/120, PSP, (12/30)[1] Used by:[5] 371st Fighter Group, 7 April – 5 May 1945 (P-47) US Army, July 1945 – 1992 Y-75 Frankfurt/Rebstock, Germany Located: 50°06′41″N
008°36′47″E / 50.11139°N 8.61306°E / 50.11139°N 8.61306°E / 50.11139; 8.61306 (Y-75 Frankfurt/Rebstock) (approximately) Opened: 15 April – 30 May 1945 Runway: 3600x120 SOD (08/26)[1] Use: Liaison Airfield[3] Y-77 Babenhausen, Germany Now: Former Flugplatz Babenhausen, closed 2019 Located: 49°57′11″N 008°58′11″E / 49.95306°N 8.96972°E / 49.953
8.96972 (Y-77 Babenhausen) Opened: 31 March – 30 April 1945 Runway: 3600x120 SOD (02/20)[1] Use: Supply and Evacuation Airfield[3] Y-78 Biblis, Germany Located: 49°41′15″N 008°27′07″E / 49.68750°N 8.45194°E / 49.68750°N 8.45194°E
 Used by:[5] 27th Fighter Bomber Group, 24 April – June 1945 (A-36) (12th AF) Y-79 Mannheim/Sandhofen, Germany Now: Coleman Army Airfield (ICAO: ETOR) Located: 49°33′47″N 008°27′46″E / 49.56306°N 8.46278°E /
SMT, (05/23)[1] Used by:[5] 358th Fighter Group, 2 April - 23 June 1945 (P-47) Y-81 Ailertchen, Germany Now: Flugplatz Ailertchen Located: 50°35′36″N 007°56′42″E / 50.59333°N 7.94500 (Y-81 Ailertchen) Opened: 30 March - 30 April 1945 Runway: 3700x120 SOD (05/23)[1] Use: Supply and Evacuation Airfield[3] Y-82
 Kirchhellen, Germany Was: Fliegerhorst Kirchhellen Now: Flugplatz Schwarze Heide (IATA: ZCV, ICAO: EDLD) Located: 51°36′57″N 006°51′38″E / 51.61583°N 6.86056°E / 51.61580°N 6.86050°E 
 Airfield[3] Y-83 Limburg (Limburg an der Lahn), Germany Located: 50°24′50″N 008°04′16″E / 50.41389°N 8.07111 (Y-83 Limburg) (abandoned) Opened: 3 April 1945 (P-38/F-4; P-51/F-5) Y-85 Ettinghausen.
 Germany Located: 50°31′06″N 007°52′49″E / 50.51833°N 7.88028 (Y-85 Ettinghausen) (approximately) Opened: 31 March 1945 Runway: 3450x120 SOD (04/22)[1] Use: Supply and Evacuation Airfield[3] Y-87 Nidda, Germany Now: Agricultural, housing and industrial area Located: 50°26′17″N 008°59′27″E /
50.43806°N 8.99083°E / 50.43806; 8.99083 (Y-87 Nidda-Harb) Opened: 1 April – 15 May 1945 Runway: 3600x120 SOD (14/32)[1] Use: Supply and Evacuation Airfield[3] Y-88 Wertheim am Main, Germany Later: Wertheim AAF Now: Industrial & housing area Located: 49°45′40″N 009°29′26″E / 49.76111°N 9.49056°E / 49.76111; 9.49056 (Y-88
 Wertheim am Main) Opened: 2 April – 15 May 1945 Runway: 3800x120 SOD (05/23)[1] Use: Supply and Evacuation Airfield[3] Y-89 Mannheim/Stadt, Germany Now: Mannheim
1945 Runway 1: 2950x120 SOD (14/32) Runway 2: 2850x120 SOD (05/23)[1] Use: Liaison Airfield[3] Y-92 Dörnberg, Germany Now: Glider airfield Located: 51°21′59″N 009°20′12″E / 51.36639°N 9.33667°E / 51.36639°N 9.3360°E / 51.3660°N 9.300
 Munster, Germany Construction cancelled Y-94 Munster/Handorf, Germany Located: 51°59′18″N 007°43′55″E / 51.98833°N 7.73194°E / 51.98833°N
 Group, 15 April – 5 June 1945 (P-47) Y-95 Bracht, Germany Located: 50°54′50″N 008°52′41″E / 50.91389°N 8.87806 (Y-95 Bracht) Opened: 5–30 April 1945 Runway: 3400x120 SOD (00/18)[1] Use: Supply and Evacuation Airfield[3] Y-97 Paderborn, Germany Located: 51°41′26″N 008°44′10″E / 51.69056°N 8.73611°E / 51.69056°N 8.73611°E
8.73611 (Y-97 Paderborn) (approximately) Opened: 7 April – 2 June 1945 Runway: 3600x120 SOD (06/24)[1] Use: Supply and Evacuation Airfield[3] Y-98 Lippstadt, Germany Located: 51°42′48″N 008°22′06″E / 51.71333°N 8.36833°E / 51.71333°E / 51.71330°E 
 (08/26)[1] Used by:[5] 373d Fighter Group, 20 April – 20 May 1945 (P-47) Y-99 Gütersloh, Germany Now: Princess Royal Barracks (British Army) (IATA: GUT, ICAO: EUTO) Located: 51°55′22.20″N 008°18′22.80″E / 51.9228333°N 8.3063333°E / 51.9228333°N 8.3063333°N 8.3063333°E / 51.9228333°N 8.3063333°N 8.3063330°N 8.3063330°N 8.3063330°N 8.3063330°N 8.3063330°N 8.3063330°N 8.306330°N 8.306330°N 8.30630°N 8.30600°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.3000°N 8.30
 1945 Runway: 4040/120, SMT, (08/26)[1] Used by:[5] 363d Tactical Reconnaissance Group, 15–22 April 1945 (P-38/F-4; P-51/F-5) 370th Fighter Group, 20 April – 27 June 1945 (P-38) R-1 Wenigenlupnitz, Germany Now: Eisenach-Kindel Airport Located: 50°59′30″N 010°28′49″E / 50.99167°N 10.48028°E / 50.99167; 10.48028 (R-1 Wenigenlupnitz)
 Opened: 8-30 April 1945 Runway: 3400x120 SOD (10/28)[1] Use: Supply and Evacuation airfield[3] R-2 Langensalza, Germany Now: Bad Langensalza Airport (ICAO: EDEB) Located: 51°07′46″N 010°37′18″E / 51.12944°N 10.62167°E / 51.12948°N 10.62167°E / 51
  4921/120, SOD/TAR, (08/26)[1] Used by: 474th Fighter Group, 22 April – 16 June 1945 (P-38)[5] 422d Night Fighter Squadron, 24 April 1945 Runway and 1945 (P-61)[4] R-3 Röhrensee, Germany Later: Röhrensee Kaserne Located: 49°57′31″N 011°35′01″E / 49.95861°N 11.58361°E / 49.95861; 11.58361 (R-3 Röhrensee) Opened: 12–30 April 1945 Runway and 1945 (P-61)[4] R-3 Röhrensee, Germany Later: Röhrensee Kaserne Located: 49°57′31″N 011°35′01″E / 49.95861°N 11.58361°E / 49.95861; 11.58361 (R-3 Röhrensee) Opened: 12–30 April 1945 Runway and 1945 (P-61)[4] R-3 Röhrensee, Germany Later: Röhrensee Kaserne Located: 49°57′31″N 011°35′01″E / 49.95861°N 11.58361°E / 49.95861; 11.58361 (R-3 Röhrensee) Opened: 12–30 April 1945 Runway and 1945 (P-61)[4] R-3 Röhrensee, Germany Later: Röh
 3600x120 SOD (11/29)[1] Use: Supply and Evacuation airfield[3] Transferred to United States Army R-4 Gotha/North, Germany Located: 50°58′13″N 010°43′32″E / 50.97028°N 10.72556°E / 50.97028°N 10.7256°E / 50.97028°N 10.72556°E / 50.97028°N 10.72556
Crailsheim, Germany Located: 49°08′07″N 010°04′14″E / 49.13528°N 10.07056°E / 49.13528; 10.07056 (R-5 Crailsheim) Opened: 24 April – 30 May 1945 Runway: 3600x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639; 11.24667 (R-7 Weimar, Germany Located: 50°58′35″N 011°14′48″E / 50.97639°N 11.24667°E / 50.97639°N
Opened: 14 April - 30 June 1945 Runway: 3300x120 SOD (09/27)[1] Use:[3][4] IX Fighter Command, April - July 1945 IX Tactical Air Command, April - 4 April 1945 Closed 30 June 1945, turned over to Soviet Union as part of Soviet Zone of Occupation. R-8 Eisfeld, Germany Located: 50°25′05″N
010°55′02″E / 50.41806°N 10.91722°E / 50.41806°N 10.91722°E / 50.41806; 10.91722 (R-8 Eisfeld) Opened: 13–30 April 1045 Runway: 3000x120 SOD (06/24)[1] Use: Supply and Evacuation airfield[3] R-9 Erfurt/Bindersleben, Germany Now: Erfurt-Weimar Airport Located: 50°58′45″N 010°37′34″E / 50.97917°N 10.62611°E / 50.97917; 10.62611 (R-9 Erfurt/Bindersleben)
Opened: 14–30 April 1945 Runway: 4300/120 SOD/CON (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Undetermined Runway Carbon (09/27)[1] Use: 15th Tactical Reconnaissance Squadron, April 1945 Closed: Und
 3500/120, SOD, (12/30)[1] Used by:[5] 67th Tactical Reconnaissance Group, 10 April – July 1945 R-12 Kassel/Rothwesten, Germany Located: 51°23′25″N 009°32′03″E / 51.39028°N 9.53417°E /
 Fighter Group, 17-29 April 1945 36th Fighter Group, 21 April - 15 November 1945 R-13 Hessich/Lichtenau, Germany Now Flugplatz Hessisch-Lichtenau Located: 51°11′20″N 009°44′34″E / 51.18889; 9.74278 (R-13 Hessich/Lichtenau) Opened: 8 April - 22 June 1945 Runway: 3600x120 SOD (09/27)[1] Use: Supply and
Evacuation airfield, Storage field[3] R-15 Oschersleben, Germany Now: Flugplatz Oschersleben Located: 52°02′18″N 011°12′14″E / 52.03833°N 11.20389°E / 52.03830°N 11.20389°E / 52.03830°N 11.20380°N 
  Flugplatz Hildesheim-Drispenstedt Located: 52°10′48″N 009°56′44″E / 52.18000°N 9.94556°E / 52.18000; 9.94556 (R-16 Hildesheim) Opened: 12 April – 5 June 1945 Runway: 5000x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-17 Göttingen, Germany Was: Flughaven Göttinger (closed 1945) Located: 51°32′10″N 009°54′15″E /
51.53611°N 9.90417°E / 51.53611; 9.90417 (R-17 Göttingen) Opened: 14 April – 12 July 1945 Runway: 3600x120 SOD[1] Use: Supply and Evacuation airfield[3] R-18 Kölleda, Germany Now: Flugplatz Sömmerda-Dermsdorf Located: 51°11′54″N 011°11′30″E / 51.19833°N 11.19167°E / 51.19833; 11.19167 (R-18 Kölleda) Opened: 14–30 April 1945
 Runway: 3600x120 SOD (07/25)[1] Use: Supply and Evacuation airfield[3] R-19 Nordhausen, Germany Now: Flugplatz Nordhausen Located: 51°29′37″N 010°50′08″E / 51.49361°N 10.83556°E / 51.49361°N 10.8356°E / 51.49361°N 10.83556°E / 51.49361°N 10.83560°E / 51.49360°N 10.83560°E / 51.49360°N 10.83560
 April – 15 May 1945 Runway: 3600x120 SOD (07/25)[1] Use: Supply and Evacuation airfield[3] R-22 Rodigen, Germany Located: 50°58′49″N 011°36′02″E / 50.98028°N 11.60056°E / 50.
 Leipzig-Altenburg Airport, Germany Now: Altenburg-Nobitz Airport Located: 50°58′55″N 012°30′23″E / 50.98194°N 12.50639°E / 50.
9.04333°E / 48.94861; 9.04333 (R-27 Sachsenheim) Opened: 24 April – 30 May 1945 Runway: 4500x120 MACADM (09/27)[1] Use: Emergency fighter/bomber airfield[3] R-28 Fürth-Atzenhof, Germany Located: 49°29′49″N 010°57′26″E / 49.49694°N 10.95722°E / 49.49694; 10.95722 (R-28 Fürth) (abandoned) Opened: 19 April 1945 Closed:
 Undetermined Runway: 4500/120, PSP, (09/27)[1] Used by: 10th Reconnaissance Group, (5] 362d Fighter Group, 30 April – 30 August 1945 Runway: 5000x172 PSP/CON
(11/29)[1] Use:[4][5] 362d Fighter Group, 30 April - 3 May 1945 425th Night Fighter Squadron, 2 May - 5 July 1945 371st Fighter Group, 5 May - 16 August 1945 R-31 Merseburg, Germany Now: Merseburg Airfield Located: 51°21′48″N 011°56′54″E / 51.36333°N 11.94833°E / 51.36333°R 11.94833 (R-31 Merseburg) Opened: 16 April - 5 May 1945
 Runway: 3369x170 SOD (06/24)[1] Use: Supply and Evacuation Airfield[3] R-32 Köthen, Germany Now: Köthen Airfield[3] R-32 Köthen Airfiel
 Now: Industrial area Located: 52°32′10″N 011°26′27″E / 52.53611°N 11.44083°E / 52.53611°N 11.44083°E / 52.53611°N 11.44083°E / 52.53611; 11.44083 (R-33 Gardelegen) Opened: 15 April – 15 June 1945 Runway: 3600x120 SOD (09/27)[1] Use: Supply and Evacuation Airfield[3] R-34 Stendal, Germany Now: Stendal-Borstel Airfield (ICAO: EDOV) Located: 52°37′58″N 011°49′54″E / 52.63278°N
11.83167°E / 52.63278; 11.83167 (R-34 Stendal) Opened: 17 April – 15 June 1945 Runway: 4300x120 SOD (08/26)[1] Use: Supply and Evacuation Airfield[3] R-35 Völkenrode, Germany Now: Physikalisch-Technische Bundesanstalt (Federal research agency) Located: 52°18′17″N 010°26′33″E / 52.30472°N 10.44250°E / 52.30472; 10.44250 (R-35)[1] Use: Supply and Evacuation Airfield[3] R-35 Völkenrode, Germany Now: Physikalisch-Technische Bundesanstalt (Federal research agency) Located: 52°18′17″N 010°26′33″E / 52.30472°N 10.44250°E / 52.30472; 10.44250 (R-35)[1] Use: Supply and Evacuation Airfield[3] R-35 Völkenrode, Germany Now: Physikalisch-Technische Bundesanstalt (Federal research agency) Located: 52°18′17″N 010°26′33″E / 52.30472°N 10.44250°E / 52.30472; 10.44250 (R-35)[1] Use: Supply and Evacuation Airfield[3] R-35 Völkenrode, Germany Now: Physikalisch-Technische Bundesanstalt (Federal research agency) Located: 52°18′17″N 010°26′33″E / 52.30472°N 10.44250°E / 52.3
 1945 Runway: 3600x120 SOD (12/30)[1] Use: Supply and Evacuation Airfield[3] R-37 Brunswick/Waggum, Germany Now: Braunschweig Airport (IATA: BWE, ICAO: EDVE) Located: 52°19′09″N 10°33′19″E / 52.31917°N 10.55528°E / 52.31917
  Runway: 3600/120, SOD, (08/26)[1] Used by:[5] 363d Tactical Reconnaissance Group, 22 April - May 1945 R-38 Brunswick/Broitzem, Germany 52°14′58″N 010°29′21″E / 52.24944°N 10.48917°E / 52.24944°N 10.48917 (R-38 Brunswick/Broitzem) Headquarters: 84th Fighter Wing, 22 April - 12 August 1945[1] 153d Liaison Squadron, 20 May - 4 June
 1945[4] Closed: 31 August 1945, turned over to Royal Air Force as part of British Zone of Occupation. R-39 Helmstedt, Germany Located: 52°13′42″N 011°00′37″E / 52.22833°N 11.01028°E / 52.22830°N 11.01028°E / 52.22830°N 11.01028°E / 52.22830°N 11.01028°E / 52.22830°N 11.01028°E / 52.2280°N 11.0
 R-41 Schwäbisch Hall, Germany Now: Flugplatz Schwäbisch Hall-Hessental Located: 49°07′07″N 009°46′54″E / 49.11861°N 9.78167°E / 49.11861°
 exhibition area Located: 49°25′25″N 011°07′04″E / 49.42361°N 11.11778°E / 49.42361°N 11.11778°N 11.1178°N 11.1
009°41′28″E / 48.70806°N 9.69111°E / 48.70806°N 9.69111°E / 48.70806; 9.69111 (R-44 Göppingen) Opened: 25 April – 15 June 1945 Runway: 3000x120 SOD 06/24[1] Use: Supply and Evacuation Airfield[3] R-46 Roth, Germany Now: Roth Air Base Located: 49°13′05″N 011°06′01″E / 49.21806°N 11.10028°E / 49.21806; 11.10028 (R-46 Roth) Opened: 25 April – 31 August
 1945 Runway: 5200x120 PSP 09/27[1] Use: Supply and Evacuation Airfield[3] R-47 Oettingen, Germany Located: 48^{\circ}55'31''N 010^{\circ}32'05''E / 48.92528^{\circ}N 10.53472^{\circ}E / 48.92528^{\circ}N 10.53472^{\circ}N 10
  Ingolstadt Manching Airport Located: 48^{\circ}42'56''N 011^{\circ}32'02''E / 48.71556^{\circ}N 11.53389^{\circ}E / 48.53861^{\circ}N 8.86083^{\circ}E / 48.53861^{\circ}N 8.86083^{\circ}E / 48.53861^{\circ}N 8.86083^{\circ}E / 48.71556^{\circ}N 11.53389^{\circ}E / 48.71556^{\circ}N 11.53389^{\circ}N 11.53389^{\circ}N 11.53389^{\circ}N 11.53389^{\circ}N 11.53389^{\circ}N 11.5338
Hailfingen) Opened: 30 April – 11 July 1945 Runway 1: 4000x120 SOD 07/25[1] Runway 2: 3600x120 SOD 07/25 Use: Fighter/Bomber Airfield[3] R-52 Leipzig/Mockau, Germany Later: Flughafen Leipzig-Mockau until 1991 Now: Industrial area Located: 51°23′44″N 012°24′35″E / 51.39556°N 12.40972°E / 51.39556; 12.40972 (R-52 Leipzig/Mockau)
Opened: 27 April – 15 June 1945 Runway: 3600x120 SOD[1] Use: Supply and Evacuation Airfield[3] R-53 Zwickau, Germany Now: Zwickau airfield (ICAO: EDBI) Located: 50°42′05″N 012°27′11″E / 50.70139°N 12.45306°E / 50.70139°N 1
 Evacuation Airfield[3] R-55 Salzwedel, Germany Located: 52°50′06″N 011°12′23″E / 52.83500°N 11.20639°E / 52.83500°N 11.20630°E / 52.83500°N 11.20630°E / 52.83500°N 11.2060°E / 52.83500°N 11.2060°E / 52.83500°N 11.2060°E / 
  48°29'09"N 008°46'42"E / 48.48583°N 8.77833°E / 48.48583°N 8.77833°E / 48.48583; 8.77833 (R-61 Eutingen) Opened: 27 April – 1 August 1945 Runway: 3200x240 TAR (06/24)[1] Use: Supply and Evacuation Airfield[3] R-62 Mengen Hohentengen Airfield (ICAO: EDTM) Located: 48°03'12"N 009°22'12"E / 48.05333°N 9.37000°E / 48.05333; 9.37000 (R-62
 Mengen) Opened: 25 April - 1 August 1945 Runway: 3600x120 SOD (06/24)[1] Use: Supply and Evacuation Airfield[3] R-63 Weiden Located: 49°38′30″N 012°07′31″E / 49.64167°N 12.12528°E / 49.64167°N 12.12
 Now: Cham-Janahof glider airfield Located: 49°12′42″N 012°39′24″E / 49.21167°N 12.65667°E / 49.21167°N
Opened: 27 April – 15 June 1945 Runway: 3000x120 SOD (07/25)[1] Use: Supply and Evacuation Airfield[3] R-66 Regensburg/Prufening Located: 49°00′42″N 012°02′56″E / 49.01167°N 12.04889°E / 49.0488°E /
 Squadron (May 1945)[3] R-69 Landau Now: Landau Ebenberg Airport Located: 49°10′36″N 008°07′51″E / 49.17667°N 8.13083°E / 49.17667°N 8.13082°E / 49.17667°N 8.130
 12.16222°E / 48.56278; 12.16222 (R-73 Ergolding) (approximately) Opened: 3 May – 15 June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim Germany Now: Flugplatz Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75 Schleissheim June 1945 Runway: 3200x120 SOD (04/22)[1] Use: Supply & Evacuation Airfield[3] R-75
  1945 - 31 August 1945 Runway: 5500x162 CON/PSP (07/25)[1] Use: Supply & Evacuation/Fighter Bomber Airfield[3] R-76 Pocking, Germany Now: Photovoltaic power plant Located: 48°22′24″N 013°17′52″E / 48.37333°N 13.29778°E / 48.37333°N 13.2978°E / 48.37330°N 13.2978°E / 48.37333°N 13.2978°E / 48.37330°N 13.2978°E / 48.37330
 Airfield[3] R-79 Schongau, Germany Located: 47^{48'}43"N 010°53'15"E / 47.81194°N 10.88750°E / 47.81194°N 10.88750°
13.00306°E / 47.79417; 13.00306 (R-80 Salzburg) Opened: 7 May 1945 Runway: 4000x120 CON (10/28)[1] Use: Supply and Evacuation airfield[3] R-83 Mühldorf, Germany Located: 48°15′39″N 012°27′28″E / 48.26083°N 12.45778°E / 48.26083°N 12.4578°E / 48.26083°N
 and Evacuation airfield[3] R-84 Augsburg, Germany Now: Augsburg Airport Located: 48°25′29″N 010°56′01″E / 48.42472°N 10.93361°E / 48.42472°N 10.93361°
 1945 Runway: 3000x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-89 Plzeň, Czechoslovakia Now: Plzeň Airport Located: 49°40′27″N 013°16′19″E / 49.67417°N 13.27194°E / 49.67417°N 13.2719
  Austria Now: Wels Airport Located: 48°11′01″N 014°02′19″E / 48.18361°N 14.03861°E / 48.18361°N 14.03861 (R-90 Wels) Opened: 7 May – 5 July 1945 Runway: 3600x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-93 Holzkirchen/Marschall, Germany Located: 47°52′15″N 011°42′43″E / 47.87083°N 11.71194°E / 47.87083; 11.71194 (R-93 Wels) Opened: 7 May – 5 July 1945 Runway: 3600x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-93 Holzkirchen/Marschall, Germany Located: 47°52′15″N 011°42′43″E / 47.87083°N 11.71194°E / 47.87083; 11.71194 (R-93 Wels) Opened: 7 May – 5 July 1945 Runway: 3600x120 SOD (08/26)[1] Use: Supply and Evacuation airfield[3] R-93 Holzkirchen/Marschall, Germany Located: 47°52′15″N 011°42′43″E / 47.87083°N 11.71194°E / 47.87083°N 11.711
 Holzkirchen/Marschall) (approximately) Opened: 5 June 1945 Runway 1: 3625x120 SOD (08/26)[1] Runway 2: 3600x120 SOD (08/26)[1] Runway 3: 3625x120 SOD (08/26)[1] Runway
 Runway: 3500x225 SOD (14/32)[1] Use: Military Storage Airfield[4] R-97 Regensburg/Obertraubling, Germany Construction cancelled Map this section's coordinates using: OpenStreetMap Download coordinates as: KML ALGs used by American forces in Occupied Germany and Austria after the German Capitulation on 7 May 1945. Primarily used for
 storage of captured German weapons, aircraft and equipment before their destruction. Also for garrisons of Army or Army Air Force personnel. Y-57 Trier, Germany Later AAF Station Trier; Trier Air Base Now: industrial area Located: 49°43′23″N 6°36′05″E / 49.72304°N 6.60126°E / 49.72304; 6.60126 (Y-57 Trier) Opened: 10 March 1945 Runway:
 3625x120, CON/PSP, (06/24)[1] Used by:[5] 10th Reconnaissance Group, - 4 March April 1945 (P-38/F-4; P-51/F-5) Y-73 Frankfurt/Rhein-Main, Germany Later: AAF Station Frankfurt; Rhein-Main Air Base Now: Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472 (Y-73) Frankfurt Airport (IATA: FRA, ICAO: EDDF) Located: 50°01′48.7″N 08°35′16.97″E / 50.030194°N 8.5880472°E / 50.030194; 8.5880472°E / 50.030194°N 8.58804°E / 50.030194°N 8.58804°E / 50.0
  Frankfurt/Rhein-Main) Captured: 30 March 1945 (P-47) 425th Night Fighter Group, 8-30 April 1945 (P-61) 368th Fighter Group, 8-30 April 1945 (P-47) Closed 10 October 2005 Y-76 Darmstadt/Griesheim, Germany Later
 AAF Station Darmstadt/Griesheim Transferred to United States Army, December 1945 (Darmstadt Army Airfield) Now: Griesheim Airfield (IATA: ZCS, ICAO: EDES) Located: 49°51′15″N 008°35′19″E / 49.85417°N 8.58861°E / 49.85417°N 8.5886
Liaison Squadron, 1-15 April; June-July 1945 167th Liaison Squadron, 10 June - 2 July 1945 63d Fighter Wing, 25 September - November 1945 155th Photographic Reconnaissance Squadron, 28 September - 24 November 1945 160th Photographic Reconnaissance Squadron, 28 September - 24 November 1945 160th Photographic Reconnaissance Squadron, 29 September - 24 November 1945 160th Photographic Reconnaissance Squadron, 29 September - 24 November 1945 160th Photographic Reconnaissance Squadron, 20 September - 25 July - 1 December 1945 160th Photographic Reconnaissance Squadron, 28 September - 28 July 1945 160th Photographic Reconnaissance Squadron, 29 September - 29 July 1945 160th Photographic Reconnaissance Squadron, 29 September - 29 July 1945 160th Photographic Reconnaissance Squadron, 20 September - 20 July 1945 160th Photographic Reconnaissance Squadron, 20 July - 1 December 1945 160th Photographic Reconnaissance Squadron, 20 July - 20 July
 Reconnaissance Squadron, 22 September – 24 November 1945 Y-80 Wiesbaden, Germany Later: AAF Station Wiesbaden, Wiesbaden Army Airfield Located: 50°02′57″N 008°19′27″E / 50.04917°N 8.32417°E / 50.04917; 8.32417 (Y-80
 Wiesbaden) Captured 3 April 1945[4][5] 47th Liaison Squadron, 2 May 1945 - 24 June 1946 United States Air Forces in Europe, 26 September 1945 - 5 January 1948 2d Air Division, 1-10 June 1949 3d Air Division, 25 October 1953 - 1
March 1954 322d Troop Carrier Wing, 1-22 March 1954 363d Reconnaissance Group, May-August 1945 60th Troop Carrier Group*, 30 September - 15 December 1948 * Assigned to 1st Airlift Task Force (Berlin Airlift) Y-84 Giessen, Germany Later: AAF Station Giessen
Transferred to United States Army control Giessen Army Depot (Closed 2008) Located: 50°35′47″N 008°43′41″E / 50.59639°N 8.72806°E / 50.5960°N 8.72806°E / 50.596
 Turned over to United States Army (Fritzlar Kaserne), 14 September 1947 Now: Fritzlar Air Base (IATA: FRZ, ICAO: ETHF) Located: 51°07′00″N 009°17′14″E / 51.11667°N 9.28722°E / 51.1166
 Fighter Group, 13 April – 29 July 1945 (P-47) Y-90 Giebelstadt, Germany Later: AAF Station Giebelstadt Army Airfield Now: Giebelstadt Army Airfield (IATA: GHF, ICAO: EDQG) Transferred to United States Army Control, 1 August 1968 Located: 49°38′52″N 009°57′54″E / 49.64778°N 9.96500°E / 49.64778; 9.96500 (Y-90)
 Giebelstadt) Captured: 3 April 1945 Opened: 5 April 1945 Opened: 5 April 1945 Runway: 6000/120, CON, (08/26)[1] Used by:[4][5] 50th Fighter Group, 20 April – 21 May 1945 (P-47) 417th Night Fighter Group, 20 April – 21 May 1945 (P-47) 417th Night Fighter Group, 20 April – 21 May 1945 (P-61) Closed 23 June 2006 Y-91 Hanau/Langendiebach, Germany Transferred to United States Army control Later: Fliegerhorst
States Army control Later: Waldau Kaserne (Waldau Army Airfield/Waldau Kaserne) Located: 51°16′52″N 009°30′19″E / 51.28111°N 9.50528°E / 51.28111°N 9.50528°E / 51.28111; 9.50528 (Y-96 Kassel/Waldau) Opened: 5 April – 31 October 1945 Runway: 4000x120 CON (01/19)[1] Use: Supply and Evacuation Airfield; Tactical Air Depot[3] R-6 Kitzingen, Germany Later: AAF
 Station Kitzingen Transferred to United States Army control Was: Kitzingen Army Airfield (IATA: KGZ, ICAO: ETIN) Located: 49°44′34″N 010°12′09″E / 49.74278°N 10.20250°E / 49.
[1] Used by:[5] 405th Fighter Group, 30 April – 8 May 1945 R-10 Illesheim, Germany Later: AAF Station Illesheim Transferred to United States Army control Now: Storck Barracks United States Army Located: 49°28′24″N 010°23′11″E / 49.47333°N 10.38639°E / 49.47333; 10.38639 (R-10 Illesheim) Captured 16 April 1945 Opened: 17 April 1945
 Runway: 4500/120, PAP, (06/24)[1] Used by:[5] 48th Fighter Group, 29 April – 5 July 1945 362d Fighter Group, 3–12 May 1945 R-14 Detmold, Germany Later: BAOR/Army Air Corps Hobart Barracks (Closed 1995) Now: Flugplatz Detmold Located: 51°56′26″N 008°54′15″E /
51.94056°N 8.90417°E / 51.94056; 8.90417 (R-14 Detmold) Opened: 11 April – 22 June 1945 Runway: 3300x120 SOD (09/27)[1] Use: Supply and Evacuation airfield, Tactical Air Depot[3] R-24 Würzburg, Germany Transferred to United States Army control Later Leighton Army Airfield (Heliport) Located: 49°47′20″N 009°58′35″E / 49.78889°N
9.97639°E / 49.78889; 9.97639 (R-24 Würzburg) Opened: 17 April – 15 May 1945 Runway: 3000x120 SOD (12/30)[1] Use: Supply and Evacuation airfield[3] Transferred to United States Army control Now: Schweinfurt Army Heliport
 (ICAO: ETOA) \ Located: 50^{\circ}02'58''N \ 010^{\circ}10'09''E \ / \ 50.04944^{\circ}N \ 10.16917''E \ / \ 50.0494^{\circ}N \ 
  November 1946 - 5 May 1947[4][5] 507th Air Materiel Squadron, 1 June - 31 September 1947 (Air Technical Service Command) R-26 Bayreuth/Bindlach, Germany Later: AAF Station Bayreuth/Bindlach Transferred to United States Army control Now: Bindlacher Berg Airport (IATA: BYU, ICAO: EDQD) Located: 49°59′05″N 011°38′24″E / 49.98472°N
11.64000°E / 49.98472; 11.64000 (R-26 Bayreuth/Bindlach) Captured 18 April 1945, Wartime use: S&E Field[1] 366th Fighter Group, 25 June – 14 September 1945[5] Closed and Inactivated 30 September 1945 R-29 Herzogenaurach, Germany Later: AAF Station Herzogenaurach Transferred to United States Army, 28 February 1946 (Herzo-Base);
 Closed 1992 Now: Herzogenaurach Airport (IATA: HZH, ICAO: EDQH) Located: 49°34′57″N 010°52′42″E / 49.58250°N 10.87833°E / 49.58250°N 10.87832°E / 49.58250°N 10.87832°E / 49.58250°N 10.87820°N 10.87
 Germany Later: AAF Station Bremen Now: Bre
Later: AAF Station Buchschwabach Now: abandoned Located: 49°22′10″N 010°51′41″E / 49.36944°N 10.86139°E / 49.36948°N 10.86139°
 47) R-45 Ansbach, Germany Later: AAF Station Ansbach Transferred to United States Army control Now: Katterbach Kaserne United States Army Located: 49°18′33″N 010°38′18″E / 49.30917°N 10.63833°E / 49.30917°N 10.63830°E / 49.30917°N 10.6380°E / 49.
8 May - 20 October 1945 404th Fighter Group, 23 June - 2 August 1945 27th Fighter Group, 15 September - 20 October 1945 474th Fighter Group, 25 October 1945 474th Fighter Group, 25 October 1945 474th Fighter Group, 26 October 1945 474th Fighter Group, 27 October 1945 474th Fighter Group, 27 October 1945 474th Fighter Group, 28 June - 2 August 1945 474th Fighter Group, 28 June - 20 October 1945 474th Fighter Group, 28 June - 2 August 1945 474th Fighter Group, 27 October 1945 474th Fighter Group, 28 June - 2 August 1945 474th Fighter Group, 28 June - 2 August 1945 474th Fighter Group, 28 June - 2 August 1945 474th Fighter Group, 29 October 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 20 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 474th Fighter Group, 29 June - 2 August 1945 
R-54 Landsberg/East, Germany Later: AAF Station Landsberg Now: Landsberg-Lech Air Base (ICAO: ETSA) Located: 48°04′15″N 010°54′24″E / 48.07083°N 10.90667°E / 48.07083°N 10.9060°E / 48.07080°N 10.9060°E / 48.07080°N 10.9060°E / 4
AAF Station Nordholz Now: Nordholz Now: Nordholz Now: Nordholz Now: Nordholz Now: Nordholz Now: A66000 (R-56 Nordholz) Occupied 16 May 1945, Opened 5 June 1945 - 20 August 1946 86th Fighter Group, 5 June 1945 - 20 August 1946 86th Fighter Group, 5 June 1945 - 20 August 1946 86th Fighter Group, 20 August - 1 December 1946 86th FG squadrons remained
 deployed to Nordholz AB on rotating basis until 31 December 1947 (Remains in use as host to deployed USAF ACC/ANG fighter units to Germany) R-57 Bremerhaven, Germany Later: AAF Station Bremerhaven, Germany 
 53.58333°N 8.55639°E / 53.58333; 8.55639 (R-57 Bremerhaven) Opened: 16 May – 31 August 1945 Closed: 1993 Runway: 3200x250 SOD (06/24)[1] Use: Liaison Airfield[3] R-67 Memmingen, Germany Later AAF Station Memmingen; Memmingen Air Base Now: Memmingen Airport Located: 47°59′17″N 010°14′16″E / 47.98806°N 10.23778°E /
47.98806; 10.23778 (R-67 Memmingen) Opened: 29 April – 15 June 1945 Runway: 4089x250 CCN (06/24)[1] Use: Supply and Evacuation Airfield[3] R-68 Straubing Wallmuhle Airport (IATA: RBM, ICAO: EDMS) Located
 48°54′06″N 012°30′59″E / 48.90167°N 12.51639°E / 48.90167°N 12.5160°N 12.5160°
  Kaufbeuren Air Base Turned over to the German Air Force, 16 December 1957 Now: Fliegerhorst Kaufbeuren Located: 47°51′43″N 010°36′52″E / 47.86194°N 10.61444°E / 47.86194°N 10.61444°N 10.61448°N 10.61488°N 10.
  1945, Opened 1 December 1945[1] 305th Bombardment Group, December 1945 - December 1946 306th Bombardment Group, 13-25 December 1946[5] 86th Fighter Group, 1 December 1946[5] 86th Fighter Group, 1 December 1946 - 5 March 1947 R-72 Fürstenfeldbruck, Germany Later: AAF Station Fürstenfeldbruck; Fürstenfeldbruck Air Base Turned over to the German Air Force, 1960
 Now: Fliegerhorst Fürstenfeldbruck Located: 48°12′24″N 011°15′59″E / 48.20667°N 11.26639°E / 48.2060°N 11.26639°E / 48.2060°N 
 Flying Training Wing R-74 Oberwiesenfeld, Germany Was: Oberwiesenfeld Airport (Munich) (closed 1968) Later: AAF Station Oberwiesenfeld Now: Olympiapark, Munich Located: 48°10′12″N 011°33′06″E / 48.17000°N 11.55167°E / 48.17000; 11.55167 (R-74)
Oberwiesenfeld) (approximately) Opened: 2 May 1945 – 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Kaserne Was: AAF Station Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Kaserne Was: AAF Station Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Kaserne Was: AAF Station Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Evacuation Airfield[3] R-77 Gablingen Now: Non-aviation use Located: 48°27′05″N 010°51′37″E / 48.45139°N 10.86028°E / 1957 Runway: 3000x120 SOD (14/32)[1] Use: Supply & Sup
 48.45139; 10.86028 (R-77 Gablingen) Captured 7 May 1945, Opened 15 May 1945, Opened 15 May 1945[1] 323d Bombardment Group, 3 July 1945[5] 355th Fighter Group, 3 July 1945 – 15 April 1946 R-78 Landsberg, Germany Later: AAF Station Landsberg; Landsberg; Landsberg Air Base Turned over to West German Luftwaffe (Bundesluftwaffe: federal air force) 31
 December 1957 Now: Landsberg-Lech Air Base (IATA: ETSA) Located: 48°04′18″N 010°54′25″E / 48.07167°N 10.90694°E / 48.07167°N 1
48°04′58″N 011°17′09″E / 48.08278°N 11.28583°E / 48.08278°N 11.28580°E / 48.08
 Munich-Riem Airport (Closed 16 May 1992) Now: non-aviation use Located: 48°08′16″N 011°41′25″E / 48.13778°N 11.69028°E / 48.1378°N 11.69028°E / 48.1378°E / 
1946 – 14 May 1948 (elements at Munich AFB/AB until 1955) Munich Air Depot (ATSC), 1 February 1946 – 31 May 1948 1602d Air Transport Wing (MATS), 1 June 1948 – 31 December 1956 R-85 Munich/Neubiberg Later: AAF Station Munich-Neubiberg; Neubiberg Air Base Turned over to the German Air Force: 1 June 1958 Now:
  Base (Non-Flying) Located: 48°04′22″N 011°38′13″E / 48.07278°N 11.63694°E / 48.07278°N 11.63694 (R-85 Munich/Neubiberg) Occupied 15 May 1945 – 20 August 1946[5] 33d Fighter Group, 20 August 1946 – July 1947 86th
 Fighter Group, 12 June 1947 - 9 August 1953 - 17 April 1957 - 1 June 1958 R-87 Horsching, Austria Later: AAF Station Hoersching Located: 48°14′00″N 014°11′15″E / 48.23333°N 14.18750°E / 48.23333°; 14.18750 (R-87 Horsching) Turned over to Provisional Austrian
 Government, 1 July 1947 Now: Linz Airport (IATA: LNZ, ICAO: LOWL) Occupied: 5 May 1945, Wartime use: S&E Field[1] 17th Bombardment Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[5] 79th Fighter Group, 27 June - 31 October 1945[6] 79th Fighter Group, 27 June - 31 October 1945[6] 79th Fighter Group, 27 June - 31 October 1945[6] 79th Fighter Group, 28 June 1945[7] 79th Fighter Group, 28 June 1945[7] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 1945[8] 79th Fighter Group, 29 June - 31 October 19
  Now: Fliegerhorst Erding Located: 48^{\circ}49^{\circ}20^{\circ}N 011^{\circ}56^{\circ}54^{\circ}E / 48.82222^{\circ}N 11.94833^{\circ}E / 48.82222^{\circ}N 11.94833 (R-91 Erding) Opened: 15 August 1945 Runway: 4500x120 PSP (08/26)[1] Use: Tactical Air Depot Wing 440th Fighter-Interceptor Squadron[4][5] 52d Tactical Fighter Group R-92 Vienna/Tulln, Austria Later: AAF Station Tulln
 Redesignated: Tulln Air Base, 26 September 1947 Turned over to Austrian Government, 15 May 1955 Now: Fliegerhorst Brumowski (ICAO: LOXT) Located: 48°19′16″N 016°06′43″E / 48.32111°N 16.11194°E / 48.32111; 16.11194 (R-92 Vienna/Tulln) Occupied: 12 August 1945[1] 1407th AAF Base Unit, 27 July 1945 – 31 May 1947[5] 516th Troop
Carrier Group, 4 September 1945 - 20 December 1945 - 20 December 1945 - 20 December 1947 313th Troop Carrier Group, 30 September 1946 - 25 June 1947 7360th Base Complement Squadron, 1 June 1947 - 15 May 1955 R-95 Tempelhof, Occupied Berlin Later: AAF Station Tempelhof, Occupied Berlin Later: AAF S
52°28′23″N 013°24′14″E / 52.47306°N 13.40389°E / 52.47306°N 13.40389°E / 52.47306; 13.40389 (R-95 Tempelhof) Opened: 10 July 1945 – July 1994 Runway: 4987x120 PSP (08/26)[1] Use: Air Transport[4] R-96 Erlangen, Germany Later: AAF Station Erlangen Turned over to United States Army (Ferris Barracks), 15 October 1947 Located: 49°33′22″N 011°02′50″E /
 49.55611°N 11.04722°E / 49.55611; 11.04722°E / 49.55611; 11.04722 (R-96 Erlangen) Runway: 3000x75 PSP (04/22)[1] Headquarters: XII Tactical Air Command, September 1945 - 25 December 1945 - 25 December 1945 - 25 December 1945 (R-96 Erlangen) Runway: 3000x75 PSP (04/22)[1] Headquarters: XII Tactical Air Command, September 1945 - 25 December 1945 - 
 Germany Later: AAF Station Bad Kissingen Transferred to United States Army, 31 December 1947 Now: Bad Kissingen Airfield, (ICAO: EDFK) Located: 50°12′39″N 010°04′09″E / 50.21083°N 10.06917°E / 50.21
 OpenStreetMap Download coordinates as: KML A Spitfire Mark IX of No. 443 Squadron RCAF taxies to dispersal at B-2 Bazenville, alongside a field where French farmers are gathering in the wheat Advanced Landing Ground airfields built by the Royal Engineers or 2TAF's Airfield Construction service for the Royal Air Force were given "B"
 designations. Some of these were also used by USAAF Troop Carrier Groups and Command and Control organisations.[3] Airfield Operational B-1 Asnelles-sur-Mer, France - off Gold Beach operational (Spitfires) on D+4 49°20′25″N 000°34′58″W / 49.34028°N 0.58278°W / 49.34028; -0.58278 (B-1 Asnelles-sur-Mer) B-2 Bazenville Airfield, Lower
 000^{\circ}25'49''W / 49.29833^{\circ}N 0.43028°W / 49.29833^{\circ}N 0.43028°W / 49.29833^{\circ}N 0.43028°W / 49.26611^{\circ}N 0.48528°W / 49.26611^{\circ}N 0.00°33'07''W / 49.24472^{\circ}N
 49.27278°N 0.52806°W / 49.27278; -0.52806 (B-9 Lantheuil) B-10 Plumetot, France (RAAF, RAF, RCAF, FFAF)B-11 Memorial 49°20′34″N 000°41′27″W / 49.34278°N 0.69083°W / 49.34278; -0.69083 (B-11 Longues-sur-Mer, France (RAAF, RAF, RCAF, FFAF)B-11 Memorial 49°20′34″N 000°41′27″W / 49.34278°N 0.69083°W / 49.34278; -0.69083 (B-11 Longues-sur-Mer, France (RAAF, RAF, RCAF, FFAF)B-11 Memorial 49°20′34″N 000°41′27″W / 49.34278°N 0.69083°W / 49.34278; -0.69083 (B-11 Longues-sur-Mer, France (RAAF, RAF, RCAF, FFAF)B-11 Memorial 49°20′34″N 000°41′27″W / 49.34278°N 0.69083°W / 49.34278; -0.69083°W / 49.34278; -0.69083°W / 49.34278; -0.69083°W / 49.34278°N 0.69083°W / 49.34278°N 0.69080°W / 49.34278°N 0.69080°W / 49.34278°N 0.69080°W / 49.3427
 49.19472°N 0.58000°W / 49.17500°N 0.67306°W / 49.17806°N 0.26889°W / 49.17806°N 0.67306°W / 49.17806°N 0.67306°N 0.6
  Honorine, France 48°49′28″N 000°29′08″W / 48.82444°N 0.48556°W / 48.82444; -0.48556 (B-21 Sainte-Honorine) (approximately) B-22 Authie, France 49°12′08″N 000°25′52″W / 49.20639°N 0.43111°W / 49.20639; -0.43111 (B-22 Authie) (approximately) B-23 La Rue Huguenot, France 49°12′08″N 000°26′10″E / 49.20167°N 0.43611°E / 49.20167°N 0.43611°E / 49.20167°N 0.43111 (B-22 Authie)
    0.43611~(B-23~La~Rue~Huguenot)~(approximately)~B-24~St-Andr\'e~de~l'Euree,~France~November~1944~September~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andr\'e~de~l'Euree,~France~November~1945No.~184~Squadron~RAF442d~Troop~Carrier~Group~USAAF~Now~Saint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suint-Andre~de~l'Euree,~Suin
2: 5220x250 CON (06/24) B-25 Le Theil-Nolent, France 49^{\circ}09'15''N 000°32'17" E / 48.82167^{\circ}N 1.26694 (B-25 Le Theil-Nolent) (approximately) B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-28 Illiers-l'Évêque, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-27 Boisney, France 49^{\circ}09'16''N 000°39'21" E / 48.82167^{\circ}N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-28 Illiers-l'Évêque, France 49^{\circ}09'16''N 1.26694 (B-26 Illiers-l'Évêque) (approximately) B-28 Illiers
 49.15444°N 0.65583°E / 49.15444; 0.65583°E / 49.12167°N 0.65583 (B-27 Boisney) (approximately) B-28 Évreux, France 49°07′18″N 000°36′06″E / 49.12167°N 0.60167°E / 49.12167; 0.60167 (B-29 Valailles)
(approximately) B-30 Creton, France 48^\circ49^\circ53^\circN 001^\circ17^\circ17^\circE / 48.83139^\circN 1.28806^\circE / 48.83139^\circN 1.28806^\circE / 49.88778^\circH 1.49528^\circE / 49.88778^\circH 1.49528^\circE / 49.88778^\circN 1.49528^\circP / 49.88778^\circP / 
 48.96306; 1.21194 (B-32 Prey) (approximately) B-33 Campneuseville, France 49°51′32″N 001°29′27″E / 49.85889°N 1.49083°E / 49.85889°N 1.49080°N 1.
001°24′44″E / 50.00528°N 1.41222°E / 50.00528°N 1.41222°E / 50.00528; 1.41222 (B-35 Godelemesnil) (approximately) Now: La Couture-Boussey B-37 Corroy, France 48°42′08″N 003°56′20″E / 48.70222°N 3.93889°E / 48.70222; 3.93889 (B-37 Corroy) (approximately) Now: La Couture-Boussey B-37 Corroy, France 48°42′08″N 003°56′20″E / 48.70222°N 3.93889°E / 48.70222; 3.93889 (B-37 Corroy) (approximately) Now: La Couture-Boussey B-37 Corroy, France 48°42′08″N 003°56′20″E / 48.70222°N 3.93889°E / 48.70222; 3.93889 (B-37 Corroy) (approximately) Now: La Couture-Boussey B-37 Corroy, France 48°42′08″N 003°56′20″E / 48.70222°N 3.93889°E / 48.70222; 3.93889 (B-37 Corroy) (approximately) Now: La Couture-Boussey B-37 Corroy, France 48°42′08″N 003°56′20″E / 48.70222°N 3.93889°E / 48.70222°N 3.93
Corroy) (approximately) B-38 La Lande-sur-Eure, France 48°33′26″N 000°51′50″E / 48.55722°N 0.86389 (B-38 La Lande-sur-Eure) (approximately) B-39 Ecouffler, France 49°27′23″N 002°09′58″E / 49.45639°N 2.16611 (B-40 Beauvais/Nivillers)
(approximately) B-42 (re-designated as A-61 Beauvais/Tille) B-43 St Omer/Ft Rouge, France 50°45′01″N 002°15′07″E / 50.75028°N 2.25194°E /
 Use: RAF ALG, Used by USAAF 314th Troop Carrier Group, February-October 1945 B-45 St Omer/Lcnguenessen, France 50°44′16″N 002°14′43″E / 50.73778°N 2.24528°E / 49.66583°N 1.93972°E / 49.66583; 1.93972 (B-46 Grandvilliers, France 49°39′57″N 001°56′23″E / 49.66583°N 1.93972°E / 49.66583; 1.93972 (B-46 Grandvilliers, France 49°39′57″N 001°56′23″E / 49.66583°N 1.93972°E / 49.66583°N 1.93972°E
Grandvilliers) (approximately) B-48 Amiens, France Now Amiens-Glisy Airport Located: 49°52′20″N 002°23′20″E / 49.87222°N 2.38889°E / 49.87220°N 2.38889°E / 49.8
Carrier Group, -3 May August 1945 HQ, 52d Troop Carrier Wing, 5 March - 20 June 1945 B-50 Vitry-en-Artois, France Now: Vitry-en-Artois, Vitry-en-Artois, Vitry-en-Artois, Vitry-en-Artois, Vitry-en-Artois, Vitry-en-Artois, Vitry-en-Artois, Vitry-en-A
 Now: Aéroport de Lille-Lesquin Located: 50°34′00″N 003°06′11″E / 50.56667°N 3.10306°E / 50.56667°N 3.10306°E / 50.55250°N 3.12861 (B-52 Douai/Dechy) (approximately) B-53/AAF-182 Merville, France Located: 50°37′01″N 002°38′27″E / 50.61694°N
2.64083°E / 50.61694; 2.64083 (B-53/AAF-182 Merville) Runway 1: 5280x160 CON (04/22) Runway 2: 5280x160 CON (14/32) B-54 Achiet, France Located: 50°06′19″N 002°47′04″E / 50.10528°N 2.78444 (B-54 Achiet) Runway 1: 3960x150 CON (11/29) Runway 2: 4950x250 ASP (03/21) Use: RAF ALG, Used by USAAF 313th
Troop Carrier Group, 28 February – 4 August 1945 B-55 Courtrai/Wevelghem, Belgium Now: Internationale luchthaven Kortrijk-Wevelghem, Docated: 50°54′03″N 004°20′09″E / 50.90083°N 4.33583°E / 50.90083°N 4.33580°E / 50.90080°E / 50.9
 4.33583 (B-56 Brussels/Evere) B-57 Lille/Wambrechies, France Located: 50°54′26″N 003°04′33″E / 50.68722°N 3.07583 (B-57 Lille/Wambrechies) B-58 Brussels/Melsbroek, Belgium Located: 50°54′26″N 004°29′33″E / 50.90722°N 4.49250°E / 
 Located: 50°49′25″N 002°50′01″E / 50.82361°N 2.83361 °E / 50.82361°N 2.83361 °E / 50.82361; 2.83361 (B-59 Ypres/Vlamertinghe) B-60 Grimberghen, Belgium Located: 51°01′36″N 003°41′22″E / 51.02667°N 3.68944°E / 51.02667; 3.68944°E / 51.02667; 3.68944°E / 50.94889; 4.39194 °E / 50.94889; 4.39194 °E / 50.82361°N 003°41′22″E / 51.02667°N 3.68944°E / 50.94889; 4.39194 °E / 50.94889; 4.39194 °E
(B-61 Saint Denis/Westrem) B-62 (Re-designated as A-92 Sint-Truiden) B-63 Bruges/St. Croix, Belgium Located: 51°02′51″N 003°15′05″E / 51.21417°N 3.25139°E / 51.21417°N 3.25139°E / 51.20194°N 5.06444°E / 51.00194°N 5.06448°E / 51.
Diest/Schaffen) (approximately) B-65 Maldegem, Belgium Located: 51°11′53″N 003°28′41″E / 51.19806°N 3.47806 (B-65 Maldegem) B-66 Blakenberg, Belgium Located: 51°07′30″N 003°27′14″E / 51.12500°N
3.45389°E / 51.12500; 3.45389 (B-67 Ursel) (now a Belgian Air Force reserve base) (ICAO code EBUR) B-68 (Re-designated as A-89 Le Culot) B-69 Meerbeke, Belgium Located: 50°49′25″N 004°02′26″E / 50.82361°N 4.04056°E / 50.82361°N 4.04056°E / 50.82361; 4.04056 (B-69 Meerbeke) (approximately) B-70 Antwerp/Deurne, Belgium Now: Antwerp International Airport
 Located: 51°11′24″N 004°27′41″E / 51.19000°N 4.46139°E / 51.19000; 4.46139°E / 51.19000; 4.46139°E / 51.19000; 4.46139°E / 51.08944°N 2.65611 (B-71 Coxyde) B-72 (Re-designated as A-75 Cambrai/Epinoy) B-73 Moorseele, Belgium Located: 50°51′06″N 003°08′54″E / 50.85167°N 3.14833°E
 / 50.85167; 3.14833 (B-73 Moorseele) B-74 (Re-designated as A-83 Denain/Prouvy) B-75 Nivelles, Belgium Located: 51°10′01″N 005°28′03″E / 51.16694°N 5.46750°E / 51.16694; 5.46750 (B-76 Peer) B-77 Gilze/Rijen,
 Netherlands Located: 51°33′50″N 004°56′18″E / 51.56389°N 4.93833°E / 51.45111°N 5.37472°E /
 4.34194°E / 51.44861; 4.34194 (B-79 Woensdrecht) B-80 Volkel, Netherlands Located: 51°39′27″N 005°42′22″E / 51.65750; 5.70611 (B-80 Volkel) B-81 Le Madrillet, France 49°23′11″N 001°04′15″E / 49.38639°N 1.07083°E / 49.38639°N 1.07080°E / 49.38630°N 1.07080°N 1.07080°N 1.07080°N 1.07080°N 1.07080°N 1.07080°N 1.07080°N 1.0
du-Rouvray near Rouen B-82 Grave, Netherlands Located: 51°45′32″N 005°44′18″E / 51.75889°N 5.73833°E / 51.75889°N 5.73883°E / 51.75889°N 5.73889°E / 51.75889°E 
51.517°N 5.850°E / 51.517; 5.850 (B-84 Rips) B-85 Schijndel, Netherlands Located: 51°36′N 005°39′04″E / 51.47806°N 5.65111°E / 51.47806°N 5.65111°E / 51.47806; 5.65111 (B-86 Helmond) (approximately) B-87 Rosieres-en-Santerre, France
Located: 49°48′17″N 002°44′45″E / 49.80472°N 2.74583°E / 49.80472°N 2.74583°E / 49.80472°N 2.74583°E / 49.80472°N 005°31′34″E / 51.73306°N 5.52611°E / 49.80472°N 2.74583°E / 49.80472°N 2.74582°E / 49.80472°
51.73306; 5.52611 (B-88 Heesch) (approximately) B-90 Kleine Brogel, (approximately) B-90 Kleine Brogel
Base Kleine Brogel B-91 Kluis, Netherlands Located: 51°47′07″N 005°52′51″E / 51.78528°N 5.88083 (B-92 Abbeville/Drucat, France Located: 50°08′30″N 001°49′51″E / 50.14167°N 1.83083°E / 50.14167°N 1.83080°E /
Carrier Group, 13 March - 19 May 1945 B-93 Valkenburg aan de Geul, Netherlands Located: 50°51′56″N 005°49′55″E / 50.86556°N 5.83194°E / 52.24250°N 6.04694°E / 52.24250; 6.04694 (B-95 Teuge) B-97
Amsterdam/Schiphol, Netherlands (IATA code AMS; ICAO code EHAM) Located: 52°18′56″N 004°45′34″E / 52.31556°N 4.75944°E / 52.31556°N 4.75944°E / 52.31556°N 4.75944 (B-97 Amsterdam/Schiphol) B-100 Goch, Germany Later: RAF Laarbruch Located: 51°36′08″N 006°08′31″E / 51.60222°N 6.14194°E / 51.60222; 6.14194 (B-100 Goch) B-101 Nordhorn, Germany Later: RAF Laarbruch Located: 51°36′08″N 006°08′31″E / 51.60222°N 6.14194°E / 51.60222; 6.14194 (B-100 Goch) B-101 Nordhorn, Germany Later: RAF Laarbruch Located: 51°36′08″N 006°08′31″E / 51.60222°N 6.14194°E / 51.60220°N 6.14194°E 
Located: 52°25′47″N 007°04′25″E / 52.42972°N 7.07361 °E / 52.42972°N 7.07361 °E / 52.42972°N 7.07361 °E / 52.42972°N 7.07361 °E / 52.43417°N 7.40250°E / 52.4341
7.40250 (B-103 Plantlünne) (approximately) Later: RAF Plantlünne 1945 B-104 Damme, Germany Located: 52°29′25″N 008°11′16″E / 52.49028°N 8.18778°E / 52.49028°N 8.18778°E / 52.57833°N 7.49528°E / 52.57830°N 7.49528°E / 52.57880°N 7.49528°E / 52.57880°N 7
7.49528 (B-105 Drope) (approximately) B-106 Twente/Enschede, Netherlands Located: 52°16′30″N 006°53′11″E / 52.27500°N 6.88639°E / 52.27500°N 6.88639°E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583; 7.32417 (B-107 Lingen) (approximately) B-108 Rheine, Germany Located: 52°31′33″N 007°19′27″E / 52.52583°N 7.32417°E / 52.52583°N 7.32417
 Located: 52°17′31″N 007°29′09″E / 52.29194°N 7.48583°E / 52.29194°N 7.48583°E / 52.29194°N 7.48583°E / 52.29194°N 7.48583°E / 52.37750°N 7.91194°E / 52.66306°N 7.92472°E / 52.66306°N 
52.37750; 7.91194 (B-110 Achmer) B-111 Ahlhorn, Germany became Fliegerhorst Ahlhorn (ICAO code EDNA) closed early 1990s Located: 52°53′19″N 008°13′56″E / 52.88861°N 8.23222°E / 52.88861; 8.23222 (B-111 Ahlhorn) B-112 Hopsten, Germany became Fliegerhorst Hopsten (ICAO EDNP-later ETNP) Located: 52°17′31″N 007°29′09″E /
52.29194°N 7.48583°E / 52.29194; 7.48583 (B-112 Hopsten) B-113 Varrelbusch, Germany Located: 52°54′30″N 008°02′35″E / 52.90833°N 8.04306°E / 52.58528°N 8.34083°E / 52.58528; 8.34083 (B-114 Diepholz) B-115 Melle, Germany Located: 52°54′30″N 008°02′35″E / 52.90833°N 8.04306°E / 52.58528°N 8.34083°E / 52.58528°N 8.34083 (B-114 Diepholz) B-115 Melle, Germany Located: 52°54′30″N 008°02′35″E / 52.90833°N 8.04306°E / 52.58528°N 8.34083°E / 52.58528°N 8.34080°N 8.34080°N 8.34080°N 8.34080°N 8.34080°N 8.34080°N 8.34080°N 8.34080°N 
52°11′59″N 008°20′06″E / 52.19972°N 8.33500°E / 52.19972°N 8.33500°E / 52.19972; 8.33500 (B-115 Melle) (approximately) B-116 Wunstorf, Germany Located: 52°27′17″N 009°25′44″E / 52.45472°N 9.42889°E / 52.454
Celle, Germany Located: 52°35′59″N 010°01′37″E / 52.59972°N 10.02694°E / 52.59972°N 10.02694°E / 52.59972°N 10.02694°E / 50.86583°N 7.14278°E / 50.86580°N 7.142
Germany Located: 52°27′42″N 009°41′12″E / 52.46167°N 9.68667°E / 52.46167; 9.68667 (B-120 Hanover/Langenhagen) B-150 Hustedt, Germany Located: 52°53′46″N 009°05′46″E / 52.89611°N 9.09611°E / 52.89611°N 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611; 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611; 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611; 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611; 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611; 9.09611 (B-150 Hustedt) (approximately) B-151 Bückeburg, Germany Located: 52°16′41″N 009°04′49″E / 52.27806°N 9.08028°E / 52.89611°N 9.09611°N 9
52.27806; 9.08028 (B-151 Bückeburg) B-152 Fassberg, Germany Located: 52^{\circ}55'09''N 010^{\circ}10'59''E / 52.91917^{\circ}N 10.18306^{\circ}E / 52.20806^{\circ}N 8.80444^{\circ}E / 52.20806; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.80440; 8.8040; 8.80440; 8.80440; 8.80440; 8.8040; 8.80440; 8.8040
Located: 53°08′50″N 009°47′41″E / 53.14722°N 9.79472°E / 53.14722°N 
010°24′31″E / 53.24722°N 10.40861°E / 53.24722; 10.40861 (B-156 Luneburg) (approximately) B-157 Werl, Germany Located: 51°33′30″N 007°54′36″E / 51.55833°N 7.91000 (B-157 Werl) (approximately) B-158 Lübeck, Germany Located: 53°48′18″N 010°43′07″E / 53.80500°N 10.71861°E / 53.80500; 10.71861 (B-158 Lübeck)
B-159 Mahlen, Germany (Undetermined) B-160 Copenhagen/Kastrup, Denmark Located: 53°37′13″N 012°38′57″E / 53.59222°N 9.47250°E / 53.59222; 9.47250 (B-162 Stade) (approximately) B-163 Dortmund,
Germany Located: 51°32′27″N 007°33′30″E / 51.54083°N 7.55833°E / 51.54083°N 7.55833°E / 51.54083°N 7.55833°E / 54.45944°N 9.51639°E / 54.45944°N 9.51680°E / 54.45948°N 9.51680°E / 54.45948°E / 54.45948°E / 54.45948°E / 54.45948°E
Germany Located: 54°46′25″N 009°22′36″E / 54.77361°N 9.37667°E / 54.77361°N 9.37667°E / 54.77361°N 9.37667°E / 54.37944°N 10.14417°E / 53.63028°N 9.99083°E / 54.37944°N 10.14417°E / 54.37948°N 10.14
53.63028; 9.99083 (B-168 Hamburg/Fuhlsbuttel) B-170 Westerland, Germany Located: 54^{\circ}54^{\circ}51^{\circ}N 008°20′27″E / 54.91417^{\circ}N 8.34083°E / 54.91477^{\circ}N 8.34083°E / 54.91477^{\circ}N 8.34083°E / 54.9147^{\circ}N 8.34083°E / 54.914
009°42′21″E / 53.64722°N 9.70583°E / 53.64722; 9.70583 (B-174 Uetersen) See also World War II portal ALG Wormhout References War Diary 16th Airfield Construction Group August 1945 War Diary 16th Airfield Construction Group August 1
c d e f g h i j k l m n o p q r s t u v w x y z aa ab ac ad ae af ag ah ai aj ak al am an ao ap aq ar as at au av aw ax ay az ba bb bc bd be bf bg bh bi bj bk bl bm bn bo bp bq br bs bt bu bv bw bx by bz ca cb cc cd ce cf cg ch ci cj ck cl cm cn co cp cq cr cs ct cu cv cw cx cy cz da db dc dd de df dg dh di dj dk dl dm dn do dp dq dr ds dt du dv dw dx dy dz ea
eb ec ed ee ef eg eh ei ej ek el em en eo ep eq er es et eu ev ew ex ey ez fa fb fc fd fe ff fg fh fi fj fk fl fm fn fo fp fq fr fs ft fu fv fw fx fy fz ga gb gc gd ge gf gg gh gi gj gk gl gm gn go gp gq gr gs gt gu gv gw gx gy gz ha hb hc hd he hf hg hh hi hj hk hl hm hn ho hp hq hr hs ht hu hv hw hx hy hz ia ib ic id ie if ig ih ii ji ki li m in io ip iq ir is it iu iv iw ix iy
iz ja jb jc jd je jf jg jh ji jj jk jl jm jn jo jp jq jr js jt ju jv jw jx jy jz ka kb kc kd ke kf kg kh ki kj kk The Air Forces Engineer. Army Air Forces Engineer Command, MTO (Prov). Multiple editions. 1943–1945 (Pamphlet from USAFHRA) a b c d ef g h i j k l m n o p q r s t u v w x y z aa ab ac ad ae af ag ah ai aj ak al am
an ao ap ag ar as at au av aw ax ay az ba bb bc bd be bf bg bh bi bj bk bl bm bn bo bp bg br bs bt bu bv bw bx by bz ca cb cc cd ce cf cg ch ci cj ck cl cm cn co cp cg cr cs ct cu cv cw cx cy cz da db dc dd de df dg dh di dj dk dl dm dn do dp dg dr ds dt du dv dw dx dy dz ea eb ec ed ee ef eg eh ei ej ek el em en eo ep eg er es et eu ev ew ex ey ez fa fb fc
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