

**BY ORDER OF THE COMMANDER  
UNITED STATES AIR FORCES IN  
EUROPE (USAFE)**

**UNITED STATES AIR FORCES IN  
EUROPE INSTRUCTION**

**11-205**



**15 NOVEMBER 2016  
Certified Current, 9 May 2019  
Flying Operations**

**ALTITUDE RESERVATION  
PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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(Col Mark L. Mesenbrink)

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It establishes policy and procedures for requesting and coordinating altitude reservations 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. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional's chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

**SUMMARY OF CHANGES**

This document is substantially revised and must be completely reviewed. Paragraphs referenced in this summary are listed as presented in this document. Paragraph 1. Added Africa, corrected

office; Paragraph 2.4. corrected to “However, in accordance with standing operational agreements, requests for the Cyprus, Greece, Italy, Malta refueling corridors, and UK REFUEL TRACKS shall be coordinated thru EUCARF”. ; Paragraph 2.9. incorporated note from 2.9.8. and changed reference FAA Order JO 7610.4 *Special Operations* to FAA Order JO 7610.4T *Special Operations*; Paragraph 2.9.3. added “use of airlift forces as directed by appropriate authority in support of domestic crises”.; Paragraph 2.9.5. reworded; Paragraph 2.10. added (Greece will not accept short notice requests); Paragraph 2.12. removed Note; Paragraph 2.13. removed (2 duty days for France and Italy), changed “one duty day notice” to “24-hour notice”, re-worded last sentence; Paragraph 2.14. re-worded; Paragraph 3.1.2. added “Oceanic Air Control Centers (OACC)”; Paragraph 3.1.7. removed “pilot”; Paragraph 4.1.1. corrected email address; Paragraph 4.1.2. added telephone numbers; Paragraph 4.2.4.4. added expand; Paragraph 4.2.6. increased cell spacing from 15 to 30 minutes; Paragraphs 4.2.7.1 added, “if different”; Paragraph 4.3.4. added “radius” to describe Stationary Altitude Reservations (ALTRVs); Paragraph 4.4. reworded; Paragraph 5 re-moved “regarding new priority 1—4 missions or to resolve real time problems with approved missions only,”, corrected office designation; Attachment 1 corrected publication date; Attachment 2 re-formatted.

**1. General.** The European Central Altitude Reservation Facility (EUCARF), located at Ramstein Air Base, Germany, is designated 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, Command and Control Operations Division (HQ USAFE-AFAFRICA/A3C).

## **2. Policy.**

### **2.1. An ALTRV will normally be requested when:**

2.1.1. Aircraft are required to operate within specified altitudes/flight levels, areas, or time frames with less than prescribed standard separation between aircraft.

2.1.2. It is in the interest of operations security to minimize exposure of sensitive operations and communications related to command and control of forces involved.

**Note:** Coordinate exceptions to reporting procedures that are deemed essential for preserving operations security with EUCARF.

2.2. Altitude reservations will not be requested if the mission involved can be otherwise accommodated according to normal flight planning and air traffic control procedures.

2.3. Apply provisions of this publication with due consideration for the total civil and military requirement throughout the navigable airspace.

2.4. An altitude reservation is not necessary for operations that are normally conducted in airspace expressly designated for a special activity, that is, 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 thru EUCARF.

2.5. Coordinate with EUCARF for all Joint Chiefs of Staff (JCS), Air Force level, or high priority missions that may require extensive ATC support.

2.6. Forward 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. 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](mailto:7-AWA-CARF@faa.gov). If the mission originates in Canadian airspace, include either Airspace Reservation Unit East (ARE), ARE Gander NF CN; [atlareqx@navcanada.ca](mailto:atlareqx@navcanada.ca) or Airspace Reservation Unit West (ARW), ARW Edmonton CN; [YEGGA\\_ARW@navcanada.ca](mailto:YEGGA_ARW@navcanada.ca) as an addressee.

2.7. An approved altitude reservation is an ATC clearance and must be complied with. Departure and arrival instructions may vary due to existing traffic conditions. **Note:** The altitude reservation 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)."

2.8. When ALTRV APREQs submitted to EUCARF conflict with each other, EUCARF will inform the appropriate mission planners 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 requesters concerned to resolve the conflict and resubmit their request to EUCARF for processing.

2.9. The order of precedence is 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 Seven and processed as such. The military organization requesting an altitude reservation will assign the appropriate order of precedence class number in accordance with FAA Order JO 7610.4T *Special Operations*:

2.9.1. 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.

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

2.9.3. 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.

2.9.4. Class Four—Deployments at the direction of 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.

2.9.5. 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 with CARF approval.

2.9.6. Class Six—Aircraft engaged in a large-scale mission directed by a major command headquarters.

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

2.9.8. 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.

2.10. 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.

2.11. 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.

2.12. 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 meet all affected country lead times.

2.13. 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, dependent on the affected countries the mission will fly through.

2.14. 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 dependent on the affected countries the mission will fly through.

### **3. Responsibilities:**

#### **3.1. Flying units requesting ALTRVs will:**

3.1.1. 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.

3.1.2. Designate a primary and alternate project officer as the point of contact for coordinating ALTRVs with local departure control agencies, radar approach controls (RAPCON), air traffic control centers (ARTCC), area control centers (ACC), Oceanic Air Control Centers, and EUCARF.

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

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

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

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

3.1.7. 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.

3.1.8. Notify EUCARF immediately if mission fails to depart within the approved ALTRV AVANA, mission aborts, or if changes are made in call signs or number of aircraft involved.

3.1.9. Ensure that competent military authority has indicated acceptance of responsibilities for separation between aircraft when less than current ICAO separation standards are employed.

3.1.10. 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. If an APREQ is transmitted encrypt for transmission only (EFTO), include the statement "EFTO may be dropped for ATC coordination," in the remarks section of the APREQ. **Note:** Contact EUCARF for additional assistance with classified missions.

### 3.2. **EUCARF will:**

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

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

3.2.3. Coordinate with and solicit approval for military altitude reservations from United States and host nation air traffic control agencies.

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

3.2.5. Forward approved ALTRVs to appropriate agencies at least 1 duty day before departure unless otherwise coordinated. Project Officers shall be notified of disapproved ALTRVs as soon as possible.

3.2.6. Disseminate altitude reservation cancellations, mission abort notices, or delay messages to affected agencies.

3.2.7. Negotiate directly with host nation authorities or intermediary agencies as necessary to facilitate the coordination and processing of altitude reservations.

#### 4. Procedures.

4.1. **Filing.** Filing ALTRV APREQs with EUCARF may be accomplished by:

4.1.1. E-mail: [EUCARF@us.af.mil](mailto:EUCARF@us.af.mil) (preferred method).

4.1.2. Telephone: (DSN) 314-480-7065; (Commercial) +49-(0)6371-47-7065; (VOSIP) 302-480-7065

4.1.3. Fax: (DSN) 314-480-9855; (Commercial) +49-(0)6371-47-9855

4.2. **Moving Reservation Format.** Units requesting ALTRVs will prepare APREQs, indicating mission name and order of precedence in subject of message, 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.

4.2.1. Item A—Call Sign(s).

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

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

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

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

4.2.4.2. 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.

4.2.4.3. 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.

4.2.4.4. 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.

4.2.4.5. Branch routes must be included for aircraft departing from the ALTRV in Shanwick, New York and Gander Oceanic airspace. For further guidance on Branch Routes, refer to FAA Order JO 7610.4T *Special Operations*. In addition, if aircraft are to join an ALTRV in these areas, they must be on a separate support ALTRV. **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.

4.2.4.6. In addition, include the following when applicable:

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

4.2.4.6.2. Any enroute changes in mission profile. **Example:** If the mission changes to stream type formation, specify the IBASF, commencing at the point the change will be effected.

4.2.5. Item E—Destination. (ZZZZ may be used for classified destinations).

4.2.6. 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.

4.2.7. Item G—Remarks section. The following items are required:

4.2.7.1. True Airspeeds (air refueling and cruise, if different).

4.2.7.2. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) statement.

4.2.7.3. Minimum Navigation Performance (MNPS) and/or Reduced Vertical Separation Minima (RVSM) equipment information.

4.2.7.4. IFPPF routings.

4.2.7.5. Email addresses for all agencies requesting copies of final approval (APVL) message.

4.2.7.6. Name of mission project officer and alternate project officer, duty phone number and after-duty hours point of contact info.

4.2.7.7. Tanker planning officer contact information.

4.2.7.8. Other remarks as appropriate.

4.3. **Format for Stationary Reservation.** Units requesting stationary ALTRVs will prepare APREQs indicating mission name and order of precedence in subject of message. Forward the APREQ to EUCARF in the following format:

4.3.1. Item A—Call sign (if applicable).

4.3.2. Item B—Number, type and equipment suffix of aircraft (if applicable).

4.3.3. Item C—Base of departure.

4.3.4. 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.

4.3.5. Item E—Destination

4.3.6. Item F—Proposed departure time (if applicable).

4.3.7. Item G—Remarks section. MARSAs, 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 MARSAs statement is not necessary for high seas firing operations or ALTRVs involving only one aircraft.

4.4. **Format for Approval Messages.** EUCARF's ALTRV APVL message will be according to paragraphs 4.2 and 4.3. Approvals may be faxed in the event of email outage.

**5. Hours of Operation.** EUCARF hours are 0700—2100 Central European Time, Monday through Friday excluding United States holidays. For mission support outside these times 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. Due to individual host nation duty hours and holidays, some changes or requests may not be approved on weekends or holidays.

JOHN K. MCMULLEN  
Commander

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

FAA Order JO 7610.4T *Special Operations*, Dec 10, 2015

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

AFPD 11-2, *Aircrew Operations*, Jan 19, 2012

AFI 11-209, *Aerial Event Policy and Procedures*, May 4, 2006

AFMAN 33-363, *Management of Records*, Mar 1, 2008

***Forms Adopted***

AF Form 847, *Recommendation for Change of Publication*

DD Form 1801, *DoD International Flight Plan*

***Abbreviations***

**ACC**—Area Control Center

**ACFT**—Aircraft

**AFTN**—Aeronautical Fixed Telecommunications Network

**AIRFL**—Air Refuel Or Aerial Refueling

**ALTRV**—Altitude Reservation

**ALTRV APREQ**—Altitude Reservation Approval Request

**ALTRV APVL**—Altitude Reservation Approval

**APREQ**—Approval Request

**APVL**—Approval

**ARCP**—Air Refueling Control Point

**ARE**—Airspace Reservation Unit East (Canada)

**ARTCC**—Air Route Traffic Control Center

**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

**CMPS**—Compress

**DPRT**—Depart

**DSND**—Descend

**EFTO**—Encrypt For Transmission Only  
**ENCAN**—Enter Canadian Airspace  
**ETA**—Estimated Time Of Arrival  
**ETD**—Estimated Time Of Departure  
**EUCARF**—European Central Altitude Reservation Facility  
**EXCAN**—Exit Canadian Airspace  
**FAA**—Federal Aviation Administration  
**FIR**—Flight Information Region  
**IAW**—In Accordance With  
**IBASF**—Interval Between Aircraft In Stream Formation  
**ICAO**—International Civil Aviation Organization  
**IFPP**—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  
**MSN**—Mission  
**NATO**—North Atlantic Treaty Organization  
**NOTAM**—Notice to Airmen  
**OAC**—Oceanic Area Center  
**RAPCON**—Radar Approach Controls  
**RAVEC**—Radar Vectors  
**REQ**—Request  
**RTE**—Route  
**RVSM**—Reduced Vertical Separation Minima  
**TNKR**—Tanker  
**UIR**—Upper Information Region  
**UTC**—Coordinated Universal Time  
**W/I**—Within  
**XPND**—Expand

**Altitude Reservation (ALTRV)**—Airspace of specified dimensions, coordinated in advance with appropriate air traffic control 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 air traffic control (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 air traffic control system.

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

**Stationary 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 Airmen (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 not using more than 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.

**Approval Request (APREQ). ALTRV APREQ**—Altitude Reservation Approval Request.

**Altitude Reservation Approval Void For Aircraft Not Airborne By (AVANA) Coordinated Universal Time. AVANA (UTC)**—ALTRV APVL Void for Aircraft Not Airborne by (time).

**Interval Between Aircraft in Stream Formation**—(IBASF), (normally specified in minutes).

**Individual Flight Plan From this Point (IFFPF). Filed according to Federal Aviation Administration (FAA) Order or International Civil Aviation Organization (ICAO) directives and annotated in the approved altitude reservation. Note: IFFPF 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—.**

**Attachment 2**  
**ALTRV EXAMPLE**

**Figure A2.1. ALTRV Example.**

UNCLAS

SUBJ: ALTRV APREQ CORONET EAST 116 LEG 1/7

A. RETRO 81-82 / GOLD 4 / PETRO 32

Or

A. (CELL 1) RETRO 71-72 / GOLD 4

(CELL 2) RETRO 81-82 / PETRO 32

B. 2F16/I / 1DC10/Z / 1DC10/Z

Or

B. (CELL 1) 2F16/I / 1DC10/Z

(CELL 2) 2F16/I / 1DC10/Z

C. ETAD (RETRO) / ETAR (GOLD) / KWRI (PETRO)

D. IFPPF TO NOR FL260 0008 (ALTRV BEGINS) BGG 0012 YBR 0023 MC6 0031 CSL  
0038 (JOIN GOLD) XPND FL260B270 QM8 0048 LUK 0110 5610N 07000W 0117 5600N  
01000W 0121 5600N 02000W 0227 5500N 03000W 0316 5300N 03500W 0343 5300N  
04000W 0409 CLMB FL260B280 LVLOF BY 5250N 4100W 0415 5100N 04500W 0440  
5100N 05000W 0505 (JOIN PETRO VIA SUPT ALTRV, DPRT GOLD) 5047N 05100W 0511  
ABNEE 0542 YJT 0619 YFC 0651 4525N 06733W 0659 BGR 0709 ALB 0746 CMPS FL280  
LVLOF W/I 10NM HUU 0757 EMI 0818 GVE 0832 GSB 0851 LAND

// BR GOLD 4 5100N 05000W 0505 CLMB FL280 LVLOF W/I 20NM 5000N 05000W 0555  
DENDU 0645 (BR ENDS) IFPPF

E. KGSB

F. ETD: 071100Z MAY 16; AVANA 1200Z

Or

F. ETD: (CELL 1) 07 MAY 2016 1100Z;

(CELL 2) 07 MAY 2016 1130Z; AVANA 1330Z

G. TAS: 470KTS. MARSA ALL CORONET EAST 116 LEG 1 ACFT. TNKRS ARE MNPS  
CERT.

IFPPF TO ALTRV: WITH ALTITUDES, IF APPLICABLE.

IFPPF FROM ALTRV: WITH ALTITUDES, IF APPLICABLE.

SEND APVLS TO: (TANKER SUPPORT UNITS TO INCLUDE POINT OF CONTACT  
WITH EMAIL/ PHONE/FAX NUMBER) ACC AOS MISSION CONTROL CENTER; PO:  
MR. SMITH, DSN 312-111-111, (+1) 757-111-111, FAX: 312-111-1112; EMAIL:  
ACC.AOS.MCC1@US.AF.MIL.