CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

JO 7610.14
CHG 1

Effective Date:
March 21, 2024

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 Retain this transmittal until superseded by a new basic order.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.

ALYCE HOOD-FLEMING
Digitally signed by ALYCE HOOD-FLEMING
Date: 2024.02.15 12:29:39 -05'00'

Alyce Hood-Fleming
Vice President, System Operations Services
Air Traffic Organization

Distribution: Electronic

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

Explanation of Changes

Change 1

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

a. 4–1–3. APPLICATIONS
4–2–1. CANADIAN AND OVERSEAS
4–5–4. PROJECT OFFICER
4–10–2. FORMAT
4–11–3. FORMAT
4–11–4. MOVING ALTRV COMPONENTS
4–11–6. MOVING ALTRV APREQ EXAMPLES

This change to FAA Order JO 7610.14, Non–Sensitive Procedures and Requirements for Special Operations, Chapter 4, Altitude Reservation (ALTRV) Procedures, is being updated to remove repetitive and obsolete information. These changes provide clarity to ALTRV procedures, revise the project officer's role and communication responsibility, and update language and formatting for readability throughout the chapter.

b. 6–3–1. INFORMATION TO THE PUBLIC

This change reformats the paragraph and deletes mentions of the Area Planning (AP) AP/1B, AP/3, and DoD's requirements.

c. Editorial Changes

Editorial Changes include minor typo corrections, and changing non–radar to nonradar in paragraph 4–4–6, for consistency.

d. 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 1
Page Control Chart
March 21, 2024

REMOVE PAGES	DATED	INSERT PAGES	DATED
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Chapter 4. Altitude Reservation (ALTRV) Procedures

Section 1. General

4−1−1. PURPOSE

This chapter establishes policy, prescribes uniform procedures, and sets forth criteria to be applied to all phases of an ALTRV. The authority, responsibility, and general operating procedures under the ALTRV concept for Central Altitude Reservation Function (CARF) and other concerned ATC facilities are herein defined.

4−1−2. Policy

An altitude reservation is authorization by the CARF or the appropriate ARTCC/CERAP/HCF under certain circumstances, “for airspace utilization under prescribed conditions.” An altitude reservation must receive special handling from FAA facilities.

a. CARF or the appropriate ARTCC/CERAP/HCF (if the approving authority) is responsible for separation of the ALTRV mission from other ALTRVs after the aircraft have reached the first cruising altitude to a point where descent is started into the destination airport or where the ALTRV ends.

b. ALTRVs must be classified as either moving or stationary**.**

1. A moving ALTRV encompasses en route activities and advances with the mission progress, i.e., the reservation moves with the aircraft or flight.

2. A stationary ALTRV encompasses activities within a fixed volume of airspace to be occupied for a specified time period.

3. The final approval authority is designated to the authority whose area of responsibility includes the departure airport. The final approval authority is responsible for the issuance of the final ALTRV approval.

NOTE−
When the ALTRV is for aerial refueling, the departure airport is usually determined by the receiver aircraft.

4−1−3. APPLICATION

An ALTRV may be employed under conditions normally prescribed for the mass movement of aircraft or other special user requirements that cannot otherwise be accomplished.

a. In the application of ALTRV procedures, policies, and criteria, due consideration must be given to total user requirements throughout the navigable airspace in accordance with the procedures prescribed herein.

b. Unmanned aircraft system (UAS) operations within ALTRVs must operate in accordance with all applicable FAA regulations, including, if applicable, a written letter of authorization (LOA) and certificate of waiver or authorization (COA).

c. Stationary ALTRVs within oceanic and offshore airspace may encompass rocket, missile, and state activities. If multiple aircraft are expected to be in the ALTRV at the same time and military authority assumes responsibility for separation of aircraft (MARSA) will not be used, separation procedures must be covered in an LOA.

NOTE−
State activities consist of DoD, DHS, law enforcement, and federal and state government agencies’ aircraft.

NOTE−
Commercial space operations are examples of activity permitted in ALTRVs within oceanic and offshore airspace.

d. Stationary ALTRVs in airspace other than oceanic and offshore may be approved for state aircraft; activities covered in Section 7, Special/Emergency ALTRVs; and other activities covered by an LOA. ■

e. An ALTRV must not be used in lieu of other airspace expressly defined and designated for a special activity. This airspace must be coordinated in accordance with (IAW) FAA Order JO 7110.65, paragraph 9−3−4, Transiting Active SUA/ATCAA.

NOTE−
An ALTRV approval does not include approval to use special activity airspace. This airspace must be coordinated by the point of contact (POC) with the Using Agency IAW AP1A FLIP.

f. An ALTRV approval does not constitute authorization for chaff or electronic attack (EA) activities.

g. ALTRVs for single aircraft will not normally be approved, with the following exceptions:

1. The aircraft will join a tanker en route and conduct air refueling.

2. Operations above FL 600.

3. UAS with authorization.

h. Aircraft established on an approved ALTRV route and altitude must not be changed except in the interest of safety of flight. The ARTCC/CERAP/HCF may cancel the entire ALTRV if the aircrew requests routing and/or altitude changes that are not in the approved ALTRV. Consideration will be given to the ALTRV when deviations are required.

i. An ALTRV APVL is valid in controlled airspace only.

j. Except within 180 NM of Bermuda, air refueling within New York Oceanic Airspace must be conducted on an approved ALTRV. Tankers joining receivers must be on an ALTRV to join/leave a receiver's ALTRV. Altitudes will normally be approved at or below FL 280. Both receivers and supporting tanker ALTRVs must begin at least 60 NM prior to entering and must continue at least 60 NM after leaving New York Oceanic Airspace.

k. Within Anchorage Oceanic Airspace, west of a line between 5340N 16800E to 4830N 17230E (approximately 430 NM from the Tokyo/Anchorage boundary), tankers joining or leaving a receiver ALTRV must be on an ALTRV.

l. Due to handoff and communication transfer, ALTRVs that transit international airspace must not begin, end, climb, descend, expand, compress, orbit, join, or leave on the boundary.

m. Moving ALTRVs that transit domestic airspace must not begin, end, climb, descend, expand, compress, orbit, join or leave on ARTCC boundaries.

4−1−4. ALTERNATE TRACKS

Circumstances occasionally dictate the need for submitting alternate refueling/special tracks to meet mission objectives. Although they may be filed on the same request, only the primary track must initially be approved. If the alternate track is needed and coordinated in a timely manner to process the change, the alternate track must be approved and the primary track canceled.

NOTE−
Depending on location and timing, coordination requirements may dictate up to 72−hour notice prior to departure time.

4−1−5. USER REQUIREMENTS

a. When approving an ALTRV, every effort should be made to ensure requested altitudes are approved and to provide adequate altitudes for the normal requirements of other airspace users. Total user requirements, traffic flow, available routes, military missions, and other operations that are using or that propose to use the ATC system must be afforded equitable consideration.

b. Special care must be exercised when processing ALTRV requests that entail operation on a broad frontal width. Indiscriminate approval of these requests could render a considerable portion of navigable airspace unavailable to other users for extended periods of time.

4−1−6. ALTITUDE CRITERIA

a. Altitude utilization criteria must be flexible and adjusted as required. Seasonal traffic trends and changes in revised civil and military jet aircraft inventories are factors that necessitate flexibility.

b. Due to pressure gradients, FL 180 will not normally be acceptable on an ALTRV except in oceanic airspace.

c. The normal altitude block assignments for nonstream aircraft are:

1. Two aircraft refueling, two altitudes.

2. More than two aircraft, 500 feet per aircraft.

NOTE−
Flights of six or more aircraft should consider cell formations; 30 minutes between the cells.

Section 2. Central Altitude Reservation Function (CARF)

4−2−1. INTERNATIONAL COORDINATION

Coordinate international altitude reservation (ALTRV) request with the appropriate foreign altitude reservation facilities in accordance with CARF letters of agreement. This includes missions that depart from points within a control area/flight information region (CTA/FIR) in which the United States is responsible for the provision of air traffic services and enters a CTA or FIR in which a foreign country is responsible for the provision of air traffic services.

NOTE−
Do not coordinate or approve classified missions that penetrate a CTA/FIR in which another country provides air traffic services, unless authorized in advance by the appropriate military authority. See subparagraph 4−10−1b.

4−2−2. APPROVAL AUTHORITY

a. CARF is authorized to approve an ALTRV in any CTA/FIR in which the United States is responsible for the provision of air traffic services, except in the territorial airspace of a foreign country, when authorized by the appropriate authorities of the foreign country:

1. FL 240 and above west of the 100th meridian.

2. FL 180 and above east of the 100th meridian.

b. CARF is the final approval authority for any ALTRV departing United States airspace which traverses or penetrates airspace outside a CTA/FIR in which the United States is responsible for the provision of air traffic services, regardless of the ALTRV location or start point.

4−2−3. ALTRV APPROVAL REQUEST (APREQ)

CARF must:

a. Transmit all ALTRV APREQs to the appropriate U.S. ARTCC/CERAP/HCF and International Altitude Reservation Facilities as per letter of agreement and list those facilities in Item G of the ALTRV APREQ per section 10 of this chapter.

NOTE−
This includes aircraft departing a point in the U.S. on a DD−175/1801 and beginning an ALTRV in Canadian airspace.

b. Normally, CARF will transmit the APREQ to impacted ARTCC/CERAP/HCFs prior to issuing an approval.

c. When mission requirements or timeliness dictate, coordinate as needed by telephone, facsimile machine, or other electronic means.

NOTE−
The APREQ coordination requirement may be waived in a national emergency.

d. Ensure Pacific Military Altitude Reservation Facility/European Central Altitude Reservation Facility (PACMARF/EUCARF) are addressed on the military ALTRV APREQ for any mission that departs U.S. airspace and traverses their countries' FIRs or penetrates their traffic.

e. Advise all concerned ATC/international altitude reservation facilities and the project officer of any change to the original ALTRV APREQ prior to issuing a final ALTRV approval.

f. Process changes submitted by the project officer and ATC/international altitude reservation facilities.

g. Process all requests for ALTRVs in airspace above FL 600 in accordance with the provisions contained within this order for stationary and moving ALTRVs.

4−2−4. ALTRV APPROVAL (APVL)

CARF must be the final approval authority for any ALTRV departing a point within the United States CTA/FIR, regardless of the ALTRV start point, except as provided for in paragraph 4−3−2. CARF must:

a. Forward ALTRV APVLs to all concerned at least 24 hours prior to the proposed departure time, unless a shorter time is coordinated with all concerned U.S. ARTCC/CERAP/HCF facilities. If special instructions are required concerning the delivery of the APVL to the project officer, they are to be included in the ALTRV APVL message. Forward ALTRV APVLs to the following:

1. Concerned U.S. ARTCC/CERAP/HCF facilities.

2. International altitude reservation facilities, as appropriate.

3. Message originator.

4. Tanker support unit, when forwarding information is provided.

5. Other parties as requested in Item G of the ALTRV APREQ.

b. Provide the following information in Item G of the ALTRV APVL:

1. Location indicators of the recognized international altitude reservation facilities and U.S. air traffic control facilities concerned with the mission.

2. Whenever the requested altitudes include uncontrolled airspace, include the phrase “NOTE ALTRV APVL VALID IN CONTROLLED AIRSPACE ONLY.”

c. Precede a No−Notice ALTRV APVL message with “This is a (executing command) No−Notice Mission.”

d. Process proposed changes in an ALTRV APVL:

1. At least 24 hours prior to departure.

2. With less than the time specified above, subject to CARF discretion after approval from the affected ATC facilities.

e. Process the ALTRV in accordance with the above procedures and obtain APVL from facilities which abut the U.S. CTA/FIR whenever the ALTRV is penetrating traffic.

4−2−5. NOTIFICATIONS

Disseminate ALTRV cancellations to impacted U.S. air traffic facilities and recognized international altitude reservation facilities as soon as practicable.

4−2−6. AIRSPACE NOT UNDER CARF JURISDICTION

Coordinate with the appropriate international altitude reservation facilities in accordance with the applicable letters of agreement to obtain approval for ALTRV APREQs encompassing airspace under such facilities’ jurisdiction.

4−2−7. RESOLUTION OF CONFLICTS BETWEEN MISSIONS

Missions with higher precedence will be afforded priority over lower precedence missions when resolving a conflict. CARF will coordinate with the project officer for resolution of conflicts between missions. Information pertaining to a No−Notice mission conflict must not be divulged to anyone other than the designated trusted agents (see paragraph 4−3−7, Trusted Agents).

Section 4. Mission Planning

4−4−1. RESOLVING MISSION CONFLICTS

During periods other than when the provisions of the Emergency Security Control of Air Traffic (ESCAT Plan 32 CFR part 245) are invoked, the order of precedence set forth in paragraph 4−4−2 below must be applied to all requests for altitude reservations (ALTRVs) for the purpose of resolving conflicts. Airspace assigned by ATC for the conduct of interceptor activity must be provided the same order of precedence class number as that applied to the ALTRV associated with the exercise or mission.

NOTE−
The ESCAT Air Traffic Priority List (EATPL) contained in the ESCAT Plan governs the movement of aircraft for airspace user requirements during time of tension and war.

4−4−2. ORDER OF PRECEDENCE

The order of precedence contained herein is designed to facilitate the handling of airspace user requirements.

a. The organization originating an ALTRV request must assign the appropriate order of precedence class number in accordance with the listing contained herein.

b. FAA may, under certain emergency conditions, determine an appropriate order of precedence classification.

c. The following class numbers establish the order of precedence designed to resolve mission conflicts in connection with ALTRVs:

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 approval request (APREQ) should be filed as far ahead of departure/estimated time of launch as practicable.

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

3. Class Three−Aircraft engaged in emergency air evacuation, hurricane operations, weather reconnaissance (WX RECON), or other operations involving 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.

4. Class Four−Deployments at the direction of the Joint Chiefs of Staff (JCS) in support of an exercise or large−scale mission and fulfilling an unforeseen requirement. The deployment should be essential to the success of the exercise or mission when assigned Class Four precedence. ALTRV APREQ should be filed as far ahead of departure as practicable.

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. It may be filed less than 15 days before proposed takeoff with Central Altitude Reservation Function (CARF) approval.

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.

7. Class Seven−Aircraft engaged in evaluation−type operations or overseas deployment. ALTRV APREQ must be filed at least 4 days before proposed takeoff except for ALTRVs penetrating foreign airspace, which requires 6 days.

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. ALTRV APREQ must be filed at least 4 days before proposed takeoff except for ALTRVs penetrating foreign airspace, which requires 6 days.

4−4−3. SPECIFY VOID TIME

Aircraft must depart within the assigned ALTRV APVL void for aircraft not airborne (AVANA) time for the purpose of providing separation between altitude reservations. Normal AVANA will be 1 hour.

4−4−4. RESCHEDULING

If a mission is to be delayed beyond the AVANA time, rescheduling:

a. Will normally be in 24−hour increments after the original schedule.

b. Can be in less than the time specified above, subject to CARF discretion and after approval from the affected ARTCC/CERAP/HCF.

4−4−5. DELAY NOTIFICATIONS

As soon as the delay becomes apparent, notify the ALTRV approval authority and provide all available updated information.

4−4−6. EN ROUTE TIMING

In a nonradar environment, unless otherwise stated in the ALTRV APVL, the pilot must advise ATC if actual fix timing will be more than plus or minus 5 minutes from the planned ALTRV en route fix estimate.

Section 5. Originator Responsibilities

4−5−1. TWO OR MORE COMMANDS

When two or more commands within the same service are involved in an exercise, the responsibility for planning and processing an ALTRV APREQ must be accepted by each command unless notice is given to CARF that one command has accepted the responsibility for the other commands.

4−5−2. TWO OR MORE SERVICES

When two or more services (USAF, USA, USN, USMC) are involved in an exercise, the responsibility for planning and processing an ALTRV APREQ must be accepted by each service unless notice is given to CARF that one service has accepted the responsibility for the other service(s).

4−5−3. MISSIONS REQUIRING EXTENSIVE ATC SUPPORT

Missions which originate on a Joint Chiefs of Staff or Service Headquarters level (USA, USN, USMC, USAF) and require extensive ATC support, must be initially coordinated with FAA Headquarters, ATO System Operations Security, 800 Independence Avenue, S.W., Washington, DC 20591.

4−5−4. PROJECT OFFICER

The originator of the ALTRV request must assign a project officer and an alternate project officer for each proposed ALTRV APREQ. These project officers must be thoroughly familiar with the requirements set forth in this chapter and available for coordination until the ALTRV completion or cancellation. Telephone numbers must be specified in Item G of the ALTRV APREQ in accordance with subparagraph 4–10–2h (2) and (3) of this chapter.

a. The project officer must coordinate the ALTRV APREQ with the following:

1. The ARTCC/CERAP/HCF in whose area the flight originates to obtain acceptable departure procedures up to the first cruising altitude. Additional data must be provided in accordance with section 10 of this chapter.

2. The using agency for approval to transit special use airspace; e.g., prohibited, restricted, warning, or military operations areas, etc.

3. The designated scheduling unit for approval to use or transit published refueling tracks/anchors and military training routes.

4. The appropriate FAA Liaison Officer, Service Area ATREP and/or military representative.

5. 5. Air Traffic Control Spectrum Engineering Services for EA and chaff authorization, if applicable. (See subparagraph 4−1−3e of this chapter.)

b. It must be the responsibility of the project officer to ensure receipt of the approvals specified in subparagraph a above.

c. The project officer must ensure that the ALTRV APVL and any subsequent amendments are coordinated with the aircrews.

d. The project officer must ensure the results of coordination efforts listed in subparagraphs 4−5−4a2, 3, and 5 above, are included in the remarks section, item G. of the APREQ under Additional Information. Refer to section 10 of this chapter for more details.

1. ARTCC/CERAP/HCFs in which ALTRV is flight planned.

2. EA and chaff information, including EA and/or chaff authorization number, if applicable. (See subparagraph 4−1−3f.)

3. All individual flight plan from this point (IFPFP) routing and altitude information to the BEGIN ALTRV point and from the ALTRV termination point. Location, routing (IFPFP), and procedures for airborne spares to drop out/exit the ALTRV.

4. All special use airspace and ATC−assigned airspace (ATCAA) for which approval has been obtained.

e. It must be the responsibility of the originator and the project officer to ensure that ALTRV APREQs are submitted so as to reach CARF not later than the time criteria specified in paragraph 4−4−2, Order of Precedence. Proposed departure times of No−Notice missions must be included. If the ALTRV APREQ is to be submitted in accordance with Section 10 and Section 11 of this chapter, all mission aircraft, and other aircraft as deemed necessary by coordination between CARF and the project officer, must be included in the ALTRV APREQs.

f. The final approval authority will be determined in accordance with paragraphs 4−2−4, ALTRV Approval (APVL), and 4−3−2, ARTCC/CERAP/HCF Approval ALTRVs. CARF/EUCARF/PACMARF and all U.S. ARTCC/CERAP/HCF must be addressed when missions will enter their areas of responsibility. Missions which do not depart from within the U.S. CTA/FIR should be addressed to the appropriate altitude reservation facility with whom CARF has a LOA.

g. The project officer must be responsible for informing the final approval authority of any mission delay request.

h. The project officer must ensure that aircraft commanders are briefed on the importance of maintaining planned ALTRV en route timing.

i. The project officer must ensure that all air traffic facilities are provided aircraft call signs in the original submission of the ALTRV APREQ in accordance with existing directives.

4−5−5. ALTRVs ENTERING U.S. CTA/FIR

Military command headquarters located outside U.S. CTA/FIR proposing to conduct an exercise that will encompass activities within the U.S. CTA/FIR must coordinate with CARF.

4−5−6. NO − NOTICE AND/OR DO NOT PASS TO AIR DEFENSE RADAR (NOPAR) MISSION

Every precaution must be taken to safeguard the execution time and date of a No−Notice mission.

a. Information concerning NOPAR missions must be withheld from specified air defense radar facilities and/or specified interceptor squadrons.

b. The following procedures apply:

1. If required, the project officer or the FAA Liaison Officer must furnish the concerned FAA facilities, in separate correspondence, a list of “trusted agents” or “eyes only officers” with whom the time and dates of the No−Notice mission may be discussed.

2. The project officer must specify “NOPAR” in the remarks sections of an ALTRV APREQ when mission information is to be withheld from all air defense radar facilities and fighter interceptor squadrons. When mission information is to be withheld only from specific Air Defense Radar Facilities and/or fighter interceptor squadrons, the facilities and/or squadrons must be added to the ALTRV APREQ immediately after “NOPAR.”

Section 10. Altitude Reservation Approval Request (ALTRV APREQ), Format, and Amendments

4–10–1. ALTRV APREQs

The originator must file an ALTRV APREQ with CARF in accordance with the instructions contained in this order unless specific guidance or instruction has been pre–coordinated with CARF/ARTCC/CERAP/HCF.

a. Whenever possible, ALTRV APREQs should be sent unclassified.

b. If sent classified or encrypt for transmission only (EFTO), advise CARF of the earliest time the message may be declassified or EFTO may be dropped; i.e., 24 hours prior to departure, upon departure, etc.). Classified or EFTO missions cannot be coordinated with international facilities or agencies unless written permission is given by the unit or command that files the APREQ. Advise CARF of the earliest declassification time in item G of APREQ.

4–10–2. FORMAT

In order to accomplish timely data processing by the CARF automated system, ALTRV APREQs must be properly formatted prior to submission to CARF, or other approval authority, utilizing key phrases outlined in this paragraph and Section 10, Flight Path Format Components. Indicate the following items on all ALTRV APREQ messages:

NOTE–
N/A may be used in a stationary ALTRV for items A thru C, E thru F, when applicable.

a. Heading: "ALTRV APREQ," the mission name, and a slash "/" followed by the mission class. ALTRV APREQs filed in support of another ALTRV must file the same mission name and mission class, followed by the word "SUPPORT."

EXAMPLE–
ALTRV APREQ CORONET WEST 450A/7
ALTRV APREQ FULL UP 95–4/8
ALTRV APREQ FULL UP 95–4/8 SUPPORT

b. Item A, Call Sign(s): "A" followed by the call sign(s) of all aircraft which will depart together from the location specified in item C. Call signs must not exceed seven alphanumeric characters in length; the tactical call sign is a pronounceable word of 3 to 6 alphabetical characters followed by a 4, 3, 2, or 1 digit number. When there are multiple flights with the same tactical call sign, combine the numbers portion by separating consecutive series with a dash and individual numbers with a comma.

NOTE–
Do not include the call signs of aircraft which file individual flight plans to join the ALTRV en route. These will be noted in the Item D or G.

EXAMPLE–
A. BONE11–13
(This indicates BONE11, BONE12 and BONE13).
A. HAPPY32,34
(This indicates HAPPY32 and HAPPY34).
A. PINE80,81 MOOSE31–33
(This indicates PINE80, PINE81, MOOSE31, MOOSE32, MOOSE33).

c. Item B, Number and Type of Aircraft: "B" followed by the number of aircraft if more than one; heavy indicator "H," if appropriate; type of aircraft; and equipment suffix code. The items should be specified in the same order that the call signs appear in Item A, and the number of aircraft should agree with the number of call signs.

EXAMPLE–
B. 3HB52/R
(3 is the number of aircraft, H indicates heavy, B52 is the type of aircraft, and R is the equipment suffix code).

d. Item C, Point of Departure: "C" followed by the four–letter ICAO location identifier. When the point of departure is classified, indicate "ZZZZ." Do not include the departure point of aircraft that file individual flight plans which join the ALTRV en route.

EXAMPLE–
C. KJAX
C. PANC

e. Item D, Route of Flight, Elapsed Times, and Altitudes: "D" followed by the route of flight, elapsed times between segments on the routes, and the altitude to be flown for each segment (fix–time–event sequence).

1. Route of Flight: The route of flight will include events or actions within the route and may be composed of any number of flight paths as defined in Section 11, Flight Path Format Components. Route of flight for operations above FL 180 should be defined in relation to established high altitude navigation aids only. The route of flight segment for a stationary ALTRV must adhere to the guidelines outlined in subparagraphs 4–11–4a–e.

NOTE–
When tanker aircraft do not depart with the ALTRV but join up at a later point, provide the following information, at the point at which they join the ALTRV: "JOIN"; the call sign; the number, type and equipment suffix, as in subparagraph c above; "IFPFP"; and the point of departure.

EXAMPLE–
[JOIN JOE53 KC10/R IFPFP PHIK]

2. Elapsed times: Times should be specified in four digits which express hours and minutes. Indicate cumulative time elapsed in one of the following manners:

(a) When timing begins upon departure, from the point of departure.

EXAMPLE–
0012 (This indicates 12 minutes from the time of departure).
0509 (This indicates 5 hours and 9 minutes from the time of departure).

(b) When timing begins over the first fix of a partial route, indicate the beginning point as the first fix in Item D using the time elapsed from the departure point.

3. Altitudes: Indicate the altitude in three digits expressed in hundreds of feet; "SURFACE" may be used to indicate altitudes which extend from the surface of controlled airspace. Precede the altitude with "FL" for altitudes of 18,000 feet or above. Insert "B" between the lower and upper limits of a block altitude.

NOTE–
Flight levels may be used in oceanic airspace below 18,000 feet if required to set altimeter to 29.92.

EXAMPLE–
090 (indicates 9,000 feet)
FL190 (indicates Flight Level 190)
FL240B260 (indicates block altitudes of FL240 through FL260).

f. Item E. Destination: "E" followed by the four-letter ICAO location identifier.

1. When all aircraft proceed to the same destination, no additional information is needed.

2. When there are multiple destinations, specify the call sign and location identifier for the destination for all aircraft that remain in the ALTRV at the ALTRV end point as follows:

(a) Call sign.

(b) Location identifier for the destination.

3. When the destination is classified, indicate "ZZZZ"; do not include an elapsed time.

EXAMPLE–
E. PHNL
E. CLAN80,81 PHNL ZESTY12 PHNG
E. ZZZZ

g. Item F, Departure Information: "F" followed by "ETD" and:

1. When timing begins upon departure, indicate the date time group of the estimated time of departure as follows:

(a) If a single cell is departing, indicate the day of the month and UTC time, expressed in six digits, and the month and year of departure.

(b) If more than one cell is departing, indicate the call sign for each cell, in the order of departure, followed by the date time group.

(1) For the first cell, specify the date time group as described in subparagraph (a) above.

(2) For successive cells, indicate only the day of the month and UTC time, expressed in six digits.

2. Interval Between Aircraft (ADMIS): The ADMIS should be specified for any group of more than one aircraft. Indicate one of the following:

(a) "ADMIS" followed by two digits which indicate the number of minutes between departing aircraft in the group.

(b) "ADMIS" followed by two digits and "SEC" to indicate the number of seconds between departing aircraft in the group.

(c) "FRMN" to indicate that departing aircraft are considered as one and will depart in less than 30 second intervals.

(d) "MITO" to indicate the minimum takeoff interval between departing aircraft in the group.

3. AVANA Time: "AVANA" followed by the date time group, expressed in six digits.

EXAMPLE–
F. ETD 020030 JAN 2005 ADMIS 01 AVANA
02013
F. ETD BONE11–16 020030 JAN 2005
ADMIS 30 SEC
BONE17,18 020100 FRMN
BONE19 020130 AVANA 020230
F. ETD SLIP31–36 151000 FEB 2005 ADMIS MITO AVANA 151100

h. Item G, Remarks: "G" followed by:

1. "TAS." Include the airspeed in three digits and "KTS." Indicate if cruise and air refueling speeds are different.

2. "PROJECT OFFICER." Include the name and telephone number of the project officer.

3. "ALTERNATE PROJECT OFFICER." Include the name and telephone number of the alternate project officer.

4. "ADDITIONAL INFORMATION." Include any remarks pertaining to the execution of the mission, for example:

(a) MARSA

NOTE–
A MARSA statement must be included if the aircraft will fly less than approved separation.

(b) NOPAR

(c) EA and chaff information, including authorization number, if applicable. (See subparagraph4−5−4a5 in this chapter.)

(d) IFPFP routings. All individual flight plan information from this point (IFPFP), including routing and altitude information, to the BEGIN ALTRV point and from the ALTRV termination point. Also, location, routing (IFPFP), and procedures for airborne spares to drop out/exit the ALTRV, etc.

(e) All special use airspace and ATC assigned airspace (ATCAA) for which approval has been obtained.

(f) Nonstandard Formation information in accordance with subparagraph 7−3−3b in this order; and FAA Order JO 7110.65, Air Traffic Control, paragraph 5−5−8, which addresses additional separation for formation flights.

5. "ARTCC." List the names of all ARTCC/CERAP/HCF/ATC facilities which will be concerned with the ALTRV.

6. "REQUEST COPY OF ALTRV APVL BE SENT TO." (Optional) List any additional parties that need a copy of the ALTRV APREQ. (See subparagraph 4−2−2a in this chapter.)

EXAMPLE−
G. TAS: 430KTS CRUISE/AIRFL
G. TAS: 440KTS CRUISE 410KTS AIRFL
PROJECT OFFICER: CAPT SMITH DSN 555−5555/COMM 111−555−1111
ALTERNATE PROJECT OFFICER: CAPT JONES DSN
555−5556/COMM 111−555−2222 ADDITIONAL INFORMATION:
MARSA ALL BUSY LEADER OSCAR AIRCRAFT. ARTCC CONCERNED:
ZNY ZDC AR−E EUCARF REQUEST COPY OF ALTRV APVL BE SENT TO
438MAW MCGUIRE AFB NJ//DO

4−10−3. ALTRV APREQ AMENDMENTS

When necessary to amend an ALTRV APREQ, indicate the following:

a. Heading: "Amendment to," followed by the heading information as specified in the original APREQ.

b. Date Time Group: "ROMES" (Reference our message) followed by the date time group of the original APREQ message.

c. Estimate Time of Departure: "ETD" followed by the date time group specified in Item F on the original APREQ.

d. Amendment(s): "AMEND" followed by the item(s) to be amended and the amendment; indicate the specific item on the original APREQ; such as, Item A, Item B, etc.

e. Ending: "ALL ELSE REMAINS THE SAME."

EXAMPLE−
AMENDMENT TO ALTRV APREQ SHARP
SHOOTER 97−1/8
ROMES 111012 ETD 191500 FEB 1997
AMEND ITEM A AND B
ITEM A RAVEN01−07
ITEM B 7EF111/R
ALL ELSE REMAINS THE SAME

Section 11. Flight Path Format Components

4–11–1. INTRODUCTION

This section supplements paragraph 4–10–2, Format. It contains detailed instructions on the format of flight path components and provides examples of properly formatted ALTRV APREQs.

4–11–2. DEFINITION

A flight path is defined as a consecutively listed set of fix/time/event groups in which the fixes in the set will be successively overflown. A route of flight may be composed of any number of flight paths; aircraft may merge or separate at various points along the route of flight.

4–11–3. FORMAT

Flight paths are separated by the phrases defined in paragraph 4–11–4, Components, which begin and/or end events along the route. The repetition of previously listed fixes is to be avoided. When flight paths merge or separate, the last fix listed in a flight path should be the point of merger or separation. Accordingly, the first fix listed in a flight path should not repeat the point of merger or separation. ALTRVs operating within US domestic airspace must file a minimum of one en route fix for each ARTCC through whose area the mission will be flown. Fixes must be no more than 200nm apart.

a. Fixes should be used in one of the following formats:

1. A two to five letter NAVAID identifier, location identifier, or fix name.

EXAMPLE–
DB Burwash NDB
OKC Oklahoma City VORTAC
KNTU NAS Oceana
DENNS The fix DENNS

2. A fix/radial/distance; specify the NAVAID, the radial in degrees magnetic, a slash "/" and the distance in nautical miles, expressed in three digits.

EXAMPLE–
RDF 070/040 (This indicates 40 NM DME on the 70 degree radial of the RDF NAVAID).

3. A latitude/longitude expressed in degrees and minutes with the appropriate "N," "S," "E," "W" suffix.

NOTE–
Normally, fix/radial/distance must be utilized for fixes over the conterminous U.S. Latitude/longitude must be used for tracks flown over oceanic and Canadian airspace unless there is a published fix available.

EXAMPLE–
3030N 17500W (This indicates 30 degrees 30 minutes north latitude, 175 degrees west longitude).

b. Altitudes should be in one of the following formats:

1. Below 18,000 feet – expressed in hundreds of feet.

NOTE–
Flight levels may be used in oceanic airspace below 18,000 feet if required to set altimeter to 29.92.

2. Flight levels – "FL" followed by the three digits of the altitude/flight level (18,000 feet and above).

3. Block or range of altitudes:

(a) Below 18,000 feet – the lower limit, "B," then the upper limit expressed in hundreds of feet.

(b) Flight levels – "FL," the lower limit, "B," and the upper limit expressed in three digits of altitude/flight level.

EXAMPLE–
110 (indicates 11,000 feet)
FL220 (indicates Flight Level 220)
FL190B220 (indicates block altitudes of FL190 through FL220)

c. Airways should be in one of the following formats:

1. Victor airways – "V" followed by the one, two or three digit number of the airway.

2. Jet routes – "J" followed by the one, two or three digit number of the route.

4–11–4. MOVING ALTRV COMPONENTS

The following phrases are to be used in Item D when filing an ALTRV APREQ for a Moving ALTRV. Unless otherwise noted, these phrases refer to events that occur immediately "following" the specified fix/time. The exceptions are LVLOF BY, cross; begin branch route, begin alternate route, begin partial route, join common route and exit at. Only certain listed phrases are known to the CARF computer. Any use of nonstandard phrases in Item D, unless contained within brackets [ ], will prevent timely processing of the ALTRV. The use of brackets for nonstandard phrases will cause the CARF computer to skip over the phrase and not utilize it for plotting or conflict detection. As used in this order, the phrases set forth below must have the meaning indicated.

a. Beginning events.

1. An ALTRV which starts from the departure point must have the following components:

(a) It must begin with an altitude.

(b) A SID or RAVEC may be specified.

(c) A LVLOF point must be specified.

EXAMPLE–
FL240B260 RAVEC LVLOF BY SWL

EXAMPLE–
FL210B230 APHID2 LVLOF W/I 40NM

2. If an ALTRV does not begin from the departure point, a beginning event must be used to start the ALTRV. BEGIN PARTIAL RTE or ((PR or ((... are used when it is desired to start the ALTRV en route. There are four types of partial route formats:

(a) A PR may be used when the pilot does not desire the ALTRV to begin from the departure point or if the departure point must not be disclosed.

EXAMPLE–
((PR FL270B280 AEX 0200 LFK 0230 MCN 0300.

(b) A PR may be used for an ALTRV coming from an international departure point inbound to U.S. airspace.

NOTE–
This is used for CARF internal processing only.

EXAMPLE–
((PR FL240B260 4300N 3500W 0300 4300N 4000W 0340 4300N 4500W 0410.

(c) A PR may be used for an aircraft recovering from special use airspace and returning back to destination on an ALTRV.

EXAMPLE–
AEX 0300 ALTRV ENDS IFPFP INTO MORRIS MOA DLA 1+00.
((PR FL270B290 AEX 260/040 0400 DRCT AEX 0420 FTW 0440.

b. Aircraft Joining/Leaving an ALTRV

1. JOIN (call sign). Point and time at which the specified aircraft merge with the ALTRV routing being defined.

EXAMPLE–
FSD 0213 ARCP JOIN INSET34 1K35R/R IFPFP FROM KRDR

EXAMPLE–
4200N 4500W 0213 ARCP JOIN BLUE34 1K35R/R VIA SUPPORT ALTRV FROM LPLA

2. LEAVE (call sign). Point and time at which the specified aircraft are to separate from the ALTRV route being defined.

EXAMPLE–
MOT 0311 LEAVE INSET34 IFPFP TO KRDR

EXAMPLE–
4200N 5000W 0311 LEAVE INSET34 VIA SUPPORT ALTRV TO KBGR

EXAMPLE–
4200N 5000W 0311 LEAVE INSET34 VIA BRANCH RTE TO KBGR

c. Increasing and Decreasing area/track Events.

1. BEGIN ALT DPRT RTE or ((AR. Specifies two or more alternate routes from the same point of departure. This should either be the first phrase of Item D or immediately follow a previous alternate departure route. The phrase should be followed by:

(a) Alternate departure route description enclosed in square brackets "[ ]."

(b) Call signs of the aircraft that will utilize the route; all of the aircraft specified in Item A must be accounted for.

(c) Altitude

EXAMPLE–
BEGIN ALT DPRT RTE [OPTIMUM SOUTH RUNWAY] BONE 10 FL210B230
((AR [CALDI SIDOR] BONE11–12 FL220B240
((AR [NORTH DEPARTURE] BONE13–16 FL190B210
((AR [SOUTH DEPARTURE] BONE17–19 FL190B210

2. BEGIN BRANCH RTE or ((BR. A branch route always starts from a point on an existing ALTRV. It is a track of an ALTRV defined from the breakaway point on a common route to the next fix or final destination. The phase should be followed by:

(a) Call signs of aircraft which will utilize this route.

(b) Altitude held prior to splitting off.

(c) FROM (fix). Indicates the point at which aircraft taking the branch route separate from the main body. The phrase "FROM" is followed by the name of the breakaway fix and all remaining fix/time events.

EXAMPLE–
BEGIN BRANCH RTE LUCID98,99 FL210B230 FROM STL
((BR LUCID101–103 FL250B260 FROM STL

3. BEGIN CMN RTE or BEGIN CMN RTE or ((CR. – Defines a route formed by the merger of two or more flight paths when "JOIN" is not used. This phrase should follow all of the branch routes which merge into the common route. It should be followed by:

(a) Call signs of all aircraft merging into this route at its starting point.

(b) Altitude.

(c) FROM (fix/time). (optional) Indicates the point at which the aircraft merge; the phrase is followed by the name of the fix and the time.

EXAMPLE–
BEGIN CMN RTE BONE11–15 LUCID98,99 FL190B220 FROM MEM 0200
((CR BONE11–14 LUCID98,99 FL210B230 FROM STL 0200

4. Join RCVR CMN RTE Timing/Altitudes to (fix). Defines a route formed by the merger of two flight paths. Typically used in a support ALTRV where the tanker is joining the RCVR ALTRV and assumes RCVR route/timing and altitudes on the RCVR ALTRV. Note: At the join up point, the altitude of Tanker must be the same altitude as the RCVR Altitude.

EXAMPLE–
LFV 0045 JOIN RCVR CMN RTE/TIMING ALTITUDES TO 4200N 3500W 0300

5. END CMN RTE. Point at which the aircraft will separate into two or more routes.

EXAMPLE–
((CR BONE11–14 FL210B230 STL 0200 MKC 0240 END CMN RTE

6. BROAD FRONT EVENT. BEGIN (number) NM FRONT (number) NM EITHER SIDE OF A CENTER LINE (fix/time)...(fix/time) FRONT ENDS. Describes an event which occupies a frontal width, measured perpendicular to the direction of flight, which is greater than normal. The broad front event is the specified number of nautical miles wide and is centered on a line of the specified fixes; two or more fixes should be specified.

EXAMPLE–
DENNS 0321 BEGIN 60NM FRONT 30NM EITHER SIDE OF A CENTER LINE FUFFE 0406 DANKA 0451 FRONT ENDS

7. CELESTIAL NAVIGATION (CELNAV). This may be filed for use in a Broad Front.

EXAMPLE–
LKV 0321 BEGIN 30NM FRONT CELNAV 15NM EITHER SIDE OF A CENTER LINE IMB 0355 PDT 0421 GEG 0433 FRONT ENDS YXC 0500.

8. ENTER STATIONARY RESERVATION or ENTER MANEUVER AREA or ENTER TIMING TRIANGLE. Utilized whenever it is desired to reserve a stationary volume of airspace within a moving ALTRV for some period of time; point and time of entry are indicated by the fix/time which precedes the phrase. The phrase should be followed by:

(a) Definition of the vertical altitude range of the stationary reservation; may be omitted if the range is the same as the altitude held prior to entry into the reservation.

(b) Definition of the boundary of the stationary reservation. One of the following phrases should be utilized:

(1) (number) NM EITHER SIDE OF A LINE BETWEEN (fix)...(fix). Defines a corridor of the indicated number of nautical miles wide centered on the line segments which connect the specified fixes; specify two or more fixes.

(2) BNDD BY (fix)(fix)...(fix) or WITHIN AN AREA BNDD BY (fix)(fix)...(fix). Defines an area bounded by the line segments which connect the specified fixes; specify three or more fixes.

(3) WITHIN (number) NM RADIUS OF (fix). Defines a circle with a radius of the indicated number of nautical miles centered about the specified fix.

(c) EXIT AT (fix/time) or EXIT STATIONARY RESERVATION AT (fix/time) OR EXIT TIMING TRIANGLE AT (fix/time). Point and time of exit specified by the fix/time which follows the phrase.

EXAMPLE–
UPP 0123 ENTER STATIONARY RESERVATION 090B110 WITHIN AN AREA BNDD BY UPP MUE IAI IAI 320/050 EXIT AT UPP 0223
OBH 0345 ENTER MANEUVER AREA 20NM EITHER SIDE OF A LINE BETWEEN OBH ONL EXIT AT ONL 0358
OBH 0123 ENTER TIMING TRIANGLE BNDD BY OBH ONL ONL 180/050 EXIT TIMING TRIANGLE AT ONL 0223
UPP 0305 ENTER MANEUVER AREA WITHIN 50NM RADIUS OF UPP EXIT MANEUVER AREA AT UPP 200/050 0345

9. ORBIT W/I (number) NM RADIUS DPRT ORBIT AT (time). Utilized to orbit aircraft within the specified number of nautical miles about the fix which precedes the phrase and to have the aircraft depart the orbit at the specified time; the use of "W/I" and/or "AT" is optional.

EXAMPLE–
MKC 0213 ORBIT 30NM RADIUS DPRT ORBIT AT 0233

NOTE–
When aircraft will follow the same route but depart the orbit at different times, indicate only the elapsed time of the first aircraft to depart. Information specific to individual aircraft should be placed in square brackets "[ ]."

EXAMPLE–
MKC 0213 ORBIT W/I 30NM RADIUS DPRT ORBIT 0233IBASF 10 [BOXES06 0233 BOXES07 0243 BOXES08 0253]

10. IBASF (number). Point and time at which aircraft will initiate a stream formation with the formation aircraft separated by the specified number of minutes.

EXAMPLE–
TUL 0038 IBASF 5
TUL 0038 IBASF 12

NOTE–
The CARF computer will not modify the ALTRV length to accommodate the specified spacing. If the spacing will place aircraft outside the reservation, the AVANA time should be increased accordingly.

11. IBACF (number). Point and time at which cells will initiate a stream formation with the cells separated by the specified number of minutes.

EXAMPLE–
TUL 0038 IBACF 5
TUL 0038 IBACF 10

NOTE–
The CARF computer will not modify the ALTRV length to accommodate the specified spacing. If the spacing will place aircraft outside the reservation, the AVANA time should be increased accordingly.

EXAMPLE–
TUL 0038 IBASF 5
TUL 0038 IBASF 12

NOTE–
The CARF computer will not modify the ALTRV length to accommodate the specified spacing. If the spacing will place aircraft outside the reservation, the AVANA time should be increased accordingly.

d. Altitude Changing events

1. CLMB. Indicates that the new altitude range extends above the old altitude and does not include all of the previous altitudes. A level–off point (LVLOF) is required.

EXAMPLE–
FL280B310 LVLOF BY FSD 319/060 0213 OBR 0222MOT 0252 CLMB FL390 LVLOF W/I 20NM

2. CMPS. Indicates that the new altitude includes some of the previous altitude range but does not extend above or below the old altitude range. A level–off point (LVLOF) is required.

EXAMPLE–
FL280B310 LVLOF BY FAM 134/067 0054 FAM 0104LMN 0139 CMPS FL310 LVLOF BY FSD 0205

3. CROSS (fix/time) AT (altitude) OR ABOVE/BELOW. Restricts the climb or descent to an altitude so that the ALTRV will be within the specified altitude range when passing over the specified fix. A level–off point (LVLOF) is required.

EXAMPLE–
CLMB FL260B280 CROSS CAP 0105 AT FL250 OR ABOVE LVLOF BY BVT 0210

4. DSND. Indicates that the new altitude range extends below the old altitude range and does not include all of the previous altitudes. A level–off point (LVLOF) is required.

EXAMPLE–
FL390 LVLOF BY VUZ 0025 DSND FL280B310 LVLOF BY FAM 134/067 0054

5. LVLOF or LVLOF BY(fix) or LVLOF W/I. Altitude transition is to be completed "by the fix following LVLOF or LVLOF by or," within the specified number of nautical miles of the fix which precedes LVLOF W/I; this phrase is not needed when the new altitude contains all of the previous altitude.

EXAMPLE–
FL250B270 GTF 0200 XPND FL250B280 LVLOF BY BIL0220.

6. XPND. Indicates that the new altitude range extends above and/or below the old altitude range and includes all of the previous altitude range.

EXAMPLE–
CMPS FL310 LVLOF BY FSD 0205 FSD 319/020 0207XPND FL280B310

e. Descriptive Events. Used to describe or clarify certain mission activities.

1. ACCELERATE TO SUPERSONIC. Supersonic speed will commence at the fix/time which precedes this phrase. (See End Supersonic.)

EXAMPLE–
BOS 0200 ACCELERATE TO SUPERSONIC

2. END SUPERSONIC. Point where supersonic speed will cease. (See Accelerate to Supersonic.)

EXAMPLE–
BOS 0200 ACCELERATE TO SUPERSONIC 4200N 6700W 0230 END SUPERSONIC

3. AIRFL BEGINS or BEGIN AIRFL. Point at which air refueling begins.

EXAMPLE–
VUZ 0025 AIRFL BEGINS
PLB 216/053 BEGIN AIRFL

4. AIRFL ENDS or END AIRFL. Point at which air refueling ends.

EXAMPLE–
LMN 0139 AIRFL ENDS
SAV 0212 END AIRFL

5. ARCP. Point at which the receiver arrives in the observation/refueling position with respect to the assigned tanker.

EXAMPLE–
RZS 0029 ARCP

6. ARIP. Point at which the receiver enters the refueling track, initiates radio contact with the tanker, and begins maneuver to join up.

EXAMPLE–
RZS 0019 ARIP

7. DRCT. Utilized to eliminate doubt as to when an action occurs. It is generally used for clarification in association with multiple events.

EXAMPLE–
FROM MEM DRCT LIT 0250

8. ENCAN or EXCAN. Point and time at which aircraft will enter or exit Canadian airspace. These fixes may be defined as either a fix/radial/distance or a latitude/longitude.

EXAMPLE–
YSC 205/026 [4500N 7200W] 0206 ENCAN DRCT YIB0230 PQI 330/28 [4716N 9130W] 0300 EXCAN

9. Point at which the aircraft will exit CARF jurisdiction and will cease to be defined.

EXAMPLE–
SOK 0210..

f. ALTRV ENDING EVENTS

1. END RTE or)). A general terminator for routes; the fix/time which precedes this event is the final point of the route (LAND, IFPFP, END CMN RTE, JOIN CMN RTE (in the case of a Support ALTRV), or "..." may be substituted for this phrase. It does not indicate the disposition of the aircraft at the point of termination.

EXAMPLE–
STL 0200 END RTE
STL 0200))
STL 0200 LAND
STL 0200 IFPFP
STL 0200 END CMN RTE
STL 0200 JOIN CMN RTE
STL 0200 ...

2. IFPFP (Individual Flight Plan From Point). Point and time at which aircraft will proceed to their destination on individual flight plans. This event is used to allow the controller to pre−plan clearances prior to the break−away fix. Most foreign nations mandate IFPFP information. File all IFPFP routing information to and from the ALTRV:

(a) To join the ALTRV.

(b) When receiver(s) and/or tankers leave ALTRV en route.

EXAMPLE–
Item D:...OKC 0310 LEAVE EXXON02 IFPFP TO KGSB
Item G:...IFPFP RTG FOR EXXON02 FROM OKC..REQ CLMB FL310 DRCT CAP FAM MEM JAN

(c) When receiver/tanker buddy launch and terminate ALTRV en route.

EXAMPLE–
Item A: TIGER1−10 EXXON3−5
Item D: ... ABI 0310 ACT 0340 ALTRV ENDS IFPFP
Item G: IFPFP RTG FOR TIGER1−10 FROM
ACT ...REQ FL260B270 DRCT LFK AEX CEW DEFUN DESTINATION KPAM.
IFPFP RTG FOR EXXON3−5 FROM ACT...REQ CLMB FL290 DRCT LFK AEX CEW DEFUN KPAM.

(d) When receiver/tanker join the ALTRV en route and terminate the ALTRV en route, IFPFP routing information is required for both receiver and tanker to and from the ALTRV.

(e) When receivers file air spares. The project officer is required to file IFPFP routings for air spares from the break−away FIX back to destination.

EXAMPLE–
Item D: TWINS 0012 MCN 0021 AIRFL BEGINS MGM 0042 MEI 0100 LEAVE (AIR SPARES)
MAZDA27−28 IFPFP TO KNBC MCB 0114
Item G: IFPFP RTG FOR AIR SPARES MAZDA27−28 FROM MEI...REQ CLMB FL270B280 DRCT MGM MCN TWINS KNBC.

3. JOIN CMN RTE TO (fix). Point at which aircraft will join a route described on another ALTRV. The phrase is followed by:

(a) Fix/time at which aircraft leave the common route, or,

(b) "END" when the aircraft will proceed with the other ALTRV to destination, or ALTRV ending point.

EXAMPLE–
JAX 0155 JOIN CMN RTE TO MIA 0344
JAX 0245 JOIN CMN RTE TO END

4. LAND. Point at which aircraft will land.

EXAMPLE–
IAD 0534 LAND

4–11–5. STATIONARY ALTRV COMPONENTS

STATIONARY RESERVATION. This is the first phrase in Item D whenever a stationary ALTRV is being utilized. The phrase should be followed by definitions of the:

a. Vertical altitude range.

b. Boundary. One of the following phrases should be utilized:

1. (number) NM EITHER SIDE OF A LINE BETWEEN (fix)...(fix). Defines a corridor the indicated number of nautical miles wide centered on the line segments which connect the specified fixes; specify two or more fixes.

2. BNDD BY (fix)(fix)...(fix) or WITHIN AN AREA BNDD BY (fix)(fix)...(fix). Defines an area bounded by the line segments which connect the specified fixes; specify three or more fixes.

3. WITHIN (number) NM RADIUS OF (fix). Defines a circle with a radius of the indicated number of nautical miles centered about the specified fix.

c. Duration of the activation, by indicating "FROM (day of the month and UTC time, month and year) TO (day of the month and UTC time, month and year)."

EXAMPLE–
STATIONARY RESERVATION 090B110 WITHIN AN AREA BNDD BY UPP MUE IAI IAI320/050 FROM 200035 JULY 1997 TO 260400 JULY 1997

4–11–6. MOVING ALTRV APREQ EXAMPLES

The following are a few common examples of formatted ALTRV APREQs.

a. Example of an ALTRV in which the tanker buddy launches with the receivers and stays with them to destination.

EXAMPLE–
A. TREND11–14 BLUE01
B. 4F16/I 1KC135/R
C. KSPS
D. FL210B230 RAVEC LVLOF W/I 80NM IFI 0016 ICT0033 AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS FAR 0150 GFK 0202 RDR 0205 LAND
E. KRDR
F. ETD 211600 NOV 2004 ADMIS 20 SEC AVANA 211700
G. TAS: 420KTS
PROJECT OFFICER: LT I. M. NEU DSN 555–1212
ALTERNATE PROJECT OFFICER: CAPT JAMES DSN 555–1213
ARTCCS CONCERNED: ZFW ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE ONE AIRCRAFT WHILE ON ALTRV.

b. Moving ALTRV with tankers joining en route and leaving the ALTRV IFPFP:

EXAMPLE–
A. CELL1 TREND11–14
CELL2 TREND21–24
B. 8F16/I
C. KSPS
D. FL210B230 RAVEC LVLOF BY IFI 0016 ARIP ICT 0033 ARCP CELL–1 JOIN BLUE01 CELL–2 JOIN BLUE02 2KC135 IFPFP FROM KSZL AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS LEAVE BLUE01,02 IFPFP TO KSZL FAR 0150 GFK 0202 RDR 0205 LAND
E. KRDR
F. ETD TREND11–14 211600 NOV 2004 ADMIS 20 SEC TREND21–24 211630 ADMIS 20 SEC AVANA 211730
G. TAS: 420KTS
PROJECT OFFICER: MAJ MINOR DSN 555–1212

ALTERNATE PROJECT OFFICER: CAPT SMITH DSN 555–1213
ARTCCS CONCERNED: ZFW ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE TWO AIRCRAFT WHILE ON ALTRV.
IFPFP ROUTING IS FOR INFORMATION ONLY AND IS NOT AN ATC CLEARANCE OR PART OF THIS ALTRV.
IFPFP BLUE01,02 TO ALTRV: REQ FL280 KSZL ICT
IFPFP BLUE01,02 FROM ALTRV: REQ FL330 OVR J41 MKC KSZL

c. Moving ALTRV with tankers joining IFPFP and leaving via Branch RTE.

EXAMPLE–
A. TREND11–14,21–24
B. 8F16/I
C. KSPS
D. FL250B270 RAVEC LVLOF BY IFI 0016 ARIP ICT 0033 ARCP CELL–1 JOIN BLUE01 CELL–2 JOIN BLUE02 2KC135 IFPFP FROM KSZL AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS LEAVE BLUE01,02 VIA BRANCH ROUTE TO KSZL FAR 0150 GFK 0202 RDR 0205 LAND
((BR BLUE01,02 FROM FSD CLMB FL280 LVLOF W/I 20NM OVR 0147 J41 MKC 0205 SZL 0215 LAND
E. TREND11–14,21–24 KRDR BLUE01,02 KSZL
F. ETD TREND11–14 211600 NOV 2004 ADMIS 20 SEC TREND21–24 211630 ADMIS 20 SEC AVANA 211730
G. TAS: 420KTS
PROJECT OFFICER: SGT A.T. ARMS DSN 555–1212
ALTERNATE PROJECT OFFICER: CAPT BRAEDEN DSN 555–1213
ARTCCS CONCERNED: ZFW ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE THREE AIRCRAFT WHILE ON ALTRV. IFPFP ROUTING IS FOR INFORMATION ONLY AND IS NOT AN ATC CLEARANCE OR PART OF THIS ALTRV.
IFPFP BLUE01,02 TO ALTRV: REQ FL280 KSZL ICT

d. Moving ALTRV with an accompanying support ALTRV:

1. ALTRV MISSION

EXAMPLE–
A. CELL1 TREND11–14
CELL2 TREND21–24
B. 8F16/I
C. KSPS
D. FL250B270 RAVEC LVLOF BY IFI 0016 ARIP ICT 0033 ARCP CELL–1 JOIN BLUE01 CELL–2 JOIN BLUE 02 2KC135 ALTRV FROM KSZL AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS LEAVE BLUE01,02 ALTRV TO KSZL FAR 0150 GFK 0202 RDR 0205 LAND
E. KRDR
F. ETD TREND11–14 211600 FEB 2004 ADMIS 20 SEC TREND21–24 211630 ADMIS 20 SEC AVANA 211730
G. TAS: 420KTS
PROJECT OFFICER: MR. CORY DSN 555–1212
ALTERNATE PROJECT OFFICER: MAJ CAREY DSN 555–1213
ARTCCS CONCERNED: ZFW ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION

2. SUPPORT AIRCRAFT WHILE ON ALTRV.

EXAMPLE–
A. CELL1 BLUE01
CELL2 BLUE02
B. 2KC135/R
C. KSZL
D. FL280 RAVEC LVLOF BY ICT 060/050 0022 ICT 0030 ORBIT W/I 20NM RADIUS DSND FL250B270 LVLOF W/I ORBIT DPRT ORBIT 0045 JOIN CMN RTE/TIMING/ALTITUDES TO FSD 0136 CLMB FL290 LVLOF W/I 20NM DRCT OVR 0159 J41 MKC 0217 SZL 0226 LAND
E. KSZL
F. ETD BLUE01 211548 FEB 2004 BLUE02 211618 AVANA 211718
G TAS: 420KTS

PROJECT OFFICER: MAJ SAGE DSN 555–1212
ALTERNATE PROJECT OFFICER: CAPT SMITH DSN 555–1213
ARTCCS CONCERNED: ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE FOUR AND SUPPORT AIRCRAFT WHILE ON ALTRV.

e. Moving ALTRV as a partial route

EXAMPLE–
A. TREND11–14 BLUE01
B. 4F16/I 1KC135/R
C. KSPS
D. ((PR FL210B230 ICT 0033 AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS IFPFP
E. KRDR
F. ETD 211600 NOV 2004 ADMIS 20 SEC AVANA 211700
G. TAS: 420KTS
PROJECT OFFICER: MAJ SMITH DSN 555–1212
ALTERNATE PROJECT OFFICER: CAPT JONES DSN 555–1213
ARTCCS CONCERNED: ZKC ZMP
ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE FIVE AIRCRAFT ENTIRE MISSION.
IFPFP ROUTING IS FOR INFORMATION ONLY AND IS NOT AN ATC CLEARANCE OR PART OF THIS ALTRV.
IFPFP TO ALTRV: REQ FL210B230 KSPS IFI ICT
IFPFP FROM ALTRV: REQ FL280B290 FAR GFK
KRDR

4–11–7. STATIONARY ALTRV APREQ EXAMPLES

a. Stationary ALTRV which includes aircraft:

Stationary ALTRV which includes aircraft:

EXAMPLE–
A. RIMER15–16
B. 2HB52/A
C. KBGR
D. STATIONARY RESERVATION SURFACE TO 160 WHILE IN CONTROLLED AIRSPACE WITHIN AN AREA BNDD BY 4000N 6600W 4000N 6200W 3600N 6200W 3600N 6600W FROM 012200 MAY 2006 TO 020200 MAY 2006
E. KBGR
F. N/A
G. TAS: 430KTS CRUISE/320KTS LOW LEVEL
PROJECT OFFICER: MR BILL
DSN 555–5555/COMM 111– 555–5556
ALTERNATE PROJECT OFFICER: LT WRY DSN 555–1213
ARTCC: ZBW, ZNY
ADDITIONAL INFORMATION: MARSA ALL MISSION CORONET BLUE AIRCRAFT WHILE ON ALTRV. NOPAR. AIRCRAFT WILL PARTICIPATE IN NORAD EXERCISE.

b. Stationary ALTRV which does not include aircraft:

ALTRV APREQ MISSION CORONET BLUE

EXAMPLE–
1. *STATIONARY RESERVATION SURFACE TO FL200 WHILE IN CONTROLLED AIRSPACE WITHIN 100NM RADIUS OF 2030N 16000W FROM 132200 JUN 2004 TO 132330 JUN 2004*
2. *PROJECT OFFICER: MAJ LEAGUE DSN 555–5555/COMM 111–555–5556*
ALTERNATE PROJECT OFFICER: CAPT REYE DSN 555–1213
ARTCCS CONCERNED: ZHN ZOA
ADDITIONAL INFO:

Section 3. Publicity

6–3–1. INFORMATION TO THE PUBLIC

After Military Training Routes (MTR) are established, the FAA must notify the public with the description, location, and periods of use. At a minimum, the FAA must:

a. Ensure MTR information is available through FSS.

REFERENCE–
Aeronautical Information Manual, Para 5–1–1, Preflight Preparation.
Aeronautical Information Publication, ENR 1.10–1.1, Preflight Preparation.

b. Publicize the MTR program through pilot meetings and other outreach programs to the aviation communities.

c. Develop and ensure appropriate aeronautical charts depicting MTRs are publicly available.

NOTE–
IFR En Route Low Altitude Charts and VFR Sectional Charts are available for free download on the FAA Aeronautical Information Services, Digital Products website at https://www.faa.gov/air_traffic/flight_info/aer onav/digital_products/.

d. Include a description of the MTR program in the AIM and the AIP along with reference to the appropriate aeronautical publications, as well as other available methods for accessing MTR information.

REFERENCE–
Aeronautical Information Manual, Para 3–5–2, Military Training Routes.
Aeronautical Information Publication, ENR 5.2–4, Military Training Route (MTR).

BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Table of Contents

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4−1−3. APPLICATION
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4−10−2. FORMAT
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4−11−4. MOVING ALTRV COMPONENTS
4−11−6. MOVING ALTRV APREQ EXAMPLES

2. BACKGROUND: FAA Order JO 7610.14, Non−Sensitive Procedures and Requirements for Special Operations, Chapter 4, Altitude Reservation (ALTRV) Procedures, is being updated to provide clarity to the ALTRV process and remove repetitive and obsolete information.

3. CHANGE:

OLD	NEW
4−1−3 APPLICATION	**4−1−3 APPLICATION**
Title through **d**	No Change
e. An ALTRV must not be requested if the mission can otherwise be accomplished without excessive derogation.	Delete
f through **l**	Re−letter **e** through **k**
m. Due to handoff and communication transfer, ALTRVs that transition international airspace should not begin or end on a boundary.	**l.** Due to handoff and communication transfer, ALTRVs that **transit** international airspace **must not begin, end, climb, descend, expand, compress, orbit, join, or leave on the** boundary.
Add	**m. Moving ALTRVs that transit domestic airspace must not begin, end, climb, descend, expand, compress, orbit, join or leave on ARTCC boundaries.**

OLD	NEW
4−2−1. CANADIAN AND OVERSEAS	**4−2−1. INTERNATIONAL COORDINATION**
Coordinate altitude reservation (ALTRV) requests as required for missions that depart from points within a control area/flight information region (CTA/FIR) in which the United States is responsible for the provision of air traffic services and enters a CTA or FIR in which a foreign country is responsible for the provision of air traffic services with the appropriate foreign altitude reservation facilities in accordance with CARF letters of agreement.	Coordinate **international** altitude reservation (ALTRV) request **with the appropriate foreign altitude reservation facilities in accordance with CARF letters of agreement. This includes** missions that depart from points within a control area/flight information region (CTA/FIR) in which the United States is responsible for the provision of air traffic services and enters a CTA or FIR in which a foreign country is responsible for the provision of air traffic services**.**
NOTE− *Do not coordinate or approve classified missions that penetrate a CTA/FIR in which another country provides air traffic services, unless authorized in advance by the appropriate military authority. See subparagraph 4−10−1b.*	No Change

OLD	NEW
4–5–4. PROJECT OFFICER	**4–5–4. PROJECT OFFICER**
The originator of the ALTRV request must assign a project officer and an alternate project officer for each proposed ALTRV APREQ. These project officers must be thoroughly familiar with the requirements set forth in this chapter and available for coordination until the ALTRV mission departure. DSN and commercial phone numbers must be specified in Item G of the ALTRV APREQ in accordance with subparagraph 4–10–2h (2) and (3) of this chapter.	The originator of the ALTRV request must assign a project officer and an alternate project officer for each proposed ALTRV APREQ. These project officers must be thoroughly familiar with the requirements set forth in this chapter and available for coordination until the ALTRV **completion or cancellation. Telephone numbers** must be specified in Item G of the ALTRV APREQ in accordance with subparagraph 4–10–2h (2) and (3) of this chapter.

OLD	NEW
4–10–2. FORMAT	**4–10–2. FORMAT**
Title through **d** ***Example***	No Change
e. Item D, Route of Flight, Elapse Times, and Altitudes: "D" followed by the route of flight, elapsed times between segments on the routes, and the altitude to be flown for each segment (fix–time–event sequence).	**e.** Item D, Route of Flight, Elapse**d** Times, and Altitudes: "D" followed by the route of flight, elapsed times between segments on the routes, and the altitude to be flown for each segment (fix–time–event sequence).
el through **e2(a)** ***Example***	No Change
(b) When timing begins over the first fix of a partial route, indicate the beginning point as the first fix in Item D, with the elapse time of "0000."	**(b)** When timing begins over the first fix of a partial route, indicate the beginning point as the first fix in Item D **using** the **time** elapse**d** **from the departure point.**
NOTE– *See subparagraph 4–10–2g, for associated language required in Item F, Departure Information.*	Delete
EXAMPLE– *((PR FL250 DKB 090/025 0000 ALTRV BEGINS*	Delete
3. Altitudes: Indicate the altitude in three digits expressed in hundreds of feet; "SURFACE" may be used to indicate altitudes which extend from the surface of controlled airspace. Precede the altitude with "FL" for altitudes of 18,000 feet or above. Insert "B" between the lower and upper limits of a block altitude.	No Change
NOTE– *Flight levels may be used in oceanic airspace below 18000 feet if required to set altimeter to 29.92.*	***NOTE–*** *Flight levels may be used in oceanic airspace below 18,000 feet if required to set altimeter to 29.92.*
EXAMPLE– *090 (indicates 9,000 feet)* *FL_190 (indicates 19,000 feet)* *FL_240B260 (indicates block altitudes of 24,000 feet through 26,000 feet).*	***EXAMPLE–*** *090 (indicates 9,000 feet)* *FL190 (indicates **Flight Level 190)*** *FL240B260 (indicates block altitudes of **FL240 through FL260).***

f. Item E. Destination: "E" followed by the four–letter ICAO location identifier and the cumulative elapsed time (optional) to the destination, expressed as in subparagraph e.2, above.

f1 through **f2(b)**

(c) Elapsed time. (Optional)

3. When the destination is classified, indicate "ZZZZ"; do not include an elapsed time.

EXAMPLE–
E. PHNL 0405
E. CLAN80,81 PHNL ZESTY12 PHNG
E. ZZZZ

g though **g1(b)(2)**

2. When timing begins over the first fix of a partial route, add the phrase "ALTRV BEGINS OVER (fix) AT," followed by the date time group, as specified in subparagraph 1 above.

EXAMPLE–
ETD ALTRV BEGINS OVER DKB 090/025 AT 161815 MAY 1996

3. Interval Between Aircraft (ADMIS): The ADMIS should be specified for any group of more than one aircraft. Indicate one of the following:

(a) "ADMIS" followed by two digits which indicate the number of minutes between departing aircraft in the group.

(b) "ADMIS followed by two digits and "SEC" to indicate the number of seconds between departing aircraft in the group.

(c) "FRMN" to indicate that departing aircraft are considered as one and will depart in less than 20 second intervals.

(d) "MITO" to indicate the minimum takeoff interval between departing aircraft in the group.

4. AVANA Time: "AVANA" followed by the date time group, expressed in six digits.

EXAMPLE–
F. ETD 020030 JAN 2005 ADMIS 01 020130
F. ETD BONE11–16 020030 JAN 2005
ADMIS 30 SEC
BONE17, 18 020100 FRMN
BONE19 020130 AVANA 020230
F. ETD SLIP31–36 151000 FEB 2005 ADMIS MITO AVANA 151100

h. Item G, Remarks: "G" followed by:

1. 1. "TAS." Include the airspeed in three digits and "KTS." Indicate if cruise and air refueling speeds are different.

f. Item E. Destination: "E" followed by the four-letter ICAO location identifier.

No Change

Delete

3. When the destination is classified, indicate "ZZZZ".

EXAMPLE–
E. PHNL
E. CLAN80,81 PHNL ZESTY12 PHNG
E. ZZZZ

No Change

Delete

Delete

2. Interval Between Aircraft (ADMIS): The ADMIS should be specified for any group of more than on aircraft. Indicate on of the following:

No Change

No Change

No Change

No Change

3. AVANA Time: "AVANA" followed by the date time group, expressed in six digits.

EXAMPLE–
F. ETD 020030 JAN 2005 ADMIS 01 ***AVANA*** *020130*
F. ETD BONE11–16 020030 JAN 2005
ADMIS 30 SEC
BONE17,18 020100 FRMN
BONE19 020130 AVANA 02030
F. ETD SLIP31–36 151000 FEB 2005 ADMIS MITO AVANA 151100

No Change

1. "TAS." Include the airspeed in three digits and "KTS." Indicate if cruise and air refueling speeds are different.

2. "PROJECT OFFICER." Include the name; grade; and DSN and commercial phone numbers of the project officer. Include FAX number.

3. "ALTERNATE PROJECT OFFICER." Include the name; grade; and DSN and commercial phone numbers of the alternate project officer.

h4 though **h5**

6. "REQUEST COPY OF ALTRV APVL BE SENT TO." (Optional) List any additional parties that need a copy of the ALTRV APREQ. (See subparagraph 4–2–4a in this chapter.)

EXAMPLE–
G. TAS: 430KTS CRUISE/AIRFL
G. TAS: 440KTS CRUISE 410KTS AIRFL
PROJECT OFFICER: CAPT SMITH DSN 555–5555/COMM 111–555–1111 FAX DSN 555–5556
ALTERNATE PROJECT OFFICER: CAPT JONES DSN 555–5556/COMM 111–555–2222 ADDITIONAL INFORMATION: MARSA ALL BUSY LEADER OSCAR AIRCRAFT. ARTCC CONCERNED: ZNY ZDC AR–E EUCARF REQUEST COPY OF ALTRV APVL BE SENT TO 438MAW MCGUIRE AFB NJ//DO

2. "PROJECT OFFICER." Include the name **and telephone** number of the project officer.

3. "ALTERNATE PROJECT OFFICER." Include the name **and telephone** number of the alternate project officer.

No Change

No Change

EXAMPLE–
G. TAS: 430KTS CRUISE/AIRFL
G. TAS: 440KTS CRUISE 410KTS AIRFL
PROJECT OFFICER: CAPT SMITH DSN 555–5555/COMM 111–555–1111
ALTERNATE PROJECT OFFICER: CAPT JONES DSN 555–5556/COMM 111–555–2222 ADDITIONAL INFORMATION: MARSA ALL BUSY LEADER OSCAR AIRCRAFT. ARTCC CONCERNED: ZNY ZDC AR–E EUCARF REQUEST COPY OF ALTRV APVL BE SENT TO 438MAW MCGUIRE AFB NJ//DO

OLD

4–11–3. FORMAT

Title through **b2**

3. Block or range of altitudes

(a) Below 18,000 feet – the lower limit, "B," then the upper limit expressed in hundreds of feet.

(b) Flight levels – "FL," the lower limit, "B," and the upper limit expressed in three digits of altitude/flight level.

NOTE–
When using two or more altitudes, the base altitude should be the correct altitude of the direction of flight.

EXAMPLE–
A single altitude: 110 11,000 feet
A single flight level for a westbound flight: FL220 Flight level 220 (22,000 feet)
An altitude block of an eastbound flight: FL190B220
FL190 through FL220

NEW

4–11–3. FORMAT

No Change

No Change

No Change

No Change

Delete

EXAMPLE–
110 (indicates 11,000 feet)
FL220 (indicates Flight Level 220)
FL190B220 (indicates block altitudes of FL190 through FL220)

OLD

4–11–4. MOVING ALTRV COMPONENTS

Title through **a2**

(a) A PR may be used when the pilot does not desire the ALTRV to begin from the departure point or if the departure point must not be disclosed.

NEW

4–11–4. MOVING ALTRV COMPONENTS

No Change

No Change

EXAMPLE– *((PR FL270B280 AEX 0200 ALTRV BEGINS LFK 0230 MCN 0300.*	***EXAMPLE–*** *((PR FL270B280 AEX 0200 LFK 0230 MCN 0300.*
a2(b) through ***Example***	No Change
(c) A PR may be used for an aircraft recovering from special use airspace and returning back to destination on an ALTRV.	No Change
EXAMPLE– *AEX 0300 ALTRV ENDS IFPFP INTO MORRIS MOA DLA 1+00.* *((PR FL270b290 AEX 260/040 0400 ALTRV BEGINS DRCT AEX 0420 FTW 0440.*	***EXAMPLE–*** *AEX 0300 ALTRV ENDS IFPFP INTO MORRIS MOA DLA 1+00.* *((PR FL270b290 AEX 260/040 0400 DRCT AEX 0420 FTW 0440.*
(d) A PR may be used for an ALTRV beginning over a fix at a specific time.	Delete
EXAMPLE– *((PR FL270B290 –ALTRV BEGINS OVER AEX AT 0000 (1340Z) LFK 0020 CEW 0120.* *(In item F)* *F. ETD: ALTRV BEGINS OVER AEX AT 121340 ADMIS 20 SEC AVANA OVER AEX 121440*	Delete

OLD	**NEW**
4–11–6. MOVING ALTRV APREQ EXAMPLES	**4–11–6. MOVING ALTRV APREQ EXAMPLES**
Title through **d2** ***Example***	No Change
e. Moving ALTRV as a partial route	No Change
EXAMPLE– *A. TREND11 14 BLUE01* *B. 4F16/I 1KC135/R* *C. KSPS* *D. ((PR FL210B230 IFPFP TO ICT 0033 AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS IFPFP* *E. KRDR* *F. ETD 211600 NOV 2004 ADMIS 20 SEC AVANA 211700* *G. TAS: 420KTS* *PROJECT OFFICER: MAJ SMITH DSN 555–1212* *ALTERNATE PROJECT OFFICER: CAPT JONES DSN 555–1213* *ARTCCS CONCERNED: ZKC ZMP* *ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE FIVE AIRCRAFT ENTIRE MISSION.* *IFPFP ROUTING IS FOR INFORMATION ONLY AND IS NOT AN ATC CLEARANCE OR PART OF THIS ALTRV.* *IFPFP TO ALTRV: REQ FL210B230 KSPS IFI ICT* *IFPFP FROM ALTRV: REQ FL280B290 FAR GFK RD*	***EXAMPLE–*** *A. TREND11 14 BLUE01* *B. 4F16/I 1KC135/R* *C. KSPS* *D. ((PR FL210B230 ICT 0033 AIRFL BEGINS LNK 0101 FSD 0124 AIRFL ENDS IFPFP* *E. KRDR* *F. ETD 211600 NOV 2004 ADMIS 20 SEC AVANA 211700* *G. TAS: 420KTS* *PROJECT OFFICER: MAJ SMITH DSN 555–1212* *ALTERNATE PROJECT OFFICER: CAPT JONES DSN 555–1213* *ARTCCS CONCERNED: ZKC ZMP* *ADDITIONAL INFO: MARSA ALL MISSION EXAMPLE FIVE AIRCRAFT ENTIRE MISSION.* *IFPFP ROUTING IS FOR INFORMATION ONLY AND IS NOT AN ATC CLEARANCE OR PART OF THIS ALTRV.* *IFPFP TO ALTRV: REQ FL210B230 KSPS IFI ICT* *IFPFP FROM ALTRV: REQ FL280B290 FAR GFK* ***KRDR***

1. PARAGRAPH NUMBER AND TITLE:
6–3–1. INFORMATION TO THE PUBLIC

2. BACKGROUND: The National Geospatial–Intelligence Agency (NGA) is responsible for publishing the DoD (Department of Defense) Flight Information Publications (FLIPs) Area Planning (AP) booklets for the military. As of 2006, these products were no longer directly available to the public. This change complements changes made to the Aeronautical Information Manual (AIM) and Aeronautical Information Publication (AIP).

3. CHANGE:

OLD	NEW
6–3–1. INFORMATION TO THE PUBLIC	**6–3–1. INFORMATION TO THE PUBLIC**
After Military Training Routes (MTR) are established, the DoD and FAA must notify the public with the description, location, and periods of use. At a minimum, the following is required:	After Military Training Routes (MTR) are established, the FAA must notify the public with the description, location, and periods of use. At a minimum, the **FAA must**:
a. The DoD must publish all MTRs in the FLIP AP/1B and AP/3.	Delete
b. FAA must:	Delete
1. Ensure MTR information is available through FSS.	**a.** Ensure MTR information is available through FSS.
NOTE– *Aeronautical Information Manual, para 5–1–1, Preflight Preparation* *Aeronautical Information Publication, ENR 1.10–1.1, Preflight Preparation*	***REFERENCE–*** *Aeronautical Information Manual, Para 5–1–1, Preflight Preparation.* *Aeronautical Information Publication, ENR 1.10–1.1, Preflight Preparation.*
2. Publicize the MTR program through pilot meetings and other outreach programs to the aviation communities.	**b.** Publicize the MTR program through pilot meetings and other outreach programs to the aviation communities.
3. Develop and ensure appropriate aeronautical charts depicting MTRs are publically available.	**c.** Develop and ensure appropriate aeronautical charts depicting MTRs are publically available.
NOTE– *IFR En Route Low Altitude Charts and VFR Sectional Charts are available for free download on the FAA Aeronautical Information Services, Digital Products website at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/.*	No Change
4. Include a description of the MTR program in the AIM and the AIP along with reference to the appropriate aeronautical publications, as well as other available methods for accessing MTR information..	**d.** Include a description of the MTR program in the AIM and the AIP along with reference to the appropriate aeronautical publications, as well as other available methods for accessing MTR information.
REFERENCE– *Aeronautical Information Manual, para 3–5–2, Military Training Routes* *Aeronautical Information Publication, ENR 5.2–4, Military Training Route (MTR)*	***REFERENCE–*** *Aeronautical Information Manual, Para 3–5–2, Military Training Routes.* *Aeronautical Information Publication, ENR 5.2–4, Military Training Route (MTR).*