

**BY ORDER OF THE COMMANDER
UNITED STATES AIR FORCES IN
EUROPE – AIR FORCES AFRICA**

**UNITED STATES AIR FORCES IN
EUROPE-AIR FORCES AFRICA
INSTRUCTION 11-205**



31 AUGUST 2026

Flying Operations

***ALTITUDE RESERVATION
PROCEDURES***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD)11-2, *Aircrew Operations* and is compliant with FAA Order 7610.14A, *Non-Sensitive Procedures and Requirements for Special Operations*. It establishes guidance and procedures for requesting and coordinating altitude reservations (ALTRVs) in the Atlantic, European, African, and Mediterranean theaters. It applies to all Department of Defense (DoD) units including United States Air Force Reserve Command (AFRC) and Air National Guard (ANG) units for planning and execution of the altitude reservation concept of flight operations. It does not apply to United States Space Force (USSF). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*; route DAF Form 847 from the field through the appropriate functional's chain of command. Submit requests for waivers through the chain of command to the publication Office of Primary Responsibility for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force. This publication may not be supplemented.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Changes include but not limited to: reformatted entire regulation, updated outdated regulations, grammatical fixes, updated EUCARF contact information, added project officer responsibilities, added procedures and examples for branch routes and support ALTRVs, and added an index.

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Chapter 1

GENERAL INFORMATION

1.1. General. The European Central Altitude Reservation Facility (EUCARF), located at Ramstein Air Base, Germany, is designated as the single DoD point of contact for coordinating altitude reservation requests within the following geographical areas: Europe, Africa, the Mediterranean, Reykjavik, Santa Maria, and Shanwick oceanic areas. EUCARF is a coordinating agency only, having no jurisdiction over the airspace concerned. EUCARF is under the functional control and guidance of the Chief, Operational Support Division (HQ USAFE-AFAFRICA/A3A). EUCARF does not have the capability to process classified missions, all missions must be unclassified prior to being submitted to EUCARF. Apply provisions of this publication with due consideration for the total civil and military requirement throughout the navigable airspace

1.2. EUCARF Information.

1.2.1. Hours of Operation. EUCARF hours are 0700—2100 Central European Time, Monday through Friday excluding United States holidays.

1.2.2. After-Hours Procedures. For urgent mission support (i.e. real-time amendments to approved missions or new missions with a mission priority of Class 1-4) outside operating hours, contact the USAFE-AFAFRICA Command Center, Ramstein AB, DSN: 314-480-8200, or Commercial: 49-(0)6371-47-8200 and ask for the EUCARF On-Call controller. **Note:** Due to individual host nation duty hours and holidays, some changes or requests may not be approved, especially on weekends or holidays.

1.2.3. Filing. Filing ALTRV APREQs with EUCARF may be accomplished by:

1.2.3.1. E-mail: EUCARF@us.af.mil (preferred method).

1.2.3.2. Telephone: (DSN) 314-480-7065; (Commercial) +49-(0)6371-47-7065

1.2.4. Resources. You can access further EUCARF resources on our SharePoint™ at: <https://usaf.dps.mil/sites/ua-a3/eucarf/SitePages/EUCARF.aspx>

Chapter 2

RESPONSIBILITIES

2.1. Flying Units and Project Officers Will:

2.1.1. File ALTRV APREQs according to the policies and format in this publication. Ensure host nation routing policies are adhered to prior to submitting an ALTRV APREQ to EUCARF.

2.1.2. Designate a primary and alternate project officer as the point of contact for coordinating ALTRVs. All coordination regarding the mission will only be done through the appointed project officers.

2.1.2.1. Project Officers must be readily available to coordinate for their mission(s). Failure to do so will result in disapproval. EUCARF will ONLY coordinate with the Project Officer or their designated alternate.

2.1.3. Ensure that a conflict does not exist between two or more ALTRVs originating from the same organization or headquarters.

2.1.4. Coordinate with EUCARF, by phone, if a major change occurs that does not meet the required lead-times, immediately followed by submitting the requested change in writing.

2.1.5. Request the minimum amount of airspace consistent with safety and accomplishment of mission objectives.

2.1.6. Ensure approval to transit prohibited, restricted, and danger areas or other special use airspace, has been obtained.

2.1.7. Ensure that appropriate overflight and diplomatic clearances have been obtained IAW the appropriate Foreign Clearance Guide. **Note:** Requesting an ALTRV does not eliminate the responsibility to obtain diplomatic clearances or file flight plans. Failure to follow guidelines in the Foreign Clearance Guide may result in disapproval of your flight. EUCARF does not coordinate diplomatic clearances.

2.1.8. Notify EUCARF immediately if mission fails to depart within the approved ALTRV Altitude Reservation Approval Void for Aircraft Not Airborne By (AVANA), mission aborts, or if changes are made to call signs or number of aircraft involved.

2.1.8.1. EUCARF requires written requests (new APREQ submission) for changes to an ALTRV. Changes to an approved ALTRV cancels the ALTRV and restarts the coordination process.

2.1.9. Ensure that competent military authority has indicated acceptance of responsibilities for separation between aircraft when less than current International Civil Aviation Organization (ICAO) separation standards are employed.

2.1.10. If a classified APREQ is necessary for mission security, the mission name, route, altitude, and timing must be declassified in order to complete coordination with host nation authorities. EUCARF cannot accept any APREQs via encrypt for transmission only (EFTO). **Note:** Contact EUCARF for additional assistance with classified missions.

2.1.11. Disseminate ALTRV APVLs to all supported/supporting units.

2.2. EUCARF Will:

2.2.1. Review all ALTRV APREQs to ensure completeness, and compliance with host nation routing and lead time policies.

2.2.2. Resolve, through coordination with mission planners or ATC facilities, conflicts between altitude reservations.

2.2.3. nation air traffic control (ATC) agencies.

2.2.4. Ensure messages are declassified prior to submission for host nation approval. EUCARF cannot coordinate classified or any EFTO APREQs with host nation air traffic authorities. **Note:** Contact EUCARF for assistance with classified missions.

2.2.5. Send final approval (APVL) one duty day prior to the mission's departure date and will include additional instructions from the effected countries, i.e., formation size restrictions, frequency information, reporting instructions.

2.2.5.1. APVL messages must not be altered in any way. EUCARF will disseminate final APVLs to the primary and alternate project officers.

2.2.6. Disseminate ALTRV cancellations, mission abort notices, or delay messages to affected agencies.

2.2.7. EUCARF has the authority to coordinate directly with host nation authorities or intermediary agencies as necessary to facilitate and process ALTRVs.

Chapter 3

PROCEDURES

3.1. When to Request an Altitude Reservation (ALTRV): A number of aircraft must be moved with less separation between aircraft than is allowed by standard ATC criteria.

3.1.1. A number of aircraft must operate within prescribed altitudes, timing or areas.

3.1.2. Aircraft require aerial refueling not in an established refueling corridor or track.

3.1.3. Required for special missions, which cannot be accommodated within the normal framework of the ATC system.

3.1.4. All Joint Chiefs of Staff (JCS), Air Force level, or high priority missions that may require extensive ATC support.

3.1.5. An ALTRV is not necessary for operations that are normally conducted in airspace expressly designated for a special activity (i.e. restricted areas, published fixed refueling anchors, etc.). However, in accordance with standing operational agreements, requests for the Cyprus, Greece, Italy, Malta refueling corridors, and UK REFUEL TRACKS shall be coordinated through EUCARF.

3.1.6. ALTRVs **will not** be requested if the mission involved can be otherwise accommodated according to normal flight planning and ATC procedures.

3.2. Submitting ALTRV Approval Requests (APREQs).

3.2.1. Submit ALTRV APREQs to EUCARF for processing according to lead time requirements and filing procedures in this publication for all missions originating from, transiting, or terminating in the EUCARF AOR.

3.2.1.1. If the mission originates, transits, or terminates in the FAA Central Altitude Reservation Function's (CARF) area, include FAA CARF, Warrenton, VA as an addressee; 7-AWA-CARF@faa.gov.

3.2.1.2. If the mission originates in Canadian airspace, include either Airspace Reservation Unit East (ARE), ARE Gander NF CN; atlareqx@navcanada.ca or Airspace Reservation Unit West (ARW), ARW Edmonton CN; yegga_arw@navcanada.ca as an addressee.

3.2.2. When ALTRV (APREQs) are submitted to EUCARF, EUCARF will inform the project officers of the conflict and recommend solutions. Normally, when resolving a conflict, missions with higher precedence will be afforded priority over lower classification missions. Additionally, EUCARF may negotiate mutually acceptable changes in times, routings, or altitudes. If these recommendations are unacceptable, it will become the responsibility of the project officers to resolve the conflict and resubmit their request to EUCARF for processing.

3.2.3. To allow EUCARF sufficient time to process requests, de-conflict missions, and submit APREQs to host nation air traffic authorities within established lead times, all requests should be submitted to EUCARF no later than 7 duty days prior to the requested departure date (8 duty days for missions requesting use of the Greek corridors). Short notice requests (Greece will not accept short notice requests) will be evaluated on a case-by-case basis and will be dependent upon individual country lead time requirements and mission precedence level.

Note: Individual country lead time requirements are established by Letters of Agreement and Memorandums of Understanding between EUCARF and host nation ATC authorities. Contact EUCARF for specific country lead time requirements.

3.2.4. A 2-hour AVANA will normally be assigned to accommodate last-minute maintenance or weather delays. Requests for AVANA extensions will be handled on a case-by-case basis and are dependent on the countries affected.

3.2.5. If mission delays beyond the approved timeframes are anticipated, rescheduling should be based on 24-hour increments added to the original estimated time of departure (ETD). This will enable EUCARF to ensure ALTRVs are appropriately separated and allow adequate time for all host nation authorities to issue NOTAMs and/or notify affected ATC agencies. Indefinite delays on ALTRV APREQs are not authorized. Missions may request 2 delays to their original APREQ. Missions that delay more than twice must submit a new request and ensure they meet all affected country lead times.

3.2.6. An approved ALTRV is an ATC clearance and must be complied with. Departure and arrival instructions may vary due to the existing traffic conditions. **Note:** The ALTRV cannot be substituted for the route of flight in the ICAO flight plan. The complete route of flight must be included in DD Form 1801, item 15 or ICAO Flight Plan. The ALTRV can be included in item 18, Other Information, by stating, “via approved ALTRV from (start ALTRV point) until (end ALTRV point)”.

3.2.7. When aircraft are unable to depart with the main ALTRV, an “ALPHA” mission may be requested with only a 24-hour notice. ALPHA missions are defined as derivatives of the primary mission and as such utilize same call signs, points of origin, routes, altitudes, and destinations as coordinated in the original mission. ALPHA missions will have delay capability, depending on the affected countries the mission will fly through.

3.2.7.1. Derivatives of primary missions that do not meet the criteria of an ALPHA shall be identified as “BRAVO”, “CHARLIE”, etc., and on a case-by-case basis may be requested with only a 24-hour notice depending on the affected countries the mission will fly through.

3.3. Aircraft Order of Precedence (Priority). Designed to facilitate the handling of airspace user requirements. Mission requests received by EUCARF that do not indicate mission priority, will be assumed to be Class Eight and processed as such. The military organization requesting an ALTRV will assign the appropriate order of precedence class number IAW the below classes:

3.3.1. Class One—Aircraft implementing peacetime national emergency plans as well as missile activities authorized by approved and pre-coordinated procedures or letters of agreement. ALTRV APREQ should be filed as far ahead of departure/estimated time of launch as practicable.

3.3.2. Class Two—Aircraft engaged in search and rescue operations. ALTRV APREQ should be filed as far ahead of takeoff as practicable.

3.3.3. Class Three—Aircraft engaged in emergency air evacuation, hurricane operations, WX RECON or other operations involving the safety of lives or property, (i.e., use of airlift forces as directed by appropriate authority in support of domestic crises). ALTRV APREQ should be filed as far ahead of takeoff as practicable.

3.3.4. Class Four—Deployments as directed by the JCS in support of an exercise or large-scale mission and fulfilling an unseen requirement. The deployment should be essential to the success of the exercise or mission. ALTRV APREQ should be filed as far ahead of departure as practicable.

3.3.5. Class Five—Aircraft engaged in important peacetime service, joint or unified/specified command exercises or missions. Notification of application of this priority must be received from the appropriate military headquarters. ALTRV APREQ must be filed at least 15 days before proposed takeoff (or less with EUCARF approval).

3.3.6. Class Six—Aircraft engaged in a large-scale mission directed by a major command headquarters. ALTRV APREQ must be filed at least 10 days before proposed takeoff.

3.3.7. Class Seven—Aircraft engaged in evaluation type operations or overseas deployment.

3.3.8. Class Eight—Aircraft engaged in missions directed by specified air forces or commands, aircraft engaged in other training exercises, and all other aircraft requesting ALTRVs. Note: If a mission is directed by JCS or higher, it will be indicated in Item G of the ALTRV APREQ and will carry a higher priority than other missions with the same classification.

Chapter 4

FORMATTING

4.1. Moving ALTRVs. Units requesting moving ALTRVs will prepare APREQs, and forward to EUCARF, in the following format. (See Attachments **1** and **2** for examples, contents and abbreviations.) **Note:** The example formats are required for use in submitting ALTRV requests to EUCARF only and shall not be used when filing the DD Form 1801, DoD International Flight Plan, or ICAO Flight Plan, which must use standard ICAO format according to General Planning, DoD Flight Information Publication, Chapter 4.

4.1.1. Subject Line- State “ALTRV APREQ or ALTRV AMENDMENT” (as applicable), name of mission and order of precedence (IAW **section 2.9.**).

4.1.2. Item A—Call sign(s). List receiver call signs first, followed by the tanker call signs.

4.1.3. Item B—Number and type(s) of aircraft, including equipment suffix(es).

4.1.4. Item C—Departure airport(s). (ZZZZ may be used for classified departure locations).

4.1.5. Item D—Route and control information for ALTRV portion of the mission to include:

4.1.5.1. Altitude/flight level and point at which ALTRV begins. Include Departure Procedures if appropriate.

4.1.5.2. Elapsed time from departure to the first check point or control point and cumulative elapsed times to each successive point in ALTRV route of flight. Written in four digits which express hours and minutes from the time of departure (not Zulu time).

4.1.5.3. Route of flight defined by fixes, coordinates Latitude (LAT)/Longitude (LONG), or radial/Distance Measuring Equipment (DME) from navigational aids (United States airspace only). Flight Information Region/Upper Information Region (FIR/UIR) boundaries, and border crossings from one nation’s airspace to another must be identified.

4.1.5.4. For climb, descent, expand, and compress actions, indicate where the altitude change will commence and the point where the altitude/flight level (level-off point) will be reached. Shanwick Oceanic Area Center (OAC) requires LAT/LONG level off points. The altitude change follows the point where it commences. EXAMPLE: 5000N 08000W 0331 CLMB FL270 LVLOF BY OMOKO 0346.

4.1.5.5. Branch routes must be included for aircraft departing from the ALTRV in Shanwick, New York and Gander Oceanic airspace (see **section 4.5**). In addition, if aircraft are to join an ALTRV in these areas, they must be on a separate, Support ALTRV (see **section 4.4 & Attachment 4**). **Note:** It is the project officer’s responsibility to coordinate with support agencies in order to plan the support ALTRV and have it submitted to the appropriate agency(s).

4.1.5.6. In addition, include the following when applicable:

4.1.5.6.1. Any special maneuvers within the ALTRV, such as orbits or spacing triangles.

- 4.1.5.6.2. Any enroute changes in mission profile. Example: If the mission changes to stream type formation, specify the Interval Between Aircraft in Stream Formation (IBASF), commencing at the point the change will be affected.
- 4.1.6. Item E—Destination airport (s). (ZZZZ may be used for classified destinations).
- 4.1.7. Item F—Estimated Departure Time (ETD) in coordinated universal time (UTC). If the mission is divided into cells, indicate departure times for each cell. Include an AVANA time for each departure time listed. Cells will normally be spaced 30 minutes apart.
- 4.1.8. Item G—Remarks section. The following items are required:
 - 4.1.8.1. True Airspeeds (air refueling and cruise, if different).
 - 4.1.8.2. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) statement.
 - 4.1.8.3. Minimum Navigation Performance (MNPS) and/or Reduced Vertical Separation Minima (RVSM) equipment information.
 - 4.1.8.4. IFPP (individual flight plan from point) routings to and from ALTRV.
 - 4.1.8.5. Email addresses for all agencies requesting copies of final approval (APVL) message.
 - 4.1.8.6. Name of mission project officer and alternate project officer, duty phone number and after-duty hours point of contact info.
 - 4.1.8.7. Tanker planning officer contact information.
 - 4.1.8.8. Other remarks, as needed.

4.2. Stationary ALTRVs. Units requesting stationary ALTRVs will prepare APREQs. And forward the APREQ to EUCARF in the following format (see [Attachment 3](#) for example):

- 4.2.1. Subject Line- State “STATIONARY ALTRV APREQ (or AMENDMENT) and mission name
- 4.2.2. Item A—Call sign(s) (if applicable).
- 4.2.3. Item B—Number, type and equipment suffix of aircraft (if applicable).
- 4.2.4. Item C—Base of departure (if applicable).
- 4.2.5. Item D—Description and altitude of requested area. Describe either by fix or LAT/LONG, radius if applicable, altitudes and inclusive times for use of the area. Include Branch Route information for aircraft departing the ALTRV in oceanic airspace. Need at least 3 coordinates/fixes.
- 4.2.6. Item E—Destination (if applicable).
- 4.2.7. Item F—Proposed departure time (if applicable).
- 4.2.8. Item G—Remarks section. MARSA, MNPS, and/or RVSM statement (if necessary). Project officer’s name and alternate project officer, duty phone numbers, after-duty hours point of contact, and any other remarks deemed necessary. **Note:** All items, with the exception of Item D, are not required but should be included, if known. A MARSA statement is not necessary for high seas firing operations or ALTRVs involving only one aircraft.

4.3. Support ALTRVs. Support ALTRVs are required only for aircraft joining an ALTRV in Shanwick, New York, or Gander Oceanic Airspaces. Formatting will be the same as referenced in [paragraph 4.2](#) (with the exception of adding “SUPT” in the subject line). See [Attachment 4](#) for example.

4.4. Branch Routes. Branch routes are required for all aircraft departing the ALTRV in Shanwick, New York, and Gander Oceanic airspaces. This will be added into Section D. See [Attachment 5](#) for an example.

4.5. Approval (APVL) Messages. EUCARF’s ALTRV APVL message will be formatted according to paragraphs [4.2](#) through [4.4](#) (as applicable) and sent one duty day prior to the mission’s departure date via email. In the event of an email outage the approval message may be sent via alternate means (scanner, alternate email address, or via verbal means until email is restored).

JAMES MCFARLAND, Brigadier General, USAF
Director of Operations, Strategic Deterrence, and
Nuclear Integration

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFPD11-2, *Aircrew Operations*, 31 January 2019

DoD Flight Information Publication, Chapter 4 - *General Planning*

FAA Order JO 7610.14, *Non-Sensitive Procedures and Requirements for Special Operations*

Prescribed Form

None

Adopted Forms

DAF Form 847, *Recommendation for Change of Product*

DD Form 1801, *International Flight Plan DOD*

Abbreviations and Acronyms

AFTN—Aeronautical Fixed Telecommunications Network

ALTRV—Altitude Reservation

APREQ—Approval Request

APVL—Approval

ARE—Airspace Reservation Unit East (Canada)

ARW—Airspace Reservation Unit West (Canada)

ATC—Air Traffic Control

AVANA—Altitude Reservation Approval Void for Aircraft Not Airborne By

CARF—Central Altitude Reservation Function (United States)

CLMB—Climb

EFTO—Encrypt for Transmission Only

ETD—Estimated Time of Departure

EUCARF—European Central Altitude Reservation Facility

FAA—Federal Aviation Administration

FIR—Flight Information Region

IAW—In Accordance With

IBASF—Interval Between Aircraft in Stream Formation

ICAO—International Civil Aviation Organization

IFPPF—Individual Flight Plan from Point

JCS—Joint Chiefs of Staff

LAT—Latitude

LONG—Longitude

LVLOF—Level Off

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MNPS—Minimum Navigation Performance Specifications

NOTAM—Notice to Air Missions

OAC—Oceanic Area Center

RVSM—Reduced Vertical Separation Minima

UTC—Coordinated Universal Time

Terms

Altitude Reservation (ALTRV)—Airspace of specified dimensions, coordinated in advance with appropriate ATC agencies to facilitate an inflexible concept of air operations. ALTRVs are normally employed when: A) A number of aircraft must be moved with less separation between aircraft than is allowed by standard ATC criteria. B) A number of aircraft must operate within prescribed altitudes, timing or areas. C) Aircraft require aerial refueling not in an established refueling corridor or track. D) Required for special missions, which cannot be accommodated within the normal framework of the ATC system.

Moving Altitude Reservation—ALTRV that advances coincident with flight progress of the mission.

Stationary Altitude Reservation—ALTRV that encompasses air operations in fixed airspace of specified dimensions. Stationary reservations may include flight test of weapons systems (rocket, missile or drone operations), aerial refueling, reconnaissance, aircraft carrier or antisubmarine operations, etc.

Altitude Reservation Approval (ALTRV APVL)—Authorization (by the appropriate authorities) to conduct an air operation within an ALTRV. An ALTRV APVL may include the departure, enroute and arrival phases of flight. In areas of adequate ATC radar coverage (central Europe), the approved ALTRV will receive priority ATC handling for requested times, routes, and altitudes. In areas of no radar coverage, the approved ALTRV will generally be protected by an international Notice to Air Missions (NOTAM). **Note:** Missions enroute to a NOTAM ALTRV will not normally be “cleared” into that airspace by ATC since the airspace is already “reserved” for the mission.

Individual Flight Plan Formation—More than one aircraft operating by prior arrangement on the same route/track as a single aircraft with regard to altitude, navigation, and position reporting, and all aircraft contained within 1 mile of each other.

Cell Formation—A number of aircraft operating on the same route/track within an approved ALTRV, longitudinally contained within 1 minute flying time of each other, laterally contained within route width to be protected, and normally not using more than 3,000 consecutive feet of

altitude. The cell leader will make position reports for the cell formation at each required reporting point.

Stream Formation—A number of aircraft operating on the same route/track within an approved ALTRV that incorporates up to 15 minutes of longitudinal spacing between aircraft, laterally contained within the route width to be protected and normally using 3,000 feet of consecutive altitude. The first and last aircraft in a stream formation will normally make position reports at each required reporting point and will indicate position in the formation.

Individual Flight Plan From this Point (IFPFP)—Filed according to Federal Aviation Administration (FAA) Order or International Civil Aviation Organization (ICAO) directives and annotated in the approved altitude reservation. **Note:** IFPFP routes must be filed on DD Form 1801, DoD International Flight Plan, or ICAO Flight Plan, according to General Planning, DoD Flight Information Publication, [Chapter 4](#).

MOVING ALTRV APREO

Figure A2.1. Sample Moving ALTRV APREQ.

SUBJ: ALTRV APREQ FLYING FAR LEG 01 ALPHA / 4

A. RCVR 95-96 / TNKR 31, 32

B. 2F15E/I / 2K35R/L |

C. EGUN

D. IFFFP TO MAM **FL260B280** 0005 (ALTRV BEGINS) 5337N 00016E 0010 5351N 00004E 0012 (JOIN TNKR 31, 32) 5526N 00152W 0028 5622N 00251W 0037 5715N 00615W 0055 MIMKU 0115 **DSND FL250B270 LVLOF BY MOGLO** 0135 ETARI 0140 5500N 02000W 0205 5430N 02500W 0230 5400N 03000W 0256 5341N 03326W 0314 5330N 03500W 0323 5300N 04000W 0349 5230N 04500W 0416 5224N 04604W 0422 5200N 05000W 0443 TUDEP 0502 JIGGS 0552 YHZ 0622 BRADD 0650 LFV 0711 (DEPT TNKR 31, 32; ALTRV ENDS) IFFFP

E. KGSB (RCVR 95-96) / KPSM (TNKR 31, 32)

F. ETD: 081000Z AUG 2025 ADMIS 20 SEC; AVANA 1200Z

G. TAS: 445KTS. MARSA ALL FLYING FAR LEG 01 ALPHA ACFT. TNKRS MNPS CERT. ALL AIRCRAFT NON-STANDARD FORMATION WITHIN 3 NM. PLEASE ALSO SEND APVL MESSAGE TO: NAMEOFOUREMAIL@BRANCH.MIL

IFFFP TO ALTRV:

(RCVR 95-96) REQ FL280 EGUN MAM (JOIN)

(TNKR 31, 32) REQ FL260B270 EGUN MAM245023 MAM295038 MAM088042 MAM (JOIN)

IFFFP FROM ALTRV:

(RCVR 95-96) REQ FL270 LFV HTO RIFLE EMJAY SWL SAWED ORF EEGEL KGSB (LAND)

(TNKR 31, 32) REQ FL290 LFV KPSM (LAND)

PRIMARY PROJECT OFFICER: RANK/NAME
DSN: (NUMBER), COMM: (COUNTRY CODE + NUMBER)
CELL: (COUNTRY CODE + NUMBER)
EMAIL: YOUREMAIL@BRANCH.MIL

ALTERNATE PROJECT OFFICER: RANK/NAME
DSN: (NUMBER), COMM: (COUNTRY CODE + NUMBER)
CELL: (COUNTRY CODE + NUMBER)
EMAIL: YOUREMAIL@BRANCH.MIL

Attachment 3

STATIONARY ALTRV APREQ

Figure A3.1. Sample Stationary ALTRV APREQ.

SUBJ: STATIONARY ALTRV APREQ LIGHTNING / 4

A. RCVR 22-23 / TNKR 27

B. 2F18 / 1K35R

C. N/A

D. STATIONARY RESERVATION FL260-FL280 WITHIN AN AREA BNDD BY 6350N01550W 6400N01500W 6431N01400W 6500N01300W 6500N01200W 6310N01200W 6350N01550W FROM 141320 AUG 2025 TO 141550 AUG 2025.

E. N/A

F. N/A

G. TAS: 460KTS. MARSA ALL LIGHTNING STATIONARY ACFT. TNKR MNPS CERT. ALL AIRCRAFT NON-STANDARD FORMATION WITHIN 3 NM. PLEASE ALSO SEND A COPY OF ALTRV APVL TO: THEEMAIL@BRANCH.MIL

PRIMARY PROJECT OFFICER: RANK/NAME
DSN: (NUMBER), COMM: (COUNTRY CODE + NUMBER)
CELL: (COUNTRY CODE + NUMBER)
EMAIL: YOUREMAIL@BRANCH.MIL

ALTERNATE PROJECT OFFICER: [RANK/NAME](#)
DSN: (NUMBER), COMM: (COUNTRY CODE + NUMBER)
CELL: (COUNTRY CODE + NUMBER)
EMAIL: YOUREMAIL@BRANCH.MIL

Attachment 4
SUPPORT ALTRV APREQ

Figure A4.1. Sample Support ALTRV APREQ.

SUBJ: ALTRV APREQ SOARING LEG 1 SUPT / 4

A. TNKR 33-34, 43-44

B. 2K35R/L, 2K35R/L

C. EGUN (TNKR 33-34, 43-44)

D. (PIKIL FL260B270 0125 (START ALTRV) 56N020W 0147 54N030W 0239 52N040W 0338
CLMB FL270B280 LVLOF BY 5224N04604W 0412 D0+10 ORBIT W/I 30NM RADIUS DPRT
ORBIT 0422 (JOIN RCVRS CMN RTE TO LFV 0711, ALTRV ENDS)

E. KDVR (TNKR 33-34, 43-44)

F. ETD (TNKR 33-34): 090900Z AUG 2025; AVANA 1100Z
ETD (TNKR 43-44): 091030Z AUG 2025; AVANA 1230Z

G. TAS: 445 KTAS CRUISE. MARSA ALL SOARING LEG 1 AND SUPPORT ACFT. TANKER
AIRCRAFT ARE MNPS CERTIFIED. IFPPF ROUTING IS FOR INFORMATION ONLY AND IS NOT
AN ATC CLEARANCE OR PART OF THIS ALTRV.

IFPPF TO ALTRV:

(TNKR 33-34, 43-44): REQ FL380 EGUN MAM OTBED Y70 POL UN601 TLA MIMKU SOVED
PIKIL (JOIN)

PRIMARY PROJECT OFFICER: RANK/NAME
DSN: (NUMBER), COMM (NUMBER)
EMAIL: NAME@BRANCH.MIL

ALTERNATE PROJECT OFFICER: RANK/NAME
DSN: (NUMBER), COMM (NUMBER)
EMAIL: NAME@BRANCH.MIL

Attachment 5

BRANCH ROUTE

Figure A5.1. Sample ALTRV APREQ with Branch Route.

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SUBJ: ALTRV APREQ BLUE SKY / 4
A. RCVR 95-96 / TNKR 20 / TNKR 44
B. 2F15E/I / 2K35R/L
C. EGUN
D. IFPPF TO MAM 0005 FL260B280 (JOIN TNKR 44; ALTRV BEGINS) 5337N 00016E 0010
5351N 00004E 0012 (JOIN TNKR 20) 5526N 00152W 0028 5622N 00251W 0037 5715N
00615W 0055 MIMKU 0115 DSND FL250B270 LVLOF BY MOGLO 0135 ETARI 0140 5500N
02000W 0205 5430N 02500W 0230 5400N 03000W 0256 5341N 03326W 0314 (DEPT TNKR
20 VIA BR) 5330N 03500W 0323 5300N 04000W 0349 5230N 04500W 0416 5224N 04604W
0422 5200N 05000W 0443 TUDEP 0502 JIGGS 0552 YHZ 0622 BRADD 0650 LFV 0711 (DEPT
TNKR 44; ALTRV ENDS) IFPPF
//BR (TKNR 20) 5341N03326W 0314 CLMB TO FL270 LVLOF W/I 20NM 55N030W 0331
56N020W 0412 PIKIL 0432 BR ENDS IFPPF
E. KGSB (RCVR) / LROP (TNKR 20) / KPSM (TNKR 44)
F. ETD: 182300Z AUG 2025 ADMIS 20 SEC; AVANA 190100Z AUG 2025
G. TAS: 445KTS. MARSA ALL BLUE SKY ACFT. TNKRS MNPS CERT. ALL AIRCRAFT NON-
STANDARD FORMATION WITHIN 3 NM

IFPPF TO ALTRV:
(RCVR) REQ FL280 EGUN MAM (JOIN ALTRV)
(TNKR 44) REQ FL260B270 EGUN MAM245023 MAM295038 MAM088042 MAM (JOIN ALTRV)
(TNKR 20) REQ FL260B270 EGUN MAM 5337N00016E 5351N00004E (JOIN ALTRV)

IFPPF FROM ALTRV:
(RCVR) REQ FL270 LFV HTO RIFLE EMJAY SWL SAWED ORF EEGEL KGSB (LAND)
(TNKR 20 FROM BR) REQ FL390 PIKIL SOVED MIMKU MAC BELOX L603 DOLAS NAVPI
MAVAS SOGPO TIVUN ESAMA KOMIB SULUS Z650 VEMUT PEPIK BALAP BUDOP LAMIT TOSVI
LROP (LAND)
(TNKR 44) REQ FL290 LFV KPSM (LAND)

PRIMARY PROJECT OFFICER: _____ RANK/NAME
DSN: (NUMBER), COMM (NUMBER)
EMAIL: NAME@BRANCH.MIL

ALTERNATE PROJECT OFFICER: _____ RANK/NAME
DSN: (NUMBER), COMM (NUMBER)
EMAIL: NAME@BRANCH.MIL

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