

CHANGE

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

**JO 7610.14
CHG 3**

Air Traffic Organization Policy

Effective Date:
February 20, 2025

SUBJ: Non-Sensitive Procedures and Requirements for Special Operations

- 1. Purpose of This Change.** This change transmits revised pages to Federal Aviation Administration Order JO 7610.14, Non-Sensitive Procedures and Requirements for Special Operations, and the Briefing Guide.
- 2. Audience.** This change applies to all ATO personnel and anyone using ATO directives.
- 3. Where Can I Find This Change?** This change is available on the FAA's Air Traffic Plans and Publications website at http://faa.gov/air_traffic/publications and Orders & Notices website at https://www.faa.gov/regulations_policies/orders_notices/.
- 4. Explanation of Policy Change.** See the Explanation of Changes attachment which has editorial corrections and changes submitted through normal procedures. The Briefing Guide lists only new or modified material, along with background statements.
- 5. Distribution.** This change is distributed electronically to all who subscribe to receive email notifications through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this order. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.
- 6. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 7. Page Control Chart.** See the page control chart attachment.

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Explanation of Changes

Change 3

**Direct questions through appropriate facility/service center office staff
to the Office of Primary Interest (OPI)**

- a. 5-5-11. ATC FACILITY RESPONSIBILITIES**
- 5-6-11. OPERATING PROCEDURES**
- 6-6-1. SCHEDULING**
- 6-6-3. TIE-IN FLIGHT SERVICE STATION**
- 6-9-1. SCHEDULING**
- 6-9-3. TIE-IN FLIGHT SERVICE STATION**
- 6-9-4. MONITOR 255.4 MHZ**

This change to subparagraph 5-5-11i reflects current procedures regarding facilities use of the Special Use Airspace Management System (SAMS) to automatically generate a Notice to Air Missions (NOTAM) for this type of published aerial refueling (AR) routing, which has rendered the requirement to notify tie-in flight service station (FSS) obsolete. Subparagraph 5-5-11j is deleted due to SAMS now generating these NOTAMs. Subparagraph 5-6-11a is changed to more accurately reflect that the tie-in FSS will be notified only of unpublished AR activities by the requesting unit. Subparagraph 5-6-11c is modified to delete obsolete information and clarify the tie-in FSS role with issuing NOTAMs for unpublished AR routes. Subparagraphs 6-6-1b and 6-9-1b are changed to delete obsolete confirmation procedures involving tie-in FSS and replace with confirmation to ATC facility(ies). This change also deletes paragraphs 6-6-3 and 6-9-3 due to obsolete tie-in FSS procedures. In addition, this change deletes subparagraph 5-6-11e and paragraph 6-9-4 due to procedures rendered obsolete because of the discontinued use of 255.4.

b. Editorial Changes

The title of Section 6 in JO 7610.14, Chapter 5, is corrected to “Special Refueling Requirements.”

c. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

**FAA Order 7610.14
Change 3
Page Control Chart
February 20, 2025**

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NOTE–

It is essential that receivers be released to the tanker no later than the ARIP. If ATC cannot release the receivers, additional instructions must be provided immediately. Any delay in releasing the receivers significantly complicates the aerial refueling.

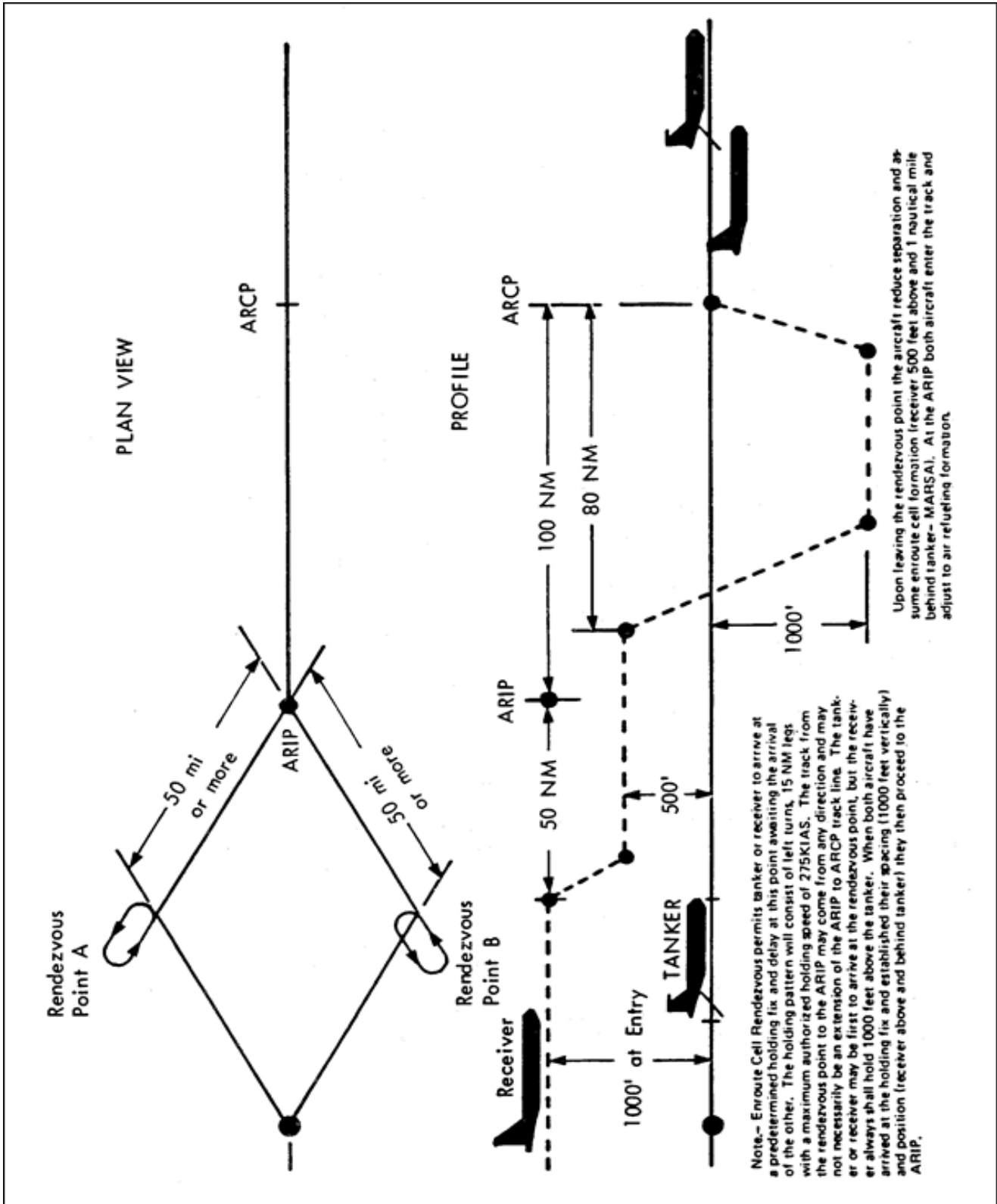
- c. Upon request, receiver or tanker aircraft are provided assistance, to the extent possible, to confirm the other's position.
- d. In the application of vertical separation based on altitude vacating reports, the altitude vacated must not be used until the aircraft has reported reaching the next IFR altitude.
- e. If necessary to assign SODAR aircraft altitude blocks which are outside the vertical limits of the tracks, a vertical separation minimum of 2,000 feet will be maintained between assigned altitude blocks.
- f. An ATC clearance is issued and acknowledged through the tanker aircrew for each aircraft or formation flight:
 - 1. Refueling anchor.
 - 2. Refueling track when exiting prior to/beyond the exit point, or if routing is different from the flight plan route.
- g. An en route altitude assignment is issued for each aircraft or formation flight exiting a refueling track at the flight plan exit point.
- h. Receiver aircraft that have been cleared to conduct air refueling and have departed the ARIP are issued instructions pertaining to the operation of the transponder in accordance with mileage parameters listed in the pertinent paragraphs on Military Aerial Refueling in FAA Order JO 7110.65, Air Traffic Control.
- i. When all or part of the published activity will take place outside of applicable SUA or Class A airspace, provide approval, as appropriate, of the activity through the Special Use Airspace Management System (SAMS), which automatically generates a NOTAM.

5-5-12. COMMUNICATIONS FAILURE

Aircraft experiencing two-way communications failure during the conduct of aerial refueling must continue flight in accordance with the following procedures:

- a. Squawk code 7600 for at least two (2) minutes prior to exiting the track or anchor. After exit, continue squawk in accordance with "Procedures for Two-Way Radio Failure IFR-VFR" set forth in the DoD Flight Information Handbook.
- b. Tanker aircraft which have not received altitude instructions beyond the exit point must exit the track or anchor at the highest altitude specified in the clearance for the refueling portion of the flight and proceed in accordance with "Procedures for Two-Way Radio Failure IFR-VFR" set forth in the DoD Flight Information Handbook.
- c. Receiver aircraft which have not received altitude instructions beyond the exit point must exit the track or anchor at the lowest altitude specified in the clearance for the refueling portion of the flight and proceed in accordance with "Procedures for Two-Way Radio Failure IFR-VFR" as set forth in the DoD Flight Information Handbook.

FIG 5-5-1
En Route Cell Rendezvous for Air Refueling



Section 6. Special Refueling Requirements

5-6-1. PROVISIONS FOR SPECIAL TRACKS/ANCHORS

The U.S. Military and FAA embrace the concept of maximum use of published tracks/anchors. However, in recognition of the requirement for flexibility, the following special provisions are incorporated.

- a. Where published tracks/anchors are inadequate for special mission/sortie, a special track/anchor may be established. Special tracks/anchors must not be published in the DoD FLIP planning document, but may be described in letters of agreement.
- b. Special tracks/anchors may be established for one time use by direct coordination with the appropriate ATC facility.
- c. Special tracks/anchors for other than one time use require approval of the major military command concerned and coordination with the Service Area military representative.

5-6-2. RESPONSIBILITY OF REQUESTING UNIT

Except when special tracks/anchors are requested in accordance with paragraph 5-6-6, Special Exercises, the requesting unit must be responsible for obtaining approval to transit or use:

- a. SUA/ATCAA from the using agency. Assurance must be obtained from the using agency that no other activity is scheduled in the area at same time/altitudes.
- b. A published refueling track or anchor from the assigned scheduling unit.
- c. An MTR entry or exit, including associated tracks, from the designated scheduling unit.

NOTE-

Notification of such approval is not required by FAA.

5-6-3. OPERATIONS WITHIN AN ALTRV

Missions operating in an approved altitude reservation (ALTRV) may conduct aerial refueling operations within the ALTRV airspace. (See Chapter 4.)

5-6-4. OPERATIONS OUTSIDE AN ALTRV

Missions not operating in an ALTRV may conduct aerial refueling operations along special tracks/anchors within airspace approved for use as follows:

- a. Units must submit an approval request directly to the ATC facility concerned at least 12 hours in advance, or as soon as possible, to permit coordination and receipt of approval.
- b. The approval request must specify the following:
 - 1. The portion of the route where refueling operations will be conducted.
 - 2. ARCP patterns or rendezvous points if an En Route Cell Rendezvous is planned.
 - 3. Altitudes requested.
 - 4. Lateral dimensions of the airspace required.
 - 5. Duration of operation.
 - 6. Control times.
 - 7. Any other information deemed necessary or requested.

c. The requirements for establishing special tracks/anchors are not applicable for refueling conducted between aircraft operating as an en route formation.

5-6-5. IN-FLIGHT REQUESTS

The tanker commander is responsible for coordinating all in-flight requests with other aircraft in the refueling operation prior to the submission of such request to ATC. The provisions of MARSAs remain in effect during the execution of approved in-flight vectors unless separation responsibility is specifically assumed by the approving ATC facility. In-flight requests for radar vectors or alternate routes or altitudes to avoid weather or for emergency refueling may be approved only at the request of the tanker commander as follows:

- a. Radar vectors or changes of altitude may be approved at any time.
- b. Nonradar routes may be approved only after the refueling aircraft have passed the ARCP.

5-6-6. SPECIAL EXERCISES

Special tracks/anchors may be established for use during planned exercises to meet a specific mission requirement. This will be accomplished through a letter of agreement with the appropriate ATC facility and requires the approval of the major military command(s) concerned and coordination with the Service Area military representative.

5-6-7. ISSUE NOTAM

NOTAM/Ds must be issued for special tracks/anchors outside Class A airspace so as to define the refueling area as specifically as mission security will allow.

5-6-8. VFR HELICOPTER/TILTROTOR REFUELING OPERATIONS

Headquarters United States Air Force/Navy/Marine Corp/Army have stated a requirement to conduct VFR helicopter in-flight refueling operations at altitudes from 4,000 feet AGL down to 1,000 feet AGL at speeds below 210 knots.

5-6-9. VFR REFUELING TRACK ESTABLISHMENT

a. Military units may request establishment of a VFR helicopter refueling track when a determination has been made:

1. By appropriate military headquarters (major command/type command) that other alternatives have been explored; e.g., use of existing MOAs, restricted areas, or other published refueling tracks.
2. That coordination with the scheduling agencies of other military airspace/routes has been accomplished to develop mutually acceptable conflict resolution criteria/procedures.
3. That the number of tracks must be kept to the absolute minimum required to meet mission requirements.

b. The originator of the track must obtain a route designator for use during coordination from NGA/MCBB, Mail Stop L-27, 3200 South 2nd Street, St. Louis AFS, Missouri 63118, by letter, message (NGA ST. LOUIS AFS MO/MCBB) or telephone (DSN 693-4636 or commercial 314-263-4636) or FAX (DSN 693-4993 or commercial 314-263-4997). The number in the designator provided by NGA will be prefixed by an "X"; e.g., AR X800V, to indicate the number to be used for coordination purposes only. The prefix "X" will be deleted when published in FLIP planning. The suffix "V" has been added to indicate a visual or VFR helicopter refueling track.

c. VFR published refueling tracks must:

1. Be operationally flight evaluated for the entire track to ensure compatibility with VFR obstacle clearance.

2. Be depicted on DoD FLIP AP/1B charts.

NOTE–

Following MAJCOM/TYCOM and FAA approval (reference paragraph 6–4–7, NGA Responsibilities), the Service Area military representative will forward the route description to NGA for publication in FLIP.

3. Be depicted on appropriate aeronautical charts.

NOTE–

The Air Traffic Service Area office in whose area the route originates is responsible for submitting the route description for publication. A charting request must be submitted to the FAA Aeronautical Information Services, Aeronautical Data website at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/.

5–6–10. REFUELING TRACK DEFINITION

a. Track width – In all cases, the refueling track must be of sufficient size to contain all planned activities. Normally, VFR refueling tracks will be 4NM either side of centerline unless otherwise specified.

b. Track length – Normally 50–100 NM.

c. Track alignment – Track alignment criteria must be as follows:

1. Track widths must be designed to permit refueling aircraft to avoid Class B, C, D, airspace and Class E surface based areas below 3,000 feet AGL, scheduled air carrier airports, and high–density general aviation airports.

2. All VFR refueling tracks to be flown at/below 1,500 feet AGL should be designed to permit aircraft flying the track to avoid charted, uncontrolled airports by 3 NM or 1,500 feet. Where it is impracticable to comply with this criteria, procedures must be established to minimize conflict with airport traffic by maintaining liaison with airport owners/operators.

3. Avoid known VFR flyways.

4. Tracks should be aligned to minimize disturbance to people or property on the ground.

5–6–11. OPERATING PROCEDURES

a. The requesting unit must notify the tie-in FSS in advance of any planned unpublished aerial refueling track activity that has been approved by the appropriate ATC facility.

b. Appropriate ATC facilities (en route and terminals), wherein radio and radar coverage exist along the VFR track, must provide radar advisory service (reference FAA Order JO 7110.65, Air Traffic Control) to tanker aircraft.

c. Upon notification of an unpublished aerial refueling track activity, the tie-in FSS must transmit a NOTAM/D in accordance with FAA Order 7930.2, Notice to Air Missions (NOTAM).

d. FSSs must include pertinent VFR refueling activity in pilot briefings in accordance with FAA Order JO 7110.10, Flight Services.

5–6–12. FLIGHT PLAN REQUIREMENTS

a. Pilots departing on IFR clearance en route to a helicopter refueling track are required to file to the fix/radial/distance of their entry/alternate entry point of the track.

b. Pilots transitioning to IFR upon exiting the helicopter refueling track are required to have on file a previously filed IFR flight plan from the appropriate fix/radial/distance of their exit point.

NOTE–

Except in Alaska, composite IFR–VFR–IFR flight plans may be filed with appropriate FSS and BASEOPS. Stereo flight plans could be an advantage in flight planning.

5-6-13. WEATHER MINIMUMS

Operations on VFR refueling tracks must be conducted only when the weather is at or above VFR minimums.

5-6-14. ADHERENCE TO REFUELING TRACK

Pilots operating on VFR refueling tracks must be responsible for remaining within the lateral and vertical confines of the VFR refueling tracks.

5-6-15. FAA COORDINATION

a. Proposals for establishing VFR refueling tracks must be submitted in the format and with the data depicted in FIG 5-4-1 to the appropriate ARTCC/CERAP/HCF with a copy to the appropriate Service Area military representative. In those airspace areas not under the direct jurisdiction of FAA, the theater command headquarters must develop procedures for coordination and approval of proposed tracks and anchors.

b. The ARTCC/CERAP/HCF which received the request for establishment of an aerial refueling track must assume the responsibility for FAA internal coordination as necessary. Following ARTCC/CERAP/HCF comment/concurrence, the originating unit will forward the final proposal to the military major/type command for approval. The military major/type command will forward the proposal to the Service Area military representative for final review, coordination, and publication.

c. The Air Traffic Service Area office must review each proposed VFR helicopter refueling route and coordinate it with other interested FAA Service Area offices. The Service Area review will include a determination that the proposed VFR refueling tracks are consistent with the criteria contained in this part. Terminal ATC facilities will be included in the development of tracks transiting their airspace.

d. Unusual requirements, not in accordance with this criteria, for limited/onetime-use VFR tracks, will be coordinated directly with appropriate military headquarters.

5-6-16. PUBLICATION/SCHEDULING

The military must designate a scheduling activity for each VFR refueling track. (See paragraph 3-2-1, Requirement.)

Section 6. IR Route Use

6-6-1. SCHEDULING

a. Each IR route must have a designated military unit responsible for scheduling all military flights intending to use the IR route. If the designated military unit does not have a continuous point of contact; i.e., a unit subject to deployment or a unit not available during normal work days (ANG unit working Wednesday–Sunday), then an alternate scheduling agency must be designated. All flights on the IR route will be scheduled through the primary or alternate scheduling agency.

b. The scheduling agency must confirm the planned utilization of the route with the appropriate ATC facility(ies) at least 2 hours prior to use, unless otherwise agreed to in an LOA. The scheduling agency must cancel requests as soon as practical when it is determined that the route will not be used.

EXAMPLE-

IR101 0900–1000 2/F–14
0915–1000
SFC B–50 MSL
1000–1100 None
1100–1200 4/F–14
1105–1150
20 MSL–40 MSL

EXAMPLE-

IR102 0900–1000 1/T–38
0902–0944
30 MSL–40 MSL
1000–1100 1/F–14
1000–1015
SFC B–50 MSL
1100–1200 None

c. For special missions such as ORI, IR scheduling may occur well in advance of route use. In such cases, the scheduling unit may require a written confirmation prior to actual route utilization by the using unit.

6-6-2. LETTERS OF AGREEMENT – IR

a. A letter of agreement, when required, must be concluded between the military scheduling activity and the ARTCC/CERAP/HCF in whose area the IR originates. This ARTCC/CERAP/HCF responsibility may be performed by any affected ATC facility if so coordinated and agreed to. The letter of agreement, governing special conditions of use and procedures, must be authorized (signed) by the affected ATC facility air traffic manager and the military representatives of the originating/scheduling activity.

b. Each IR will have a designated military office responsible for scheduling all military flights, regardless of command/service, for use of the IR. IRs must not be used for military training unless scheduled. When the use of an IR is requested by a military user, the military scheduling activity has the responsibility for scheduling the flight and advising the user of the operational procedures contained in the letter of agreement.

6-6-3. ADVISORY AND OPERATIONAL STATUS MESSAGES

When requested by the scheduling activity, ATC may relay advisory/operational messages to participating aircraft.

6-6-4. FLIGHT PLAN REQUIREMENTS

a. All IR operations must be conducted on IFR flight plans or approved altitude reservations.

b. Unless otherwise agreed to, flight plans must be filed in accordance with the following format:

1. The entry fix in terms of fix/radial/distance (FRD), route designator, and exit fix in terms of FRD followed by the balance of the route of flight. The entry and exit fix must be associated with a fix on the route, and the entry fix must be prior to the exit fix on the route.

EXAMPLE-

TNP355020.IR252.PKE107012

2. Routes having re-entries for a single Electronic Scoring Site (ESS) must contain the entry or alternate entry fix in terms of FRD, the route designator followed immediately by a plus sign (+), either the letter “R” (1st ESS) or “S” (2nd ESS), and a digit indicating the number of re-entries.

EXAMPLE-

(FRD) IR240+R2 (FRD)

(FRD) IR240+S3 (FRD)

3. Routes having re-entries for two ESS sites must contain the entry/alternate fix in terms of FRD, the route designator followed immediately by a plus sign (+), the letter “R” and a digit indicating the number of re-entries on the first ESS, immediately followed by a second plus sign (+), the letter “S” and a digit indicating the number of re-entries on the second ESS.

EXAMPLE-

(FRD) IR240+R2+S3 (FRD)

4. ESS routes must be entered and exited at the respective primary fix. Alternate ESS routes must be entered/exited at the alternate entry/exit fix. The routes must be identified by an individual name.

EXAMPLE-

(FRD) IR240+R2 (FRD)

(Primary)

(FRD) IR240A+R2 (FRD)

(Alternate)

5. Remarks.

(a) The remarks portion of a flight plan containing an IR must be consolidated into groups containing the following data if appropriate. Information contained in the route of flight section of the military flight plan need not be repeated in the remarks section.

(1) Group One.

[a] IR designator; e.g., IR101.

[b] The letter “E” and a four-digit time group indicating the entry/alternate entry time.

[c] The letter “X” and a four-digit time group indicating the exit/alternate exit time.

EXAMPLE-

IR101E1617X1815

IR102E1802X1845

(2) Group Two. Any other remarks not contained in Group One may be separated by blank spaces, dashes, or slant bars for the sake of clarity.

(b) Group One remarks must be formatted in consecutive sequence without blank spaces in accordance with the following:

(1) Flight plans where the entire route of flight remains within the ARTCC’s area in which the flight departed:

[a] Clear weather symbol ().

[b] IR designator.

- [c] Group One remarks.
- [d] Group Two remarks if appropriate.

EXAMPLE-

○ IR101E1617X1815
 MARSA . . . (etc.)

(2) Flight plans where the route of flight enters more than one ARTCC's area and an IR is completed before the aircraft exits the ARTCC's area in which the flight departed:

- [a] Overcast weather symbol ().
- [b] IR designator.
- [c] Group One remarks.
- [d] Clear weather symbol ().
- [e] Group Two remarks if appropriate.

EXAMPLE-

○ IR101E1802X18450AR20
 HFAKR1233 . . . (etc.)

(3) Flight plans where the route of flight enters more than one ARTCC's area and an IR is completed after the aircraft has exited the ARTCC's area where the aircraft departed:

- [a] Clear weather symbol ().
- [b] IR designator.
- [c] Group One remarks.
- [d] Group Two remarks if appropriate.

EXAMPLE-

○ IR101E1802X1845
 MARSA . . . (etc.)

(4) Flight plans where the route of flight enters more than one ARTCC's area and an IR is completed after the aircraft has exited the ARTCC's area where the aircraft departed, and the Group Two remarks are concluded before exiting the ARTCC's area in which the flight departed.

- [a] Overcast weather symbol ().
- [b] Group Two remarks.
- [c] Clear weather symbol ().
- [d] IR designator.
- [e] Group One remarks.

EXAMPLE-

⊕ AR20HFAKR1233 ○ IR101E
 1802X1845

6-6-5. IR USE DENIAL

ATC facilities should not deny the use of IRs. ATC delays may be imposed when conditions preclude route usage as scheduled. When delays are anticipated, ATC facilities must advise the pilot/scheduling unit of the expected delay and the reasons for the delay.

6-6-6. ROUTE ADHERENCE

Pilots must be responsible for:

- a. Remaining within the confines of the published route width and altitude.
- b. Obtaining a specific ATC entry clearance from the appropriate ATC facility prior to entering the IR.
- c. Unless otherwise agreed to in a letter of agreement, obtaining an IFR ATC exit clearance prior to exiting the IR.
- d. Adhering to the provisions of 14 CFR section 91.119 (Minimum Safe Altitude, General). Routes may be flown IFR contrary to 14 CFR section 91.177 (Minimum Altitude for IFR Operations) when specifically authorized by the appropriate military authority.

■ 6-6-7. SPEED AUTHORIZATION

Flight must be conducted at the minimum speed compatible with mission requirements. When exiting an MTR below 10,000 feet MSL, the flight must comply with 14 CFR section 91.117 (aircraft speed) or the current authorization granted to DoD. (See Appendix 4, Speed Authorization Granted to DoD).

■ 6-6-8. ENTRY/EXIT PROCEDURES

All IR entries and exits must be accomplished at published entry and exit points, or published alternate entry and exit points, unless the pilot amends/cancels their IFR flight plan.

■ 6-6-9. COMMUNICATION FAILURE

Unless otherwise covered in a letter of agreement, each pilot who has a two-way radio communications failure when operating on an IR (between the entry and exit point) must comply as follows:

- a. VFR Conditions. If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, each pilot must continue the flight VFR and land as soon as practical. (14 CFR section 91.185b/DoD IFR Supplement.)
- b. IFR Conditions. If the failure occurs in IFR conditions, or if subparagraph a above cannot be complied with, each pilot must:
 1. Maintain to the exit/alternate exit point, the higher of the following:
 - (a) The minimum IFR altitude for each of the remaining route segment(s).
 - (b) The highest altitude assigned in the last ATC clearance.
 2. Depart the exit/alternate exit point at the altitude determined in subparagraph 1 above; then climb/descend to the altitude filed in the flight plan for the remainder of the flight.

■ 6-6-10. LOST COMMUNICATIONS TRANSPONDER OPERATIONS

Refer to transponder procedures in the DoD FLIP, the DoD IFR Supplement, and the AIM.

■ 6-6-11. SEPARATION OF PARTICIPATING AIRCRAFT

- a. To the extent practicable, IRs should be established for standard ATC services and approved separation applied between individual aircraft.
- b. If the provisions of subparagraph a above cannot be applied because of mission requirements, crossing routes, or ATC limitations, routes may be designated for MARSAs operations. The procedures for applying MARSAs must be contained in the letter of agreement between the scheduling unit and the appropriate ATC facility. Specific MARSAs operating procedures must be contained in the DoD FLIP AP/1B and AP/3 narrative description of the route.

NOTE-

ATC facilities' sole responsibility concerning the use of MARSAs is to provide approved separation between participating

and nonparticipating aircraft. (See paragraph 2-1-8, Use of Military Authority Assumes Responsibility for Separation of Aircraft (MARSAs)).

c. When MARSAs are provided through route scheduling and circumstances prevent the pilot from entering the route within established time limits, it must be the responsibility of the pilot to inform the ATC facility and advise of their intentions.

Section 9. VR Route Use

6-9-1. SCHEDULING

a. Each VR route must have a designated military unit responsible for scheduling all military flights intending to use the VR route. If the designated military unit does not have a continuous point of contact; i.e., a unit subject to deployment or a unit not available during normal work days (ANG unit working Wednesday–Sunday), then an alternate scheduling agency must be designated. All flights on the VR route will be scheduled through the primary or alternate scheduling agency.

b. The scheduling agency must confirm the planned utilization of the route with the appropriate ATC facility(ies) and, unless otherwise agreed, accomplish this at least 2 hours prior to use. The scheduling agency must cancel requests as soon as practical when it is determined that the route will not be used.

EXAMPLE-

VR101 0900–1000 2/F–14
 0915–1000
 SFC B–50 MSL
 1000–1100 None
 1100–1200 4/F–14
 1105–1150
 20 MSL–40 MSL
 VR102 0900–1000 1/T–38
 0902–0944
 30 MSL–40 MSL
 1000–1100 1/F–14
 1000–1015
 SFC B–50 MSL
 1100–1200 None

6-9-2. COMPLIANCE

It is the responsibility of the scheduling activity to ensure that all VR users are knowledgeable of the respective route procedures. Individual users are responsible for compliance.

6-9-3. FLIGHT PLAN REQUIREMENTS

a. Pilots departing on IFR clearances to fly VRs are required to file to the fix/radial/distance of their entry/alternate entry point of the route.

b. Pilots transitioning to IFR upon exiting the VR are required to have on file a previously filed IFR flight plan from the appropriate fix/radial/ distance of their exit point.

NOTE-

Composite IFR–VFR–IFR flight plans may be filed with the appropriate FSS. Stereotype flight plans could be an advantage to flight planning.

6-9-4. ROUTE ADHERENCE

Pilots of flights on VRs must be responsible for remaining within the lateral and vertical confines of the route.

6-9-5. SPEED AUTHORIZATION

Flights must be conducted at the minimum speed compatible with mission requirements. When exiting an MTR below 10,000 feet MSL, the flight must comply with 14 CFR section 91.117 (aircraft speed) or current authorization issued to DoD. (See Appendix 4, Speed Authorization Granted to DOD).

■ 6-9-6. WEATHER MINIMUMS

Operations on the route must be conducted only when the weather is at or above VFR minima, except that:

- a. Flight visibility must be 5 miles or more; and
- b. Flights must not be conducted below a ceiling of less than 3,000 feet AGL.

■ 6-9-7. TRANSPONDER PROCEDURES

Pilots of aircraft operating on a VR route will adjust their transponder to code 4000 unless otherwise assigned by ATC.

BRIEFING GUIDE



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

FOR OFFICIAL USE ONLY

**Initiated By: AJR-0
Vice President, System Operations Services**

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1. PARAGRAPH NUMBER AND TITLE:

- 5-5-11. ATC FACILITY RESPONSIBILITIES
- 5-6-11. OPERATING PROCEDURES
- 6-6-1. SCHEDULING
- 6-6-3. TIE-IN FLIGHT SERVICE STATION
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- 6-9-4. MONITOR 255.4 MHZ

2. BACKGROUND: Certain duties previously assigned to tie-in flight service stations (FSS) have been realigned through air traffic facility use of the Special Use Airspace Management System (SAMS). This includes the approval of published aerial refueling (AR) routes and subsequent automatic generation of the appropriate Notice to Air Missions (NOTAM). NOTAMs for unpublished AR routes are still issued by the tie-in FSS. Other procedures related to tie-in FSS within the AR and military training route (MTR) paragraphs were found to be obsolete and in need of deletion.

3. CHANGE:

OLD

5-5-11. ATC FACILITY RESPONSIBILITIES

The appropriate ATC facility must ensure that:

a through h

i. The ARTCC/CERAP/HCF must notify the appropriate tie-in FSS at least 2 hours in advance when an established aerial refueling track/anchor will be activated if all or part of the activity will take place outside of applicable SUA or Class A airspace.

j. The tie-in FSS must transmit a NOTAM/D of this planned refueling activity. The FSSs will provide the notice information to pilots during inflight/preflight briefings.

NEW

5-5-11. ATC FACILITY RESPONSIBILITIES

No Change

No Change

i. When all or part of the published activity will take place outside of applicable SUA or Class A airspace, provide approval, as appropriate, of the activity through the Special Use Airspace Management System (SAMS), which automatically generates a NOTAM.

Delete

OLD

5-6-11. OPERATING PROCEDURES

a. The scheduling unit must notify the tie-in FSS in advance of all planned refueling track usage on a daily basis. This must include route designator, time period, and altitude if other than published.

b

c. The tie-in FSS must transmit a NOTAM/D via data communications systems to all FSSs in accordance with FAA Order JO 7110.10, Flight Services, and FAA Order 7930.2, Notices to Air Missions.

NEW

5-6-11. OPERATING PROCEDURES

a. The **requesting** unit must notify the tie-in FSS in advance of **any** planned **unpublished aerial refueling track activity that has been approved by the appropriate ATC facility.**

No Change

c. Upon notification of an unpublished aerial refueling track activity, the tie-in FSS must transmit a NOTAM/D in accordance with FAA Order 7930.2, Notice to Air Missions (NOTAM).

d

No Change

e. Tanker aircraft pilots scheduled to operate within VFR refueling tracks must advise the FSS nearest the entry point 5 minutes prior to entering and the FSS nearest the exit point, upon exiting.

Delete

OLD

NEW

6-6-1. SCHEDULING

6-6-1. SCHEDULING

Title through a

No Change

b. The scheduling activity must confirm on a daily basis (to the extent practicable, prior to 2400 hours) with the tie-in FSS of the planned utilization of the route. Unless otherwise agreed to, such scheduling must be accomplished at least 2 hours prior to use. Scheduling agencies must provide an hourly schedule for each route which includes route number, aircraft type and number, proposed entry/exit time, and altitude. Scheduling agencies should make every effort to pass changes as soon as possible to the tie-in FSS when a particular route is closed or a scheduled aircraft cancels.

b. The scheduling **agency** must confirm the planned utilization of the route **with the appropriate ATC facility(ies)** at least 2 hours prior to use, **unless otherwise agreed to in an LOA. The scheduling agency must cancel requests as soon as practical when it is determined that the route will not be used.**

EXAMPLE-

*IR101 0900-1000 2/F-14
0915-1000
SFC B-50 MSL
1000-1100 None
1100-1200 4/F-14
1105-1150
20 MSL-40 MSL*

No Change

EXAMPLE-

*IR102 0900-1000 1/T-38
0902-0944
30 MSL-40 MSL
1000-1100 1/F-14
1000-1015
SFC B-50 MSL
1100-1200 None*

No Change

OLD

NEW

6-6-3. TIE-IN FLIGHT SERVICE STATION

Delete

The tie-in FSS for the scheduling activity is specified in FAA Order JO 7110.10, Flight Services. Tie-in FSSs must be on the ARTCC/CER-AP distribution list to receive copies and changes to all letters of agreement concerning IRs.

Delete

6-6-4 through 6-6-12

Renumber as **6-6-3 through 6-6-11**

OLD

6-9-1. SCHEDULING

Title through a

b. The scheduling activity must confirm on a daily basis (to the extent practicable, prior to 2400 hours) with the tie-in FSS of the planned utilization of the route. Unless otherwise agreed, such scheduling must be accomplished at least 2 hours prior to use. Scheduling agencies must provide an hourly schedule for each route which includes route number, aircraft type and number, proposed entry/exit time, and altitude. Scheduling agencies should make every effort to pass changes as soon as possible to the tie-in FSS when a particular route is closed or a scheduled aircraft cancels.

EXAMPLE-

VR101 0900-1000 2/F-14
0915-1000
SFC B-50 MSL
1000-1100 None
1100-1200 4/F-14
1105-1150
20 MSL-40 MSL
VR102 0900-1000 1/T-38
0902-0944
30 MSL-40 MSL
1000-1100 1/F-14
1000-1015
SFC B-50 MSL
1100-1200 None

NEW

6-9-1. SCHEDULING

No Change

b. The scheduling agency must confirm the planned utilization of the route with the appropriate ATC facility(ies) and, unless otherwise agreed, accomplish this at least 2 hours prior to use. The scheduling agency must cancel requests as soon as practical when it is determined that the route will not be used.

No Change

OLD

6-9-3. TIE-IN FLIGHT SERVICE STATION

The FSS handling the flight planning function for the military base where the scheduling unit is located is normally the tie-in FSS in accordance with FAA Order JO 7110.10, Flight Services. Tie-in FSSs must be on the center distribution list to receive copies of, and changes to, all letters of agreement concerning VRs for which they have been designated as the tie-in FSS.

NEW

Delete

Delete

OLD

6-9-4. MONITOR 255.4 MHZ

Pilots should monitor 255.4 MHz while on VRs when it is not detrimental to the mission accomplishment. This does not preclude the use of tactical or discrete frequencies.

NEW

Delete

Delete

6-9-5 through 6-9-9

Re-number as **6-9-3** through **6-9-7**

