

## USAF Mid-Air Refueling Guide

The conduct of aerial refueling is based on the strict requirement that participating aircraft remain within specifically designated airspace. Air refueling operations are normally conducted on tracks or in anchor areas published in this document. There are certain mission requirements and operational considerations which may necessitate enroute refueling operations or the establishment of special tracks/anchors not published in this document. Aerial refueling operations will be conducted under instrument flight rules.

The tanker aircraft is responsible for requesting altitude clearance and routing (if different than flight plan routing) for the receiver and tanker aircraft beyond the AR exit point. Throughout the refueling operation, controller initiated heading assignments may not be effected without the concurrence of the tanker. Each aircraft must receive a specific clearance prior to leaving the refueling track/anchor. In the event of no clearance, the tanker(s) and receiver(s) will continue on the tanker's filed route and assigned block altitudes until a clearance to separate the flight can be obtained, or the aircraft will request an extension of the aerial refueling track.

NOTE: Aerial refueling operations are terminated at the end of the refueling point unless an extension of the aerial refueling track is received.

### **Track terminology:**

ARIP - Air Refueling Initial Point - A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker. Descent to refueling altitude will be made between ARIP and ARCP.

ARCP - Air Refueling Control Point - The location where the tanker and receiver rendezvous is completed prior to refueling. Tankers orbit at this point.

EXIT - The point at which the refueling track terminates.

SCHEDULING UNIT - The military unit responsible for scheduling refueling operations. It provides daily schedules covering requested altitudes/flight levels and times of use for proposed operations to the assigned ARTCC.

ASSIGNED ARTCC - The FAA Air Traffic Control Center that controls the airspace within which the track is located.

SODAR - Simultaneous Opposite Direction Air Refueling.

### **Anchor terminology:**

ENTRY POINTS - These are designated points where tanker aircraft may enter the anchor area without the assistance of radar. When either FAA Center Radar or Ground TAC Radar is operative, a tanker may proceed to the Anchor Point without crossing an Entry Point.

ANCHOR POINT - The geographical point upon which the anchor pattern is oriented.

ANCHOR PATTERN - A left-hand race track pattern with legs separated by a minimum of 20 NM and a minimum leg length of 50 NM.

EXIT POINTS - These are designated points where tanker and receiver aircraft may depart the anchor area after refueling is completed.

MILITARY RADAR - The call sign and frequencies of the military unit responsible for radar control of refueling operations within the anchor area. These are normally an ADCF (Air Defense Control Facility) or CRC/CRP (Control and Reporting Center/Post).



**FORMAT KEY:**

<b>Track</b>	Primary Frequency	Backup Frequency	Flight Levels	Scheduling Unit
ARTCC Entry & exit frequency and facility information			Remarks:	

**REFUELLING TRACKS:**

**AR1 (East)** 343.500 256.650 FL280/FL310 60 OSS/AO Travis AFB, CA  
Salt Lake City ARCP-397.9E EXIT-263.1E REMARKS: Simultaneous Opposite Direction Air Refueling Test (SODART) operations are authorized with AR2 under the DoD/FAA Operational Test Agreement.

**AR2 (West)** 283.900 256.650 FL240/FL260 60 OSS/AO Travis AFB, CA  
Salt Lake City ARCP-323.0W EXIT-363.15W REMARKS: Simultaneous Opposite Direction Air Refueling Test (SODART) operations are authorized with AR1 under the DoD/FAA Operational Test Agreement.

**AR3H (East)** 265.500 271.650 FL240/FL270 60 OSS/AO Travis AFB, CA  
Denver ARCP-386.8E EXIT-290.4E NAV CHK PT-386.8E Los Angeles ARIP-323.2E

**AR3H (West)**  
Denver ARCP-386.8W ARIP-290.4W NAV CHK PT-386.8W Los Angeles EXIT-323.2W  
REMARKS: Due to track proximity to ARTCC boundaries, aircrews should not request nor expect to receive amendments to flight plan routing after air refueling exit. This condition is accentuated during peak traffic periods 1600-1800Z++ and 0100-0300Z++.

**AR3L** 235.100 256.650 FL190/FL230 151 AREFG Salt Lake City, UT  
Denver ARCP-343.7W EXIT-343.7W

**AR4A (North)** 344.700 292.600 FL280/FL310 366 OSS/OSOS Mt. Home AFB, ID  
Seattle ARCP-290.5E EXIT-251.1E

**AR4A (South)**  
Seattle ARCP-251.1W EXIT-290.5W REMARKS: Portions of AR4A lie within SADDLE airspace. Receiver units scheduling this track must contact the 190 FS (Boise ANG) at DSN 422-5348 to ensure deconfliction of air refueling operations with SADDLE activity.

**AR4B (North)** 235.100 292.600 FL280/FL310 366 OSS/OSOS Mt. Home AFB, ID  
Seattle ARCP-290.5E EXIT-251.1E

**AR4B (South)**  
Seattle ARCP-251.1W EXIT-290.5W REMARKS: AR4B (North) - To make an early exit from this track, air crews will file to NAV point DNJ 247/030 as an end point for refueling.

**AR5H (East)** 283.900 342.550 FL250/FL330 60 OSS/OSO Travis AFB, CA  
Oakland ARCP-306.2E EXIT-133.375E

**AR5H (West)**  
Oakland ARCP-306.2W EXIT-133.375W REMARKS: Tankers westbound on the track may routinely proceed to the exit point, execute a right turn and continue refueling eastbound, when annotated on the flight plan. Flight plan remarks will state: Continuous refueling through turn and eastbound to ARCP. Simultaneous opposite direction air refueling (SODAR) authorized with AR5L.

**AR5L (East)** 256.650 278.750 17000/FL230 60 OSS/OSO Travis AFB, CA  
Oakland ARCP-387.1E EXIT-134.15E

**AR5L (West)**  
Oakland ARCP-387.1W EXIT-134.15W REMARKS: Tankers westbound on the track may routinely proceed to the exit point, execute a right turn and continue refueling eastbound, when annotated on the flight plan. Flight plan remarks will state: Continuous refueling through turn and eastbound to ARCP. Simultaneous opposite direction air refueling (SODAR) authorized with AR5H.

**AR6 (North)** 256.650 274.450 FL250/FL330 60 OSS/OSO Travis AFB, CA  
Oakland ARCP-290.5W EXIT-290.3W

**AR6 (South)**

Oakland ARCP-290.3E EXIT-290.5E REMARKS: Hours of operation: 1630-2359Z++ and 0330-1400Z++ daily. All turns shall be made to the west.

**AR7A** 276.500 256.650 FL240/FL310 60 OSS/AO Travis AFB, CA  
Oakland EXIT-269.1E Seattle ARCP-327.1E REMARKS: Refueling southbound only.

**AR7B** 236.650 256.650 FL240/FL310 60 OSS/AO Travis AFB, CA  
Oakland ARCP-269.1W Seattle EXIT-327.1W REMARKS: Refuel northbound only.

**AR8A** 240.350 256.650 FL240/FL330 60 OSS/AO Travis AFB, CA  
Seattle ARCP-360.7E EXIT-360.7E REMARKS: Refuel southbound only.

**AR8B** 305.500 256.650 FL240/FL330 60 OSS/AO Travis AFB, CA  
Seattle ARCP-360.7W EXIT-279.6W REMARKS: Refuel northbound only.

**AR9 (East)** 238.900 292.600 FL240/FL270 FL310/FL330 120 FW Great Falls, IAP, MT  
Salt Lake City ARCP-251.1E EXIT-269.4E

**AR9 (West)**

Salt Lake City ARCP-317.6W EXIT-251.1W REMARKS: AR9 and AR9A simultaneous operations not authorized. See remarks section AR9A.

**AR9A (East)** 238.900 292.600 FL240/FL270 FL310/FL330 120 FW Great Falls, IAP, MT  
Salt Lake City ARCP-251.1E EXIT-269.4E

**AR9A (West)**

Salt Lake City ARCP-317.6W EXIT-251.1W REMARKS: AR9 and AR9A simultaneous operations not authorized. To deconflict AR9 from AR604/Bearpaw ATCAA, scheduling unit will assign AR9A. Scheduling unit will inform users when abbreviated track is required; otherwise AR9 will be flown full length. End eastbound refueling operations no later than W111-00-00 (GTF 356/74). Complete turn for westbound (reverse course) operation no later than W110-32-00 (LWT 323/103). Bearpaw ATCAA N49-00-00 W110-00-00 to N49-00-00 W107-00-00 to N47-30-00 W107-00-00 to N47-30-00 W110-00-00 to beginning.

**AR10 (NW)** 278.750 292.600 FL190/FL210 FL250/FL270 62 OSS/OSO McChord AFB, WA  
Salt Lake City ARCP-338.3W Seattle EXIT-251.1W

**AR10 (SE)**

Salt Lake City EXIT-263.1E Seattle ARCP-251.1E

**AR11 (East)** 235.100 320.900 FL230/FL260 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-385.6E EXIT-338.2E

**AR11 (West)**

Denver ARCP-338.2W Salt Lake City EXIT-353.5W REMARKS: For AR11 (East) SODAR operations are authorized with AR14B (West). For AR11 (West) SODAR operations are authorized with AR14B (East).

**AR12H (East)** 352.600 320.900 FL270/FL310 28 OSS/OSXS Ellsworth AFB, SD  
Minneapolis EXIT-317.5E Salt Lake City ARCP-272.75E

**AR12 (West)**

Salt Lake City ARCP-272.75W EXIT-351.9W REMARKS: Simultaneous opposite direction air refueling (SODAR) authorized with AR12L.

**AR12L (East)** 344.700 292.600 FL190/FL230 28 OSS/OSXS Ellsworth AFB, SD  
Minneapolis EXIT-263.0E Salt Lake City ARCP-272.75E  
**AR12 (West)**  
Salt Lake City ARCP-272.75W EXIT-351.9W REMARKS: Simultaneous opposite direction air  
refueling (SODAR) authorized with AR12H.

**AR13 (East)** 238.900 260.200 FL240/FL310 2 OSS/OSOS Barksdale AFB, LA  
Fort Worth ARCP-381.6E EXIT-285.6E  
**AR13 (West)**  
Fort Worth ARCP-285.6W EXIT-251.1W REMARKS: Restricted to a refueling block altitude  
of FL 240/FL 260 between 1200-1700Z++, for operations after 1830Z++ refueling block restricted to either  
FL 240/FL 260 or FL270/FL 290. A/R prohibited 1700-1930Z++ and 0000-0100Z++. The altitude block of  
FL 240/FL 310 shall be available between 0100-0400Z++.

**AR14 (East)** 336.100 359.100 FL190/FL220 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-239.0E EXIT-269.6E  
**AR14 (West)**  
Denver ARCP-338.2W Salt Lake City EXIT-291.6W REMARKS: AR14 (East) SODAR  
operations are authorized with AR11 (W). AR14 (W) SODAR operations are authorized with AR11 (E).

**AR16 (East)** 343.500 319.700 FL240/FL260 1 ACCS Offutt AFB, NE  
Chicago EXIT-353.5E Kansas City ARCP-343.7E  
**AR16 (West)**  
Kansas City ARCP-370.9W EXIT-343.7W REMARKS: Aircrews File AR016 on DD 175 or DD  
1801 to deconflict with other routing with same identifier.

**AR17 (North)** 276.500 320.900 FL190/FL220 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-353.7W EXIT-338.2W  
**AR17 (South)**  
Denver ARCP-338.2E EXIT-353.7E

**AR19 (North)** 295.400 320.900 FL270/FL290 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-360.65W EXIT-322.5W  
**AR19 (South)**  
Denver ARCP-322.5E EXIT-360.65E REMARKS: FL 270/FL 290 to be used only between 0230-  
1630Z++ daily.

**AR20 (NE)** 305.500 256.650 17000/FL190 FL200/FL220 437 OSS/OSO Charleston AFB, SC  
Boston ARCP-269.3E/133.45 E Moncton EXIT-368.5E/123.9E  
**AR20 (SW)** FL230/FL250 FL260/FL280  
Gander ARCP-247.0W/133.55W ARCP-294.5W/133.9W Moncton EXIT-266.3W/118.6W  
REMARKS: Transatlantic fighter crossings will still require altitude reservations. Alternate Primary freq:  
305.5. Alternate Backup freq: 265.65

**AR24 (North)** 295.400 320.900 FL190/FL220 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-338.2W EXIT-353.7W  
**AR24 (South)**  
Denver ARCP-338.2E EXIT-353.7E

**AR62 (East)** 242.050 243.450 FL210/FL280 62 OSS/OSO McChord AFB  
Gander ACC EXIT-135.4E Montreal ACC ARCP-132.9E  
**AR62 (West)**  
Gander ACC ARCP-135.4W Montreal ACC EXIT-132.9W  
REMARKS: Track comes within 12 NM of CYA 732 (controlled by Goose Bay). Primary means of  
scheduling track reservation requests is email to: 62OSS.OSOO@McChord.af.mil

**AR101 (North)** 324.600 260.200 FL260/FL290 2 OSS/OSOS Barksdale AFB, LA  
Memphis ARCP-263.1/133.65 EXIT-257.6/132.375

**AR101 (South)**  
Memphis ARCP-322.35/133.075 EXIT-263.1/133.65 REMARKS: SOUTH ARCP-  
Between 1500-1630Z++ limited to either buddy, on course or enroute cell rendezvous. SOUTH EXIT-  
When refueling on the southbound track, aircraft will exit the track with turns to the right unless otherwise  
authorized by ATC. Refueling is prohibited between 1900Z++ and 2100Z++. SOUTH ASSIGNED  
ARTCC-ARCP- 322.35/133.075; use ARIP 257.6/132.375 between 1500-1630Z++ or when buddy, on  
course or enroute cell is planned.

**AR102A (East)** 276.500 260.200 FL240/FL310 2 OSS/OSOS Barksdale AFB, LA  
Fort Worth ARCP-323.0E EXIT-327.8E REMARKS: Open for night-time use only: 0240-  
1200Z++.

**AR102B** 276.500 260.200 FL240/FL310 2 OSS/OSOS Barksdale AFB, LA  
Fort Worth EXIT-327.8E ARCP-327.1E/133.35E REMARKS: Open for night-time use only:  
0240-1200Z++. Restricted to a refueling block altitude of FL 270/FL 290 between 0240-0500Z++.  
Restricted for use to B-52 FTU aircraft and support tankers only. No simultaneous refueling with AR102A.

**AR103** 327.600 260.200 FL240/FL260 55WG Offutt AFB, NE  
Houston ARCP REMARKS: To be used by Offutt based aircraft and support tankers only. Tanker Orbit  
Pattern: N29-48-00 W90-11-00 to N29-56-00 W89-43-00 to N30-54-00 W90-08-00 to N30-45-00  
W90-35-00.

**AR104 (East)** 344.700 260.200 FL260/FL310 2 OSS/OSOS Barksdale AFB, LA  
Fort Worth ARCP-269.0E EXIT-269.0E

**AR104 (West)**  
Fort Worth ARCP-351.9W EXIT-351.9W REMARKS: SODAR Operations authorized with  
AR113 and AR114. (West) Track closed from 1700-1800Z++. Coordinate with NAS Fort Worth  
Operations/Brownwood MOA scheduling for use, DSN 739-7689.

**AR104M** 344.700 260.200 FL260/FL310 2 OSS/OSOS Barksdale AFB, LA  
Fort Worth ARCP-322.45W REMARKS: Air refueling authorized during the following hours only:  
1600-1900Z++ (1000-1300 Central Time). Restricted for use to B-52 FTU aircraft and support tankers  
only. SODAR operations authorized with AR113 and AR114. No simultaneous refueling with AR104.

**AR105 (East)** 238.900 320.900 FL190/FL330 55 WG Offutt AFB, NE  
Minneapolis ARCP-269.0E EXIT-269.0E

**AR105 (West)**  
Minneapolis ARCP-269.0W EXIT-269.0W REMARKS: When reversing track, right teardrop  
turns must be used. SODAR authorized. AR105 will be scheduled solely by the 55 SRW. 55 SRW aircraft  
will have priority for use of AR105.

**AR106H (East)** 295.800 320.900 FL260/FL310 5 BMW Minot AFB, ND  
Minneapolis ARCP-269.4E EXIT-306.2E

**AR106 (West)**  
Minneapolis ARCP-306.2W EXIT-269.4W REMARKS: Simultaneous opposite direction aerial  
refueling (SODAR) operations are authorized with AR106L.

**AR106L (East)** 305.500 320.900 17000/FL230 55 WG Offutt AFB, NE  
Minneapolis ARCP-269.4E EXIT-306.2E

**AR106L (West)**  
Minneapolis ARCP-306.2W EXIT-269.4W REMARKS: Simultaneous opposite direction aerial  
refueling (SODAR) operations are authorized with AR106H.

**AR107** 324.600 282.700 14000/FL230 110 FG/DO MIANG Battle Creek, MI  
Minneapolis ARCP-353.6E EXIT-353.6E REMARKS: Refueling aircraft at the TVC VORTAC  
038/56, shall execute a left turn and continue refueling southbound to the exit point.

**AR108 (East)** 348.900 260.200 FL180/FL200 FL210/FL230 433 OSS/OSC Lackland AFB, TX  
Houston ARCP-132.65E ARCP-133.4E ARCP-306.3E EXIT-133.85E EXIT-269.5E

**AR108 (West)**

Houston ARCP-132.65W ARCP-133.85W ARCP-269.5W EXIT-133.4W EXIT-306.3W  
REMARKS: Aerial refueling permitted from 1130-1330L and 1730-2300L daily. Simultaneous opposite  
direction aerial refueling (SODAR) operations are authorized with AR 108 in specific blocks. Refueling  
aircraft will execute a southbound turn and remain within 30 miles of track course and return to centerline  
within 20 miles of exit point/turn point. 433 OSS/OSC scheduling agency will resolve conflicts with W92,  
W54 and AW101. Southbound turns to avoid flying north into W147, W59 and northern sections of W92,  
W54, and AW101. Track is designed specifically for single tanker/receiver operations and is prohibited to  
fighter type aircraft.

**AR109H (East)** 343.500 320.900 FL250/FL310 55 OSS/OST, Offutt AFB, NE  
Minneapolis ARCP-327.1E EXIT-327.1E

**AR109 (West)**

Minneapolis ARCP-327.1W EXIT-327.1W REMARKS: SODAR authorized with AR109L.

**AR109L (East)** 327.600 320.900 FL190/FL230 55 OSS/OST, Offutt AFB, NE  
Minneapolis ARCP-327.1E EXIT-327.1E

**AR109L (West)**

Minneapolis ARCP-327.1W EXIT-327.1W REMARKS: SODAR authorized with AR109H.

**AR110 (East)** 327.600 319.700 FL240/FL270 509 OSS/OSOS Whiteman AFB, MO  
Kansas City ARCP-277.4E EXIT-346.4E

**AR110 (West)**

Kansas City ARCP-319.0W EXIT-277.4W REMARKS: AR110W rendezvous/rejoin maneuvers  
prohibited between 1515-1630Z+

**AR111 (East)** 348.900 319.700 FL250/FL290 552 OSS/OSOS Tinker AFB, OK  
Memphis ARCP-257.6E/132.37E EXIT-288.35E/124.27E

**AR111 (West)**

Memphis ARCP-354.15W/122.275W EXIT-288.35W/124.27W  
REMARKS: Restricted for use by the 552 ACW aircraft and support tankers only. Tanker Orbit Pattern  
(NONRADAR): Holding point ARCP; Left Turns; 14 Mile Legs. Tankers shall remain clear of the  
Lindbergh 'D' ATCAA when active and is defined as follows: Beginning at 37 00 00N - 91 22 00W to 37  
00 00N - 90 54 00W to 36 38 00N - 90 58 00W to 36 38 00N - 91 31 00W to beginning. FL180 to FL500.

**AR112H (East)** 235.100 260.200 FL240/FL310 VQ3 Tinker AFB, OK  
Fort Worth ARCP-363.1E Memphis EXIT-353.8E

**AR112H (West)**

Fort Worth EXIT-363.1W Memphis ARCP-353.8W  
REMARKS: All air refueling prohibited during the following hours: 1500-1630Z and 1900-2100Z++ Mon-  
Fri. While maneuvering/orbiting on AR112, aircrews are reminded to avoid R5601A and R5601C.

**AR112L (East)** 295.800 260.200 FL190/FL230 917OSF, Barksdale AFB, LA  
Fort Worth ARCP-363.1E Memphis EXIT-353.8E

**AR112L (West)**

Fort Worth EXIT-363.1W Memphis ARCP-353.8W  
REMARKS: Restricted for use by the 917WG aircraft and supporting tankers only. All air refueling  
prohibited during the following hours: 1500-1630Z and 1900-2100Z++ Mon-Fri. While  
maneuvering/orbiting on AR112, aircrews are reminded to avoid R5601A and R5601C.

**AR113 (East)** 283.900 260.300 FL190/FL230 7 OSS/OSTA Dyess AFB, TX  
Fort Worth ARCP-360.8E EXIT-353.7E

**AR113 (West)**

Albuquerque EXIT-343.6W Fort Worth ARCP-269.4W REMARKS: No simultaneous refueling with AR114. SODAR operations authorized with AR104. Intended for use by B-1 aircraft and support tankers. Other aircraft permitted on non-interference basis. The 7 OSS/OSTC retains preemption authority. Albuquerque ARTCC radar must be operational.

**AR114** 366.300 260.200 FL190/FL230 7 OSS/OSTA Dyess AFB, TX  
Albuquerque EXIT-343.6E Fort Worth RCP-360.8E REMARKS: AR114 is intended for use by 7 BW B-1 and support tankers for training requirements. All other units and aircraft are permitted use on a non-interference basis. The 7 BW retains preemption authority for these purposes. Simultaneous Opposite Direction Air Refueling (SODAR) is authorized IAW FAA 7610.4J with AR104. Neither simultaneous refueling nor SODAR is authorized with AR113. Albuquerque ARTCC radar must be operational for use. Aircraft when reversing the track at the Navigation Check Point 1 will make a 15 degrees bank left turn and roll out with approximately a 15 degrees intercept to course centerline.

**AR115** 58 SOW assigned frequencies 08000/09000 58 OSS/DOO, Kirtland AFB, NM  
Albuquerque ARCP-128.8E ARCP-307.2E EXIT-128.8E EXIT-307.2E  
REMARKS: Restricted to 58 SOW use only. Protected airspace is 4 NM either side of centerline. Air refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers.

**AR116 (East)** 366.300 260.200 12000/FL220 2 OSS/OSOS Barksdale AFB, LA  
Kansas City ARCP-269.4E EXIT-343.7E

**AR116 (West)**

Kansas City ARCP-363.2W EXIT-269.4W

**AR121 (North)** 229.500 258.200 15000/FL290 49 OSS/OSOS Holloman AFB, NM  
Albuquerque ARCP EXIT

**Ar121 (South)**

Albuquerque ARCP EXIT REMARKS: Cherokee Control must be operational. All aircraft must have contact with and clearance from Cherokee Control prior to entering restricted airspace. When exiting at or above FL180 or to resume IFR clearance, all aircraft must have contact with and clearance from Albuquerque ARTCC prior to exiting. Refueling airspace is limited to F-117 aircraft from 49 FW and can only be scheduled on a non-interference basis with White Sands Missile Range. Primary use if weather backup to AR644.

**AR167 (North)** 235.100 260.200 FL260/FL310 149 FG/DOOS Kelly AFB, TX  
Houston ARCP-323.1W EXIT-380.2W

**AR167 (South)**

Houston ARCP-380.2E EXIT-323.1E REMARKS: All course reversal turns will be made to the east. Receivers may exit only at ARIP or EXIT points. When exiting at RSG, receivers should file to JCT or FST to pick up supplemental flight plans. Crystal MOA must be scheduled by users during same period of track operations. Hours of operation: Sun-Sat 1200-0400Z++.

**AR200** 235.100 319.700 FL240/FL260 6 OSS/OSO MacDill AFB, FL  
Miami ARCP-307.2E EXIT-290.5E REMARKS: AR200 is intended for use by 6 AMW aircraft. All other units and aircraft are permitted use on non-interference basis. The 6 AMW retains preemption authority for these purposes. The track is closed 1230-1630Z++ by request of Atlanta and Jacksonville ARTCCs due to heavy civilian traffic during this time.



**AR201 (East)** 336.100 319.500 FL190/FL230 7 OSS/OSTA Dyess AFB, TX  
Denver EXIT-343.7E Salt Lake City ARIP-271.2E

**AR201 (West)**

Denver ARIP-343.7W Salt Lake City EXIT-271.2W REMARKS: Intended for use by B-1 aircraft and support tankers. Other aircraft permitted on non-interference basis. The 7 OSS/OSTC retains preemption authority.

**AR202AN** 327.600 343.250 FL250/FL280 or as assigned 437 OSS/OSO Charleston AFB, SC  
Jacksonville ARCP-327.1E/134.85E EXIT-317.4E/135.05E REMARKS: AR202AN is the Alternate North track. End northbound refueling operations no later than N32-30-00. Scheduled reverse course from north to south, refueling operations turn point is N33-15-00. Anticipate intermittent UHF reception at southern half of track. When W497B is in use southern limit of track is N30-19-00 W77-52-00. If radio contact is lost with Jacksonville ARTCC, request tanker or receiver attempt to establish communication with Miami ARTCC when crossing N30-00-00 southbound on the following frequencies: 128.65/343.7, 133.65/348.7 or 132.15/307.8.

**AR202N (North)** 327.600 343.250 FL250/FL280 or as assigned 437 OSS/OSO Charleston AFB, SC  
Jacksonville EXIT-317.4E/135.05E Miami ARCP-307.8E REMARKS: AR202AN is the Alternate North track. End northbound refueling operations no later than N32-30-00. Scheduled reverse course from north to south, refueling operations turn point is N33-15-00. Anticipate intermittent UHF reception at southern half of track. When W497B is in use southern limit of track is N30-19-00 W77-52-00. If radio contact is lost with Jacksonville ARTCC, request tanker or receiver attempt to establish communication with Miami ARTCC when crossing N30-00-00 southbound on the following frequencies: 128.65/343.7, 133.65/348.7 or 132.15/307.8.

**AR202S (South)** 327.600 343.250 FL250/FL280 or as assigned 437 OSS/OSO Charleston AFB, SC  
Alternate Exit - Jacksonville EXIT-327.1W/134.85 W Jacksonville ARCP-317.4W/135.  
REMARKS: AR202AN is the Alternate North track. End northbound refueling operations no later than N32-30-00. Scheduled reverse course from north to south, refueling operations turn point is N33-15-00. Anticipate intermittent UHF reception at southern half of track. When W497B is in use southern limit of track is N30-19-00 W77-52-00. If radio contact is lost with Jacksonville ARTCC, request tanker or receiver attempt to establish communication with Miami ARTCC when crossing N30-00-00 southbound on the following frequencies: 128.65/343.7, 133.65/348.7 or 132.15/307.8.

**AR203 (NE)** 238.900 319.700 FL270/FL310 2 OSS/OSOS Barksdale AFB, LA  
Memphis ARCP-354.0E EXIT-338.3E

**AR203 (SW)**

Memphis ARCP-338.3W EXIT-354.0W REMARKS: Refueling restricted to three flight levels. All air refueling prohibited during the following hours: 1530-1730Z++ and 0030-0230Z++.

**AR204 (NE)** 324.600 282.700 FL240/FL260 305 OSS/OSOP McGuire AFB, NJ  
Boston ARCP-282.2E EXIT-319.1E

**AR204 (SW)**

Boston ARCP-319.1W EXIT-380.3W REMARKS: AR204 (Northeast) - aircraft should plan right turns after end A/R.

**AR205** 327.600 282.700 FL280/FL310 305 OSS/OSOP McGuire AFB, NJ  
Boston ARCP-319.1W EXIT-380.3W

**AR206H** 348.900 282.700 FL250/FL270 FL280/FL310 305 AMW McGuire AFB, NJ  
Boston ARCP-323.0W Cleveland EXIT-354.1W REMARKS: Receiver aircraft contact Cleveland ARTCC for further clearance 3 minutes prior to planned exit point. Refueling prohibited between 1130-1500Z++ and between 1900-0000Z++. All tankers make left turn at exit. Require thirty (30) minutes spacing between simultaneous refueling between AR206H and AR206L at exit.

**AR206L** 235.100 282.700 FL190/FL230 305 AMW/OSOP McGuire AFB, NJ  
Boston ARCP-323.0W Cleveland EXIT-307.8W REMARKS: Receiver aircraft contact Cleveland  
ARTCC for further clearance 3 minutes prior to planned exit point. Refueling prohibited between 1130-  
1500Z++ and between 1900-0000Z++. Require thirty (30) minutes spacing between simultaneous refueling  
between AR206H and AR206L at exit. All tankers make a left turn at exit.

**AR207 (NE)** 324.600 343.250 FL260/FL280 437 OSS/OSO Charleston AFB, SC  
Jacksonville ARCP-319.2E EXIT-352.0E REMARKS: Track manager will resolve conflictions  
with R5311 and AR600. Simultaneous use of AR207 and AR600 is prohibited. Track cannot be used  
during ESMC launches that close Atlantic routes. Track is prohibited to fighter type aircraft. Track  
authorized for use at all times except 1530-1700Z++. User contact scheduling unit during normal duty  
hours 1300-2200Z++ Mon-Fri except holidays. Scheduled reverse course refueling operations must  
complete turn prior to end of track.

**AR207 (SW)** 324.600 343.250 FL260/FL280 437 OSS/OSO Charleston AFB, SC  
Jacksonville ARCP-352.0W EXIT-346.3W REMARKS: Track manager will resolve conflictions  
with R5311 and AR600. Simultaneous use of AR207 and AR600 is prohibited. Track cannot be used  
during ESMC launches that close Atlantic routes. Track is prohibited to fighter type aircraft. Track  
authorized for use at all times except 1530-1700Z++. User contact scheduling unit during normal duty  
hours 1300-2200Z++ Mon-Fri except holidays. Scheduled reverse course refueling operations must  
complete turn prior to end of track.

**AR208** Use Squadron Tactical frequencies 06000/08000 129 RQW Moffett Federal Afl, CA  
Sacramento TRACON ARCP-119.1E/340.9E EXIT-119.1E/340.9E REMARKS: Restricted to  
129 RQW Helicopter/C-130 air refueling. Refueling is prohibited between 1400-0500Z++. Protected  
airspace is 5 NM either side of centerline. Air refueling may be conducted in either direction. All turns to  
the west of centerline.

**AR209 (East)** 238.900 256.650 FL230 and below 452 AMW OSS/DOOA March AFB, CA  
Los Angeles ARCP EXIT

**AR209 (West)**  
Los Angeles ARCP EXIT REMARKS: (1)Aircraft will establish AF communications with San  
Francisco ARINC (frequency to be provided) prior to receiving clearance into AR209. Aircraft operating in  
AR209 will be VHF and HF equipped. (2)Aircraft will remain on their assigned Mode 3 transponder code,  
even after radar service termination, to assist in radar identification on the inbound route for AMIS  
purposes. (3)Aircraft will provide estimated times for the planned turn around point, inbound (FICKY), and  
exit (ROSIN) to the center prior to radar service termination and then normal oceanic reporting procedures  
apply. (4)When reversing course, maneuvering orbiting for rendezvous, all turns shall be made south of the  
published AR209 track.

**AR212 (NE)** 238.900 282.700 FL190/FL220 305 OSS/OSOP McGuire AFB, NJ  
Boston ARCP-282.2E EXIT-346.4E

**AR212 (SW)**  
Boston ARCP-319.1W EXIT-380.3W REMARKS: Aircraft should plan right turn after end A/R.

**AR214** Use Squadron Tactical Frequencies 15000/17000 NAS Fallon Range Scheduling, NV  
Oakland ARCP EXIT REMARKS: Continuous refueling authorized throughout track. Restricted use  
for Navy tactical aircraft only. For entry and exit contact Navy Fallon 263.6.

**AR216 (NE)** 276.500 343.250 FL260/FL280 437 OSS/OSO Charleston AFB, SC  
Atlanta ARCP-363.1E EXIT-257.9E

**AR216 (SW)**  
Atlanta ARCP-257.9W EXIT-316.1W REMARKS: Refueling/Holding not permitted 1845-2115Z++;  
2300-0200Z++; 1330-1630Z++.

**AR217** 283.900 282.700 16000/FL220 171 ARW Pittsburgh Intl Arpt, PA  
Cleveland ARCP-298.95E EXIT-294.65E REMARKS: Hours of use are 1500-1630Z++ / 1645-1815Z++ / 2335-0105Z++ / 0200-0330Z++. No simultaneous refueling with AR217, AR218, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Confirm track reservation the day of during Normal Duty Hours with 171st Base Ops (DSN 294-7347). After Normal Duty Hours contact 171st Command Post (DSN 294-7374).

**AR218** 274.450 282.700 FL190/FL220 171 ARW Pittsburgh Intl Arpt, PA  
Cleveland ARCP-299.2W EXIT-379.2W REMARKS: Hours of use are 1500-1630Z++ / 1645-1815Z++ / 2335-0105Z++ / 0200-0330Z++. No simultaneous refueling with AR217, AR218, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Confirm track reservation the day of during Normal Duty Hours with 171st Base Ops (DSN 294-7347). After Normal Duty Hours contact 171st Command Post (DSN 294-7374).

**AR219** 305.500 282.700 FL260/FL290 171 ARW Pittsburgh Intl Arpt, PA  
Cleveland ARCP-363.1W EXIT-288.3W REMARKS: Hours of use are 1500-1630Z++ / 1645-1815Z++ / 2335-0105Z++ / 0200-0330Z++. No simultaneous refueling with AR217, AR218, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Confirm track reservation the day of during Normal Duty Hours with 171st Base Ops (DSN 294-7347). After Normal Duty Hours contact 171st Command Post (DSN 294-7374).

**AR220** 274.450 282.700 FL190/FL220 171 ARW Pittsburgh Intl Arpt, PA  
Cleveland ARCP-299.2W EXIT-291.65E REMARKS: Hours of use are 1500-1630Z++ / 1645-1815Z++ / 2335-0105Z++ / 0200-0330Z++. No simultaneous refueling with AR217, AR218, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Confirm track reservation the day of during Normal Duty Hours with 171st Base Ops (DSN 294-7347). After Normal Duty Hours contact 171st Command Post (DSN 294-7374).

**AR221** Use Squadron Tactical Frequencies 06000/10000 129 RQW Moffett Federal Afld, CA  
Oakland ARCP-319.9E EXIT-319.9E REMARKS: Restricted to 129 RQW Helicopter/C-130 air refueling. Protected airspace is 5 NM either side of centerline. Air refueling may be conducted in either direction. Hours of operation are continuous.

**AR222** Use Squadron Tactical Frequencies 05000/10000 129 RQW Moffett Federal Afld, CA  
Oakland ARCP-263.1E EXIT-357.6E REMARKS: Restricted to 129 RQW Helicopter/C-130 air refueling. Protected airspace is 4 NM east of centerline and 5 NM west of centerline. Air refueling may be conducted in either direction. Hours of operation are continuous. Aircraft shall contact Stockton Approach Control 120.95 or 294.5 at least 5 minutes prior to conducting refueling operations.

**AR223** Use Squadron Tactical Frequencies 05000/10000 129 RQW Moffett Federal Afld, CA  
Oakland ARCP-353.5W EXIT-281.4W REMARKS: Restricted to 129 RQW Helicopter/C-130 air refueling. Protected airspace is 5 NM either side of centerline. Air refueling may be conducted in either direction. Hours of operation are continuous.

**AR224** Use Squadron Tactical Frequencies 07000/09000 129 RQW Moffett Federal Afld, CA  
Oakland ARCP-281.4W EXIT-353.5W REMARKS: Restricted to 129 RQW Helicopter/C-130 air refueling. Protected airspace is 5 NM either side of centerline. Air refueling may be conducted in either direction. Hours of operation are continuous.

**AR255H (East)** 283.900 365.775 FL250/FL330 60 OSS/OSO Travis AFB, CA  
Oakland ARCP-306.2E EXIT-133.375E

**AR255H (West)**

Oakland ARCP-306.2W EXIT-133.375W REMARKS: Tankers westbound on the track may routinely proceed to the EXIT point, execute a right turn and continue refueling eastbound, when annotated on the flight plan. Flight plan remarks will state: Continuous refueling through turn and eastbound to ARCP. Simultaneous opposite direction air refueling (SODAR) authorized with AR5L and AR255L.

**AR255L (East)** 327.600 365.775 17000/FL230 60 OSS/OSO Travis AFB, CA  
Oakland ARCP-387.1E EXIT-134.15E

**AR255L (West)**

Oakland ARCP-387.1W EXIT-134.15W REMARKS: Tankers westbound on the track may routinely proceed to the EXIT point, execute a right turn and continue refueling eastbound, when annotated on the flight plan. Simultaneous opposite direction air refueling (SODAR) authorized with AR5H and AR255H.

**AR302 (East)** 278.750 260.200 08000/14000 FL190/FL230 FL250/FL310  
Houston ARCP-285.600/119.725 ARCP-343.950/133.500 EXIT-288.150/127.650 EXIT-322.400/125.775

**AR302 (West)**

Houston ARCP-285.600/119.725 ARCP-343.950/133.500 EXIT-299.600/120.975 EXIT-348.750/132.700

REMARKS: 1. 8000'-14,000' scheduled by 16th SOW Hurlburt Field, FL 2. FL190-FL230 scheduled by 917OSF, Barksdale AFB, LA 3. FL250-FL310 scheduled by 2 OSS/OSOS Barksdale AFB, LA 4. Refueling prohibited at or above FL240 between 1900-2100Z++. 8000 through 14,000 restricted to C-130 receivers only, scheduled by 16th SOW Hurlburt Field, FL. FL 190/FL 230 scheduled by 93 BS/DOS, Barksdale AFB, LA. Refueling is prohibited at FL 240 or above between 1900 and 2100Z++.

**AR307A (East)** 264.900 238.900 FL190/FL220 62 OSS/OSO McChord AFB, WA  
Seattle ARCP-288.1E EXIT-338.3E REMARKS: Refuel eastbound only.

**AR307B (West)** 264.900 238.900 FL190/FL220 62 OSS/OSO McChord AFB, WA  
Seattle ARCP-338.3W EXIT-257.6W REMARKS: Refuel westbound only.

**AR307C** 264.900 238.900 FL190/FL220 62 OSS/OSO McChord AFB, WA  
Seattle ARCP-288.1E EXIT-257.6E

**AR309 (East)** 283.900 260.200 FL270/FL300 509 OSS/OSOS Whiteman AFB, MO  
Kansas City ARCP-263.1E EXIT-279.6E

**AR309 (West)**

Kansas City ARCP-285.4W EXIT-263.1W REMARKS: All turns to left in tanker orbit pattern. SODAR authorized with AR330.

**AR310 (East)** 352.600 319.500 FL210/FL260 FL270/FL290 49 OSS Holloman AFB, NM  
Albuquerque ARCP-251.15E ARCP-307.2E EXIT-284.6E

**AR310 (West)**

Albuquerque ARCP-284.6W EXIT-251.15W EXIT-307.2W REMARKS: Use of the High Altitude Block is not authorized between 1600-1900Z++. Use of Low Altitude Block is unrestricted.

**AR312H** 284.075 312.225 FL240/FL260 97 OSS/OSOS Altus AFB, OK  
Albuquerque ARCP-351.7W EXIT-351.7W REMARKS: Intended for exclusive use by 97 AMW aircraft and support tankers only. Other aircraft permitted on non-interference basis. The 97 OSS/OSOS retains preemption authority. If subsequent rendezvous are conducted all maneuvering must be completed without going East of the ARIP. Tanker and Receiver crews should file three (3) times up and down the track to ensure 3 hours of track time. Indicate three (3) hours of track time required in Remarks Section of DD Form 175. SODAR authorized with AR312L.

**AR312L** 291.900 260.200 FL200/FL220 97 OSS/OSOS Altus AFB, OK  
Albuquerque ARCP-351.7W EXIT-351.7W REMARKS: Intended for exclusive use by 97 AMW aircraft and support tankers only. Other aircraft permitted on non-interference basis. The 97 OSS/OSOS retains preemption authority. If subsequent rendezvous are conducted all maneuvering must be completed without going East of the ARIP. Tanker and Receiver crews should file three (3) times up and down the track to ensure 3 hours of track time. Indicate three (3) hours of track time required in Remarks Section of DD Form 175. SODAR authorized with AR312H.

**AR313 (North)** 352.600 260.200 FL180/FL220 97 OSS/OSOS Altus AFB, OK  
Fort Worth ARCP-285.5W EXIT-291.7W

**AR313 (South)**  
Fort Worth ARCP-291.7E EXIT-285.5E REMARKS: Intended for exclusive use by 97 AMW aircraft conducting formation AR training and support tankers only. Other aircraft permitted on non-interference basis. The 97 OSS/OSOS retains preemption authority. No simultaneous refueling with AR313A.

**AR313A (North)** 352.600 260.200 FL190/FL220 97 OSS/OSOS Altus AFB, OK  
Fort Worth EXIT-291.7W Houston ARCP-278.55W

**AR313A (South)**  
Fort Worth ARCP-291.7E Houston EXIT-278.55E REMARKS: Intended for exclusive use by 97 AMW aircraft conducting formation AR training and support tankers only. Other aircraft permitted on non-interference basis. The 97 OSS/OSOS retains preemption authority. No simultaneous refueling with AR313. The 97 OSS/OSOS will ensure that the following special use airspace is not active: a.-Lady ATCAA/R3801 - contact 917 OSF/OSTA. b.-Warrior/Lancer ATCAA's, R3803B and R3804C - contact Fort Polk LA Tower.

**AR314 (East)** 295.800 319.500 FL240/FL310 552 OSS/OSOS Tinker AFB, OK  
Albuquerque ARCP-239.25E ARCP-346.35E ARCP-351.7W ARCP-385.65W  
EXIT-239.25W EXIT  
(East)-ARCP 346.35 FL240/FL260; 239.25 FL270/FL310 EXIT 351.7 FL240/FL260; 385.65  
FL270/FL310

(West)-ARCP 351.7 FL 240/FL260; 385.65 FL 270/FL310 EXIT 346.35 FL240/FL260; 239.25 FL  
270/FL310

**AR314 (West)**  
Albuquerque ARCP-239.25E ARCP-346.35E ARCP-351.7W ARCP-385.65W  
EXIT-239.25W EXIT

(East)-ARCP 346.35 FL240/FL260; 239.25 FL270/FL310 EXIT 351.7 FL240/FL260; 385.65  
FL270/FL310  
(West)-ARCP 351.7 FL240/FL260; 385.65 FL270/FL310 EXIT 346.35 FL240/FL260; 239.25  
FL270/FL310 REMARKS: Restricted to FL260 and below, Mon-Fri, between 1600-1800Z++,  
other times restricted to a refueling altitude block FL240/FL260 or block FL270/FL310. Restricted for use  
by the 552 ACW acft and support tankers only.

**AR315 (East)** 343.250 236.650 FL190/FL220 121 ARW Rickenbacker IAP, OH  
Indianapolis ARCP-353.65E EXIT-257.85E

**AR315 (West)**  
Indianapolis ARCP-317.67W EXIT-291.62W REMARKS: Refueling not permitted 1500-1600Z++  
and 1930-2030Z++ Mon-Fri.

**AR318 (East)** 240.350 260.200 FL190/FL220 126th ARW Illinois ANG  
Chicago EXIT-353.5E Kansas City ARCP-343.7E

**AR318 (West)**  
Kansas City ARCP-370.9W EXIT-343.7W

**AR321** 276.500 282.700 FL250/FL280 128th ARW, WIANG, General Mitchell Intl, Milwaukee, WI  
Chicago ARCP-263.0W EXIT-263.0W REMARKS: Air refueling on J-38 to GRB, right turn to  
intercept GRB 295 radial outbound to 60 DME, 30 degrees bank left turn to intercept GRB 285 radial  
inbound to GRB, and fly GRB 105 radial outbound to the exit.

**AR324** 327.600 343.250 FL200/FL250 156 AW (PRANG) MUNIZ ANGB 200  
San Juan ARCP EXIT REMARKS: Request pilots file distance-radials in lieu of coordinates  
even though distances filed may exceed the 130 NM limitation for navigational purposes.

**AR328** 235.100 343.250 FL180/FL230 134th ARW McGhee Tyson ANGB, Knoxville, TN  
Atlanta ARCP-319.9W EXIT-319.9W REMARKS: Left turn at PSK VORTAC 255/100, inbound  
PSK VORTAC 242.

**AR330 (East)** 305.500 260.200 FL180/FL220 190 ARW Kansas ANG Forbes Fld, Topeka, KS  
Kansas City ARCP-337.4E EXIT-327.0E

**AR330 (West)**  
Kansas City ARCP-327.0W EXIT-269.4W REMARKS: When using AR330 (West), plan to  
avoid Truman MOA/ATCAA airspace 13 NM east of the ARIP. This airspace is potentially active up to FL  
230. Contact the 509 OSS/OSOS at DSN 975-1713/1754 to determine if scheduled MOA/ATCAA  
operations will restrict enroute access to the ARIP.

**AR332 (NW)** 235.100 343.250 FL200/FL250 156 AW (PRANG) MUNIZ ANGB 200  
San Juan ARCP EXIT

**AR332 (SE)**  
San Juan ARCP EXIT

**AR355** 320.900 238.900 FL260/FL280 55 OSS/OST, Offutt AFB, NE  
Seattle ARCP EXIT REMARKS: Used for operational requirements only and not approved for  
practice or training unless prior approval is obtained from Seattle ARTCC 72 hours in advance through the  
scheduling facility. No simultaneous refueling with AR356.

**AR356** 320.900 238.900 FL260/FL280 55 OSS/OST, Offutt AFB, NE  
Seattle ARCP EXIT REMARKS: Used for operational requirements only and not approved for  
practice or training unless prior approval is obtained from Seattle ARTCC 72 hours in advance through the  
scheduling facility. No simultaneous refueling with AR355.

**AR400 (North)** 228.250 364.325 FL240/FL260 97 OSS/OSOS Altus AFB, OK  
Denver EXIT-397.85W Kansas City ARCP-281.4W

**AR400 (South)**  
Denver ARCP-288.35E Kansas City EXIT-387.1E REMARKS: Intended for exclusive use by  
97 AMW aircraft and support tankers only. Other aircraft permitted on non-interference basis. The 97  
OSS/OSOS retains preemption authority.

**AR406H (East)** 396.200 297.300 FL260/FL280 55th OSS/OSOS Offutt AFB, NE  
Minneapolis ARCP-135.1/307.2 EXIT-132.725E/284.625E

**AR406 (West)**  
Minneapolis ARCP-135.1/307.2 EXIT-135.1W/307.2W REMARKS: SODAR authorized.  
All SODAR Course Reversal Turns to the North. AR406H will be scheduled solely by the 55th WG. 55th  
WG aircraft will have priority for use of AR406H.

**AR406L (East)** 297.300 396.200 FL200/FL220 55th OSS/OSOS Offutt AFB, NE  
Minneapolis ARCP-128.75/346.3 EXIT-119.6E/290.4E

**AR406L (West)**  
Minneapolis ARCP-128.75/346.3 EXIT-128.75W/346.3W REMARKS: SODAR authorized.  
All SODAR Course Reversal Turns to the North. AR406L will be scheduled solely by the 55th WG. 55th  
WG aircraft will have priority for use of AR406L.

**AR452 (NE)** 361.700 384.600 FL240/FL260 366 OSS/OSOS Mt Home AFB, ID  
Oakland / Salt Lake City ARCP-269.0E EXIT-290.5E

**AR452 (SW)**  
Oakland / Salt Lake City ARCP-290.5W EXIT-269.0W

**AR453** 291.900 320.900 FL210/FL230 FL260/FL280 FL310/FL330 55WG Offutt AFB, NE  
Minneapolis ARCP-270.3W EXIT-270.3W

**AR455 (East)** 336.100 291.900 FL250/FL270 552 OSS/OSOS Tinker AFB, OK  
Indianapolis ARCP-293.22E EXIT-290.55E

**AR455 (West)**  
Indianapolis ARCP-290.55W EXIT-377.12W REMARKS: Closed daily from 1400-1500Z++,  
1800-1900Z++ and 2359-0059Z++. Normal scheduling will be accomplished through MASMS. Note: 552  
OSS/OSOS retains exclusive bump privileges.

**AR462** 318.000 384.600 FL240/FL260 60 OSS/OSOS Travis AFB, CA  
Oakland ARCP-134.97E/379.2E EXIT-132.25E/352.0E

**AR505 (East)** 315.900 263.900 FL210/FL230 FL240/FL260 168 ARS/DOO Eielson AFB, AK  
Anchorage ARCP-353.8E/128.1E EXIT-285.4E/133.1E ARIP-372.0E/125.2E

**AR505 (West)**  
Anchorage ARCP-285.4W/133.1W EXIT-353.8W/128.1W ARIP-284.7W/135.0W  
REMARKS: Weather briefing support agencies should request mission forecast support from Alaska  
Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR506 (North)** 288.800 263.900 FL240/FL310 168 ARS/DOO Eielson AFB, AK  
Anchorage ARCP-323.0W/127.1W EXIT-323.0W/127.1W

**AR506 (South)**  
Anchorage ARCP-323.0E/127.1E EXIT-323.0E/263.1E/127.1E/119.0E  
REMARKS: Refueling restricted to three flight levels. Weather briefing support agencies should request  
mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to  
mission brief time.

**AR507 (East)** 270.200 263.900 FL240/FL270 168 ARS/DOO Eielson AFB, AK  
Anchorage ARCP-269.4E/133.6E EXIT-335.5E/126.6E

**AR507 (West)**  
Anchorage ARCP-335.5W/126.6W EXIT-269.4W/133.6W  
REMARKS: Times as coordinated with ARTCC. Weather briefing support agencies should request mission  
forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission  
brief time.

**AR508E** 288.800 263.900 FL240/FL290 168 ARS/DOO Eielson AFB, AK  
Anchorage ARCP-288.3E/132.9E EXIT-288.3E/132.9E

REMARKS: Weather briefing support agencies should request mission forecast support from Alaska  
Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time. Simultaneous  
Opposite Direction Aerial Refueling (SODAR) authorized with AR508W when scheduled and coordinated  
with the 168 ARG and ATC.

**AR508W** 288.800 263.900 FL240/FL290 168 ARS/DOO Eielson AFB, AK  
Anchorage ARCP-288.3W/132.9W EXIT-338.3W/127.8W ARIP-288.3W/132.9W

REMARKS: Weather briefing support agencies should request mission forecast support from Alaska  
Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time. Simultaneous  
Opposite Direction Aerial Refueling (SODAR) authorized with AR508E when scheduled and coordinated  
with the 168 ARG and ATC.

**REFUELLING ANCHORS:**

**AR600** 348.900 319.700 FL240/FL280 or as assigned 20 OSS/OSOS Shaw AFB, SC  
Jacksonville ARCP-319.2 EXIT-319.2 REMARKS: Jacksonville ARTCC radar must be operational. The scheduling unit (20 OSS/OSOS) will resolve conflicts with AR207. Simultaneous use of AR600 and AR207 is prohibited. User contact scheduling unit during normal duty hours, 1230-2130Z++, Mon-Fri, except holidays.

**AR601** 283.900 319.700 16000/FL260 or as assigned 20 OSS/OSOS Shaw AFB, SC  
Free Mason Primary 286.7 Secondary 321.2  
Jacksonville ARCP-381.4 EXIT-381.4  
REMARKS: Jacksonville ARTCC radar must be operational. Expect FL 240 and above for normal operations. Operations FL 230 and below will be approved on an individual basis. User contact scheduling unit during normal duty hours, 1230-2130Z++ Mon-Fri, except holidays.

**AR602** 295.400 319.500 FL180/FL260 27th TFW Cannon AFB, NM  
Albuquerque ARCP-319.1 EXIT-319.2 REMARKS: Right hand pattern. FL 180/FL 260 will be controlled by, and for the use of, 27 FW based aircraft only. Military radar and/or Albuquerque ARTCC radar must be operational. Be alert for strong westerly winds.

**AR603** 238.900 319.500 FL240/FL280 56 RMA/AROS Luke AFB, AZ  
O'Grady Primary 321.2 Secondary 286.2 or as assigned  
Albuquerque ARCP-285.4 EXIT-285.4 REMARKS: Military radar and/or Albuquerque ARTCC radar must be operational. Anticipate encountering strong northerly winds while refueling. 56 RMO/AROS (Sked unit) shall not schedule the use of AR603 when the Gladden/Bagdad MOA's are in use.

**AR604** 276.500 292.600 FL200/FL330 or as assigned 120FW Great Falls IAP, MT  
Big Foot Primary 238.4 Secondary 260.8  
Salt Lake City ARCP-285.4 EXIT-285.4 REMARKS: Military radar and/or Salt Lake City ARTCC must be operational to conduct air refueling.

**AR606** 366.300 320.900 FL240/FL270 W AD Sector McChord AFB, WA  
Big Foot AICC 364.2 or as assigned by ATC  
Minneapolis ARCP-270.3 EXIT-270.3 REMARKS: Military radar and/or Minneapolis ARTCC radar must be operational to conduct air refueling.

**AR607** 235.100 320.900 FL180 and above 148 FG/DOS Duluth, MN  
Huntress Primary 364.2 as directed by military radar  
Minneapolis ARCP-269.0 EXIT-269.0 REMARKS: Military radar or Minneapolis ARTCC radar must be operational to conduct air refueling.

**AR608** 343.500 282.700 FL180/FL230 NE ADS/DOA Rome, NY  
Huntress Primary 364.2  
Boston ARCP-307.3 EXIT-307.3 REMARKS: Boston ARTCC radar must be operational.

**AR609** 276.500 282.700 FL180/FL280 NE ADS/DOA Rome, NY  
Huntress Primary 364.2  
Boston ARCP-323.0 EXIT-323.0 REMARKS: Anchor area is located within the AKS 2 and 5 ATCAAs. Boston ARTCC radar must be operational.

**AR610A** 295.400 292.600 FL190/FL260 120 FW ANG Great Falls, MT  
Salt Lake City ARCP-338.3 EXIT-338.3

**AR610B** 295.400 292.600 FL190/FL260 120 FW ANG Great Falls, MT  
Salt Lake City ARCP-338.3 EXIT-338.3



**AR611A** 255.750 275.950 FL190/FL260 366 OSS/OSOS Mt Home AFB, ID  
Salt Lake City ARCP-380.05 EXIT-380.05

**AR611B** 255.750 275.950 FL190/FL260 366 OSS/OSOS Mt Home AFB, ID  
Salt Lake City ARCP-380.05 EXIT-380.05

**AR613** 305.500 319.500 FL180/FL280 162 FW Arizona ANG Tucson IAP, AZ  
Albuquerque ARCP-327.15 EXIT-317.15 REMARKS: Track lies within the Morenci and Reserve ATCAA. Receivers entering the airspace must maintain the last assigned altitude until radio contact is established with the tankers. Aircraft required to hold prior to refueling will do so on the CIE 023 radial between 52 and 62 DME, left turns (south entry), and on the CIE 013 radial between 103 and 93 DME, left turns (north entry). Tanker aircraft entering the anchor from the north shall enter via SJN direct to CIE 013/103 or TCS direct CIE 023/102, to avoid Cato MOA/ATCAA operations.

**AR614** 352.600 260.200 FL250/FL270 or as assigned 99 FTS Randolph AFB, TX  
Houston ARCP-385.55 EXIT-385.55 REMARKS: Houston ARTCC radar must be operational. T-1 flights may operate Monday thru Friday in AR614 at FL250B270.

**AR615** 295.400 260.200 12000/16000 16 SOW Hurlburt Fld, FL  
Houston ARCP As coordinated with ARTCC REMARKS: Anchor and AR302 shall not be scheduled simultaneously.

**AR616A** 283.900 282.700 FL180/FL230 NE ADS/DOA Rome, NY  
Boston ARCP-269.6 EXIT-269.6 REMARKS: W102 High must be released to Boston ARTCC (Controlling Agency) during scheduled times of operation. Boston ARTCC radar must be operational.

**AR616B** 283.900 282.700 FL180/FL230 NE ADS/DOA Rome, NY  
Boston ARCP-269.6 EXIT-269.6 REMARKS: Right hand pattern. W102 High must be released to Boston ARTCC (Controlling Agency) during scheduled times of operation. Boston ARTCC radar must be operational.

**AR617** 324.600 343.250 FL260/FL290 or as assigned 347 Rescue Wing, MacDill AFB, FL  
Miami ARCP-281.4 EXIT-281.4 REMARKS: Miami ARTCC radar must be operational. Anchor will not be used when AR638 is active.

**AR618** 348.900 343.250 FL260/FL290 or as assigned 347 Rescue Wing, MacDill AFB, FL  
Miami ARCP-363.1 EXIT-363.1

**AR619** 238.900 320.900 FL240/FL260 or as assigned W AD Sector McChord AFB, WA  
Big Foot Primary 364.3 or as directed by military radar  
Minneapolis ARCP-270.3 EXIT-270.3 REMARKS: Military radar or Minneapolis ARTCC radar must be operational to conduct refueling.

**AR620** 238.900 343.250 FL190/FL220 or as assigned 347 Rescue Wing, MacDill AFB, FL  
Miami ARCP-349.0 EXIT-349.0 REMARKS: Miami ARTCC radar must be operational. Holding at ARIP for receivers not authorized, if holding necessary, proceed to LAL 153/45 for holding. Tankers. To be used only by MacDill based aircraft. Receivers. Placid MOA unusable refueling operations.

**AR621** 344.700 319.500 FL190/FL250 FACSFAC, SD  
Big Foot Primary 364.2 or as advised  
Oakland ARCP-335.6 EXIT-335.6 REMARKS: (1)Do not file AR621 in route of flight on DD175. DD175 route of flight must reflect: a.-Last fix. b.-Direct OAK VORTAC 276/60 (COAVE INT). c.-Direct W260. d.-Delay time. e.-Direct OAK VORTAC 276/60 (COAVE INT). f.-Direct next fix. g.-Balance of route. (2)Random refueling in W260/W513 authorized when scheduled. (3)MRU service available when scheduled. Must be indicated in Remarks of DD175, Handoff to Big Foot, 364.2.

**AR623** 359.100 319.500 FL190/FL220 7 OSS/OSTA Dyess AFB, TX  
Albuquerque ARCP-346.36E ARCP-351.7W EXIT-346.35W EXIT-351.7E  
REMARKS: Intended for use by B-1 aircraft and support tankers. Other aircraft permitted on non-interference basis. The 7 OSS/OSTC retains preemption authority. Anchor Pattern turns are planned at a 15 deg bank angle (11 NM radius). Pattern Length: 130 NM; Width: 22 NM. For the purpose of separation between participating and non-participating acft, ATC shall regard AR623 as a linear refueling track unless the pilot specifically requests AR623 as an anchor track prior to entering assigned airspace. Westbound (North) leg: Tanker holding point is CIM 094/35 (Anchor Point), inbound course 277 degrees, 20 NM legs, left turns. Receiver holding point is CIM 094/93, inbound course 277 degrees, 10 NM legs, left turns. All holding pattern turns are planned at a 30 degrees bank angle (5 NM radius). Eastbound (South) leg: Tanker holding point is PNH 282/130 (Anchor Point), inbound course 095 degrees, 20 NM legs, left turns. Receiver holding point is PNH 280/189, inbound course 095 degrees, 10 NM legs, left turns. All holding pattern turns are planned at a 30 degrees bank angle (5 NM radius).

**AR624** 366.300 319.500 FL190/FL220 or as assigned 57 OSS/OSOS Nellis AFB, NV  
Los Angeles ARCP EXIT-124.2/343.6 EXIT-124.85/319.2 EXIT-135.25/306.3  
REMARKS: All aircraft should contact Los Angeles Center prior to exit.

**AR625H** 295.800 319.500 FL230/FL250 57 OSS/OSOS Nellis AFB, NV  
Oakland ARCP-319.8 EXIT-319.8 REMARKS: Right hand pattern.

**AR625L** 291.900 319.500 FL180/FL210 57 OSS/OSOS Nellis AFB, NV  
Oakland ARCP-319.5 EXIT-319.8 REMARKS: Right hand pattern.

**AR626** 235.100 292.600 FL250/FL270 or assigned NAS Whidbey Island, (N38) Oak Harbor, WA  
Big Foot Primary AICC 364.2 or as assigned by ATC  
Seattle ARCP-319.2 EXIT-269.0 REMARKS: Military radar or Seattle ARTCC radar must be operational to conduct refueling. Albacore contains both W237A and W237B from surface to FL500.

**AR627** 352.600 319.700 FL200/FL230 347 OSS/OSOS Moody AFB, GA  
Jacksonville ARCP-379.2 EXIT-379.2 REMARKS: When Valdosta RAPCON is controlling AR627, frequencies will be 119.525 and 259.3. When Valdosta RAPCON's radar is out of service, AR627 is not available. To ensure Jacksonville Center/Valdosta APP CON computer interface, all tankers and non-347th Wg receivers must file flight plans to indicate delay at the TAY 306/45 regardless of direction of entry. Restricted Area R3008D is capped at FL 180 when AR627 is in use. AR627 not available for use by transient units during Moody AFB flying operations.

**AR628** 343.500 292.600 FL240/FL260 W AD Sector McChord AFB, WA  
Long Racks Primary 337.4 Secondary 253.4  
Seattle ARCP-379.6 EXIT-379.6 REMARKS: Military radar or Seattle ARTCC radar must be operational to conduct refueling.

**AR629** 296.000 360.900 14000/FL230 23 BS Minot AFB, ND  
5 OSS Minot RAPCON ARCP-119.6/363.8 EXIT-119.6/363.8  
Minot AFB RAPCON Operating Hours as listed in IFR Supplement. Other times contact Minneapolis ARTCC 127.6 or 279.6. REMARKS: Air refueling will be conducted within the RAPCON airspace and RAPCON radar must be operational.

**AR630** 238.900 292.600 FL250/FL280 W AD Sector McChord AFB, WA  
Big Foot Primary 252.0 Secondary 364.2  
Seattle ARCP-360.7 EXIT-360.7

**AR631** 295.800 282.700 FL200/FL260 NE ADS/DOA Rome, NY  
Footrope Primary 301.6/314.2  
Boston ARCP-348.7 EXIT-348.7 REMARKS: Anchor area is located within the Laser South ATC assigned airspace area.

**AR632** 238.900 282.700 FL220/FL270 Alpena CRTC Airspace Scheduler Alpena, MI  
Huntress Primary 364.2 Secondary as assigned by Huntress  
Minneapolis ARCP REMARKS: Contact Black Talon MOA Coordinator on 369.2 before entering  
SUA. Enter AR632 at or above FL 250, contact Steelgate on 385.7, 381.1, FM 40.45 or 40.65 prior to  
entering Garland North or South to confirm status of R4201A. AR632 must be de-conflicted with adjacent  
AR107. Contact Alpena CRTC Airspace Scheduler.

**AR633A** 240.350 343.250 FL180/FL230 134th ARW McGhee-Tyson ANGB Knoxville, TN  
Atlanta ARCP-254.3 EXIT-254.3W EXIT-272.7E

**AR633B** 240.350 343.250 FL180/FL230 134th ARW McGhee-Tyson ANGB Knoxville, TN  
Atlanta ARCP-272.7 EXIT-254.3W EXIT-272.7E

**AR634** 235.100 319.500 FL180/FL310 FACSFAC, SD  
Big Foot Primary 364.2 or as advised  
Oakland ARCP-343.8 EXIT-290.5 EXIT-343.8  
REMARKS: (1)Do not file AR634 in route of flight on DD175. DD175 route of flight must reflect: a.-Last  
fix. b.-Direct entry point: BSR VORTAC 228/25 (KIGHT INT); SNS VORTAC 267/52 (TOPL E INT); or  
PXN VORTAC 187/83 (HONDO INT). c.-Direct W283/W285A. d.-Delay time. e.-Direct exit point (same  
as entry points). f.-Direct next fix. g.-Balance of route. (2)Random refueling in W283/W285A authorized  
when scheduled. (3)MRU service available when scheduled. Must be indicated in Remarks of DD175,  
Handoff to Big Foot, 364.2.

**AR635** 352.600 319.500 FL190/FL260 57 OSS/OSOS Nellis AFB, NV  
Salt Lake City ARCP-360.8 EXIT-360.8

**AR636** 238.900 319.700 FL200/FL290 1 FW Langley AFB, VA  
Pyramid Primary 381.1 Secondary 390.0 Oak Grove Primary as coordinated  
Secondary 364.2 Giant Killer Primary 238.1  
Giant Killer ARCP-238.1 EXIT-238.1  
Washington ARCP-306.9 EXIT-306.9 REMARKS: Pyramid/Giant Killer radar must be  
operational. Tanker must check in/out with Giant Killer FACAFAC VACAPES 238.1 or 118.125.  
Simultaneous tankers only with prior approval. Use may be restricted by other operations.

**AR637** 291.900 319.700 FL190/FL230 131 FG MO ANG Lambert Field St. Louis, MO  
Kansas City ARCP-317.5 EXIT-317.5 REMARKS: Anchor is contained within West  
ATCAA and Lindbergh A ATCAA as described above, MARSA is applicable between refueling  
operations in AR637 and other simultaneous activity in Lindbergh ATCAA. Kansas City ARTCC or  
military radar must be operational. Receiver aircraft transiting from Lindbergh ATCAA will utilize the  
ARIP at FAM 253/45. Navigation during refueling will adhere to the course line described by the anchor  
pattern, including turn radii, unless clearance is obtained for random navigation in West ATCAA or  
Lindbergh A,B, C MOA/ATCAA. Clearance for navigation is described as airspace released in the  
Lindbergh MOA and/or ATCAA for fighter operations. When airspace is released, AAR operations may be  
conducted as desired throughout the released Lindbergh Airspace Complex without further coordination  
from Kansas City Center (KCC) or Military Radar Unit (MRU).

**AR638** 324.600 343.250 FL260/FL290 or assigned 347 Rescue Wing, MacDill AFB, FL  
Miami ARCP-323.0 EXIT-323.0 REMARKS: Miami ARTCC radar must be operational.  
Anchor will not be used when AR617 is active.

**AR639** 291.900 319.500 16000/FL280 355th Wing Davis-Monthan AFB, AZ  
Albuquerque ARCP-127.95 ARCP-133.0 EXIT-281.5 EXIT-327.15  
REMARKS: AR639 is located within Tombstone C MOA and ATCAA, R2303B/C and Libby ATCAA.  
Receiver holding point is DUG 258/30. Inbound course 078 degrees, left turns.

**AR639A** 291.900 319.500 13000/FL280 355th Wing Davis-Monthan AFB, AZ  
Albuquerque ARCP EXIT REMARKS: AR639A and AR639 will not be used simultaneously.  
Receiver holding point is DUG 078/10. Inbound course is 078 degrees, left turn.

**AR640A** 305.500 320.900 FL180 and above ANG CRTS Volk Field ANGB, WI  
Brochure Primary 298.775 Secondary 283.775  
Chicago ENTRY As scheduled REMARKS: The anchor area is located within WIANG A, B and C  
ATC Assigned Airspace. All users must check in and check out with Phoenix on 346.525. When the  
rendezvous is controlled by the military radar unit, 298.775 283.775 will be used after checking in with  
Phoenix. For tanker directed rendezvous, the C/R Plan will be used.

**AR640B** 291.900 320.900 FL180 and above ANG CRTS Volk Field ANGB, WI  
Brochure Primary 298.775 Secondary 283.775  
Chicago ENTRY As scheduled REMARKS: The anchor area is located within WIANG A, B and C  
ATC Assigned Airspace. All users must check in and check out with Phoenix on 346.525. When the  
rendezvous is controlled by the military radar unit, 298.775 283.775 will be used after checking in with  
Phoenix. For tanker directed rendezvous, the C/R Plan will be used.

**AR641A** 295.400 319.500 12000/FL230 554 RS/R500 Nellis AFB, NV  
Los Angeles ARCP-343.6 EXIT-343.6 As coordinated with 554 RS/R500  
REMARKS: When Nellis Control (ATC) is not in operation, Los Angeles Center will provide ATC  
clearance for tanker and/or receivers into/out of the Caliente ATCAA only. Aircraft operating in this  
anchor are MARSAs with aircraft operating in adjacent Special Use Airspace IAW NAFB Sup 1, ARF 50-  
46. Radar monitoring required to conduct air refueling. 554 RS/R500 Nellis AFB, NV, schedules and  
deconflicts the airspace only. Caliente ATCAA and the Desert MOA must be scheduled to use this anchor.  
Requirements for tanker support must be made through appropriate units. Pattern length: 30 NM; width 17  
NM. Anchor area is located within the Caliente ATCAA/Desert MOA. Airspace to be protected will in no  
case extend beyond the lateral confines of the Caliente ATCAA/Desert MOA.

**AR642E (East)** 291.650 319.500 17000/FL280 388 RANS/RST Hill AFB, UT  
Clover Control Primary 363.5 Secondary 134.1  
Salt Lake City ARCP EXIT REMARKS: Refueling operations must be scheduled in advance with  
388 RANS/RST DSN 777-4401 during normal duty hours. Primary Boom frequency 305.5.

**AR642W (West)** 291.650 319.500 17000/FL280 388 RANS/RST Hill AFB, UT  
Clover Control Primary 363.5 Secondary 134.1  
Salt Lake City ARCP EXIT REMARKS: Refueling operations must be scheduled in advance with  
388 RANS/RST DSN 777-4401 during normal duty hours. Primary Boom frequency 305.5.

**AR643** 279.800 260.200 FL200/FL230 140 TFW  
Primary 361.4 Secondary 395.1 or as assigned  
Denver ARCP-335.5/317.5 As coordinated with ARTCC REMARKS: Military radar must be  
operational. Denver ARTCC radar must be operational. Pattern Length: 52 NM; Width: 20 NM.

**AR644 (North)** 324.400 319.500 FL200/FL260 49 OSS/OSOS Holloman AFB, NM  
Albuquerque ARCP-257.6 EXIT-257.6

**AR644 (South)**  
Albuquerque ARCP-284.0 EXIT-257.6 REMARKS: Track is normally closed to non-49 FW  
units SR-SS Mon-Fri. Anchor is scheduled on non-interference basis with 49 FW and White Sands Missile  
Range Operations. Cannot be scheduled if R5109A/B active or by other than 49 FW units if Beak or  
Cowboy ATCAA in use. Track use may be cancelled with little advance notice due to priority research and  
development operations. Specify North or South entry in request. All initial scheduling requests should be  
forwarded to 49 OSS/OSOS for coordination. Caution: ARIP to ARCP headings are not parallel to track  
orientation.

**AR645** 324.400 292.600 FL200/FL230 or as assigned 114 FS Kingsley Field - Klamath Falls, OR  
Big Foot Primary 252.0 Secondary 364.2  
Seattle ARCP-351.7 EXIT-351.7 REMARKS: Military or Seattle ARTCC radar must be operational to conduct refueling.

**AR646** 238.900 260.200 FL240/FL260 552 OSS/OSOS Tinker AFB, OK  
Houston ENTRY As coordinated with ATC REMARKS: Restricted to Turbo Jet aircraft from 552 ACW. Houston ARTCC Radar must be operational.

**AR647L** 283.900 319.500 10000/FL290 56 RMO/ARO Luke AFB, AZ

**AR647M** 295.400 319.500 10,000/17,000

**AR647H** 283.900 319.500 FL180/FL290

MRU Primary High 254.005/120.55 Primary Mid/Low 264.7/120.55 or as assigned  
Albuquerque ARCP REMARKS: AR647 lies within the Sells MOA/ATCAA and Barry M. Goldwater Range (BMGR) airspace. All aircraft operating in the Sells MOA/ATCAA, the BMGR and AR647 will use the Gila Bend AFAF (Range Operations) current altimeter setting. Normally restricted to night time refueling only, due to heavy aerial activity within the Sells MOA/ATCAA and the BMGR, daytime refueling in AR647 will be scheduled only when authorized by the 56 RMO/ARO (Sked Unit). Contact Gila Bend Range Operations on 120.55/264.125 prior to entering and exiting AR647. The Low and High blocks will not be scheduled at the same time. The receiver unit must coordinate MRU operations with O'Grady MRU (DSN 896-3882/3880) and the scheduled tanker unit.

**AR647A** 283.900 319.500 10000/14000 56 RMO/ASMS Luke AFB, AZ

MRU 264.7/120.5 or as assigned

Albuquerque ARCP REMARKS: AR647A lies entirely within the Sells MOA. All aircraft operating in the Sells MOA/ATCAA, and AR647A will use the Gila Bend AFAF (Range Operations) current altimeter setting. Unless specifically requested, approved, and scheduled by the 56 RMO/ASMS, AR647A is restricted for nighttime refueling by 355 WG A-10 aircraft only. It is restricted to two nights per week due to other training requirements in the Sells MOA. AR647A will not be scheduled when AR647 low or medium blocks are scheduled. Contact Gila Bend Range Operations on 120.55/264.125 prior to entering and exiting AR647A. Due to other training in the Sells MOA/ATCAA at 15,000' and above aircraft entering and exiting AR647A must be between 10,000' and 14,000' unless Range Operations confirms that there is no other aircraft activity in the Sells MOA/ATCAA. Tanker aircraft plan to enter/exit at the primary entry/exit point TUS 269/55. Refueling aircraft scheduled for operations on the Goldwater Range may exit at the alternate entry/exit point TUS 269/85.

**AR648A** 238.900 256.650 FL190/FL230 151 AREFG Salt Lake City, UT  
Salt Lake City ARCP-269.0 EXIT-363.15

**AR648B** 238.900 256.650 FL190/FL230 151 AREFG Salt Lake City, UT  
Salt Lake City ARCP-269.0 EXIT-363.15

**AR649** 286.300 319.500 08000/10000 10000/FL220 755 OSS, Davis-Monthan AFB, AZ  
Los Angeles ARCP As coordinated with 755 OSS. 755 OSS will schedule and coordinate Turtle MOA/ATCAA with MCAS YUMA. REMARKS: For simultaneous refueling within AR649, ZLA requires 3000' separation between altitude blocks. EC-130H aircraft will normally enter at EED 109/23. Turtle MOA/ATCAA must be active for track use.

**AR650** 295.800 260.200 FL180/FL290 or assigned 47 FTW/86 FTS Laughlin AFB, TX. (SS-SR, 7 OSS/OSOS)  
Albuquerque ARCP EXIT REMARKS: SODAR not authorized.

**AR651** 276.500 319.500 FL200/FL260 or as assigned by FACSAC FACSAC San Diego  
Beaver Control Primary 289.9 Secondary 120.85 or as assigned  
Los Angeles ARCP-338.3 EXIT-338.3 REMARKS: AR651 is located within W291 ATC  
assigned airspace. Receiver Holding Point is NSD 207/44 N32-20-00 W119-00-00. Military radar (Beaver  
Control) must be operational to conduct air refueling, FACSAC San Diego will provide advisory service  
when possible. BEAVER TACAN NSD CH 86 located 11 NM S of NUC TACAN CH 123.

**AR652 (North)** 249.525 255.775 12000/18000 49 OSS/OSOS Holloman AFB, NM  
Albuquerque ARCP-343.6 EXIT-343.6

**AR652 (South)**  
Albuquerque ARCP-343.6 EXIT-343.6 REMARKS: Anchor is scheduled on non-  
interference basis with Valentine MOA.

**AR652A** 249.525 255.775 15000/FL200 49 OSS/OSOS Holloman AFB, NM  
Albuquerque ARCP-343.6 EXIT-343.6 REMARKS: For entry from the west-northwest.  
Track will not be used simultaneously with AR652 (North/South). Usage will be deconflicted with IR-178.

**AR652B** 249.525 255.775 15000/FL200 49 OSS/OSOS Holloman AFB, NM  
Albuquerque ARCP-343.6 EXIT-343.6 REMARKS: For entry from the east-southeast. Track  
will not be used simultaneously with AR652 (North/South). Usage will be deconflicted with IR-178.

**AR653** 324.600 260.200 FL180/FL220 190 ARW Kansas ANG Forbes Fld, Topeka, KS  
Jayhawk Primary 228.95 Secondary 303.0  
Kansas City ARCP-363.2 EXIT-363.2 REMARKS: MARSA is applicable between refueling  
operations in AR653 and other simultaneous activity in ADA East and West MOA/ATCAA. Kansas City  
ARTCC or Jayhawk military radar must be operational.

**AR654** 341.400 260.200 10000/16000 W AD Sector McChord AFB, WA  
Seattle ARCP REMARKS: This AR is restricted to aircraft deployed to WADS, Det 1 Close Air  
Support (CAS) Unit by FAA Letter of Agreement. Aircraft other than A-10s are required to coordinate 7  
days in advance to schedule the AR654. FAA Seattle ARTCC may approve use on a case-by-case basis,  
contact WADS/DORS, McChord AFB for information. Anchor has right-hand pattern to expedite flow and  
allow tanker and receiver to hold on PDT VORTAC 223/043 radial.

**AR655** 276.500 343.250 FL200/FL280 347 Rescue Wing, MacDill AFB, FL  
Alleycat 364.1  
Miami ARCP-307.3 EXIT-304.3 REMARKS: a.-Receiver holdings shall be at anchor point  
right turns. b.-Miami ARTCC radar must be operational. c.-Operations by MRU must be individually  
coordinated. d.-ATC may assign altitudes below FL 240.

**AR657** FL200/FL260 or as assigned by FACSAC FACSAC San Diego  
Beaver Control Primary 289.9 Secondary 118.65 REMARKS: This is right-hand race track pattern.  
FACSAC San Diego will provide exclusive use airspace to aircraft participating in air refueling  
operations, if required. FACSAC San Diego radar must be operational and area must be VFR.

**AR658H** 286.200 347.200 FL180/FL290 56 OSS/OSRS Luke AFB, AZ  
AR658L 391.800 318.000 FL180/FL230  
Albuquerque ARCP REMARKS: Receivers will hold at the ARIP (FL 240 High Block, FL 180 Low  
Block or as assigned by ATC) until cleared to the entry point by the tanker aircraft.

**AR659** 291.650 319.500 FL180/FL280 388 RANS/RST Hill AFB, UT  
Clover Control Primary 291.65 Secondary 134.1  
Salt Lake City ARCP REMARKS: Refueling operations must be scheduled in advance with 388  
RANS/RST DSN 777-4401 during normal duty hours. Primary Boom frequency 305.5.

**AR667** 318.000 264.900 8000/FL190 CSFWP Lemoore NAS, CA  
Lemoore RATCFARCP-286.0 REMARKS: Radar monitoring required to conduct air refueling.  
RATCF radar must be operational. Pattern length: 44 NM; width: 12 NM. To be used only by CSFWP  
Squadrons.

**AR669** 394.900 384.600 FL250/FL270 71 OSS/OSOP, Vance AFB, OK, Liberty Ops  
Kansas City ARCP-133.2/263.1 ARIP-133.2/263.1 REMARKS: Restricted for use by  
Vance AFB assigned aircraft and other AETC aircraft on non-interference basis. Kansas City ARTCC radar  
must be operational.

**AR672** 249.500 310.425 9000/14000 27 OSS/OSOH Cannon AFB, NM  
Albuquerque ARCP-127.85/351.700 ATC ASSIGNED AIRSPACE: AR672 lies entirely within the  
areas of Mt. Dora North High and Low MOA, Mt. Dora East High and Low MOA, and Mt. Dora West  
High and Low MOA.  
REMARKS: Separate clearances are required to occupy Mt. Dora MOA and AR672. Clearance to occupy  
Mt. Dora may be scheduled through 27 OSS/OSOH, Cannon AFB, NM. Air refueling clearance may be  
obtained from ABQ ARTCC.

**AR674** 341.400 260.200 12000/16000 58 OSS/DOO Kirtland AFB, NM  
Albuquerque ARCP-128.8/307.200 REMARKS: For the purpose of separation between  
participating and non-participating aircraft, ATC shall regard AR674 as a linear refueling track unless the  
tanker or receiver pilot specifically requests AR674 as an anchor track prior to entering assigned airspace.  
When ATC assigns AR674 as a linear track, participating aircraft will not deviate more than 3 NM from  
depicted track nor reverse course without ATC clearance. Due to mountainous terrain KC-135 aircraft are  
restricted to a minimum base A/R altitude of 14,000'. Receiver toboggan training will be restricted to the  
northern leg between the GUP 043/47 and the GUP 263/28 Navigation Points. KC-135s will not descend  
below 13,000' during the toboggan.

**AR678** 280.400 377.700 FL190/FL260 28 OSS/OSXS Ellsworth AFB, SD  
Denver ARCP-338.2 REMARKS: Must specify altitude block necessary to perform mission.  
Recommend tankers use South entry point. Maneuvering within orbit authorized. If the Powder River  
Training complex is active (including the Gateway ATCAA), tankers must stay South of the N44 latitude.

**AR716** 283.900 342.550 FL220/FL280 347 Rescue Wing, MacDill AFB, FL  
Barrie 325.8 Alley Cat 364.1  
Miami ARCP-363.1 EXIT-363.1 REMARKS: W168 is a joint use warning area, therefore the  
anchor area may only be used when W168 is released to the Using Agency, except as specified by Miami  
ARTCC/9th AIR FORCE Letter Of Agreement.

**AR717A** 283.900 292.600 FL250/FL280 or assigned NAS Whidbey Island, Oak Harbor, WA  
Big Foot (WADS) 271.0  
Seattle ARCP-291.6 EXIT-291.6 REMARKS: Pattern length - 70 NM; width - 20 NM; inbound  
course to Anchor Point 068. Anchor area is located within ATC Assigned Airspace. Military radar or  
Seattle ARTCC radar must be operational to conduct refueling.

**AR717B** 283.900 292.600 FL250/FL280 or assigned NAS Whidbey Island, Oak Harbor, WA  
Big Foot (WADS) 271.0  
Seattle ARCP-291.6 EXIT-291.6 REMARKS: Pattern length - 70 NM; width - 20 NM; inbound  
course to Anchor Point 068. Anchor area is located within ATC Assigned Airspace. Military radar or  
Seattle ARTCC radar must be operational to conduct refueling.

**AR719** 270.200 263.900 14000/17000 FL240/FL290 or as assigned 354 OSS/OSCR Eielson AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-284.7 EXIT-284.7 REMARKS: Weather briefing support agencies  
should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8  
hours prior to mission brief time.

**AR720 (NE)** 276.700 263.900 FL240/FL290 or as assigned 354 OSS/OSCR Eielson AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-360.8 EXIT-360.8

**AR720 (SW)**

Anchorage ARCP-360.8 EXIT-269.0 REMARKS: Weather briefing agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR721 (NE)** 270.200 263.900 FL240/FL290 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-354.0 EXIT-354.0

**AR721 (SW)**

Anchorage ARCP-354.0 EXIT-354.0 REMARKS: Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR722 (NE)** 276.700 263.900 FL240/FL290 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-317.5E EXIT-354.0E

**AR722 (SW)**

Anchorage ARCP-317.5W EXIT-317.5W REMARKS: Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR723** 278.400 263.900 FL240/FL290 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-317.5 EXIT-379.1

REMARKS: Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR724** 278.400 263.900 FL200/FL250 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2

Anchorage ARCP-317.5 EXIT-379.1 REMARKS: Due to frequency conflicts, AR724 will not be scheduled for use when AR723 is being utilized. Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR725 (NW)** 283.800 263.900 FL240/FL290 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-284.7W EXIT-317.5W

**AR725 (SE)**

Anchorage ARCP-317.5E EXIT-284.7E REMARKS: Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.

**AR727 (NW)** 270.200 263.900 FL240/FL290 or as assigned 3 OSS/DOTS Elmendorf AFB, AK  
Top Rocc Primary 269.9 Secondary 364.2/126.2  
Anchorage ARCP-317.5W EXIT-317.5W

**AR727 (SE)**

Anchorage ARCP-317.5E EXIT-317.5E REMARKS: Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317-552-2719/2382 at least 8 hours prior to mission brief time.



**VFR HELICOPTER REFUELING TRACKS:**

**AR15V (North)** 363.900 252.800 01000/04000 920 RQG, CO, Patrick AFB, FL  
PATRICK RAPCON ARCP

**AR15V (South)**

PATRICK RAPCON ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Airspace delegated to Patrick AFB RAPCON. Restricted to 1 FW and 301 RQS assigned units only. Protected airspace is 4 NM either side of centerline. Air refueling aircraft may include multiple tankers and receivers.

**AR18V (North)** 311.575 303.125 04000/10000 C.G. MCAS Cherry Point, NC  
CHERRY POINT RATCF ARIP

**AR18V (South)**

CHERRY POINT RATCF ARIP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Airspace delegated to Cherry Point MCAS RATCF.

**AR40V (East)** 273.750 374.225 1000/4000 1000 AGL/4000MSL 347 OSS/OSOS Moody AFB, GA  
Jacksonville ARCP

**AR40V (West)**

Jacksonville ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 347 Wg use only. Protected airspace is 4 NM either side of centerline. Air refueling aircraft may include multiple tankers and receivers. Hours of operation: Intermittent 1400-0700Z++ daily. Other times by NOTAM. For VFR use only.

**AR41V (North)** 230.050 260.200 1000/4000 347 Wg Det 1 RO MacDill AFB, FL  
Jacksonville ARCP

**AR41V (South)**

Jacksonville ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 347 Wg use only. Protected airspace is 4 NM either side of centerline. Air refueling aircraft may include multiple tankers and receivers. Hours of operation: Intermittent 1400-0700Z++ daily. Other times by NOTAM. For VFR use only.

**AR42V (East)** 239.725 309.950 1000/4000 1000 AGL/4000MSL 347 OSS/OSOS Moody AFB, GA  
Jacksonville ARIP

**AR42V (West)**

Jacksonville ARIP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 347 Wg use only. Protected airspace is 4 NM either side of centerline. Air refueling aircraft may include multiple tankers and receivers. Hours of operation: Intermittent 1400-0700Z++ daily. Other times by NOTAM. For VFR use only.

**AR117V** 58 SOW assigned frequencies 07000/09000 58 OSS/DOO, Kirtland AFB, NM  
Albuquerque ARCP-128.8E/307.2E EXIT-128.8E/307.2E REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 58 SOW use only. Protected airspace is 4 NM either side of centerline. Air refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers. For VFR use only.

**AR125V (North)** 58 SOW assigned freq 500AGL/3000AGL 58 OSS/DOO, Kirtland AFB, NM  
Albuquerque ARCP

**AR125V (South)**

Albuquerque ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 58 SOW use only. Air refueling airspace is 4 NM either side of centerline and around both entry and exit points. Air refueling may include multiple tankers and/or receivers.

**AR126V (North)** Use 49 FW assigned freq 1000 AGL /8500MSL 49 OSS Holloman AFB, NM  
Albuquerque EXIT-257.6 ARIP-257.6

**AR126V (South)**

Albuquerque EXIT-257.6 ARIP-257.6 REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Air refueling airspace is 4 NM west and 3 NM east of centerline from entry to exit. Monitor 243.0. Notify Albuquerque (ABQ) ARTCC Sector 23 prior to commencement and after termination of operations. If no contact with ABQ ARTCC on 257.6, request Holloman RAPCON to notify ABQ.

**AR127V (North)** Use 49 FW assigned freq 1000 AGL/10,000MSL 49 OSS Holloman AFB, NM  
Albuquerque EXIT-257.6 ARIP-257.6

**AR127V (South)**

Albuquerque EXIT-257.6 ARIP-257.6 REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Air refueling airspace is 5 NM left and 3 NM right of centerline. Monitor 243.0. Notify Albuquerque (ABQ) ARTCC Sector 23 prior to commencement and after termination of operations. If no contact with ABQ ARTCC on 257.6, request Holloman RAPCON to notify ABQ.

**AR135V (North)** 238.500 233.725 79 RQS assigned 5000 563 OSS/OSOS Davis-Monthan AFB, AZ  
Albuquerque ARCP

**AR135V (South)**

Albuquerque ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise Prescott Radio (on 122.2), 5 minutes prior to entering and upon exiting. AR135V is designed to be used in either direction on a magnetic course of 324.4° or 144.4°. The total length of the track is 30.5 NM, the width is 2 NM either side of centerline. VFR use only. CAUTION: AR 135V penetrates normal route width of VR239/244. Monitor 379.4. See and Avoid concept is paramount. Refueling altitudes are normally below Albuquerque Center and beyond Tucson TRACON radar advisory service capabilities.

**AR136V (North)** 233.725 238.500 79 RQS assigned 6500 563 OSS/OSOS Davis-Monthan AFB, AZ  
Albuquerque ARCP

**AR136V (South)**

Albuquerque ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise Prescott Radio (on 122.4 or 122.3), 5 minutes prior to entering and upon exiting. AR136V is designed to be used in either direction on a magnetic course of 319.5° or 139.5°. The total length of the track is 59.7 NM, the width is 2 NM either side of centerline. VFR use only. CAUTION: Rapidly rising terrain. San Manuel airport (E77) may be used by fire fighting aircraft during fire season (Apr-Sep). Call Arizona State Fire Dispatch at C800-309-7081. Refueling altitudes are normally below Albuquerque Center radar advisory service capabilities. CAUTION: AR136V crosses numerous MTR's. See and Avoid concept is paramount. Monitor 379.4 for VR239 deconfliction calls.

**AR137V (North)** 233.725 238.500 4500/6500 563 OSS/OSOS Davis-Monthan AFB, AZ  
Albuquerque ARIP

**AR137V (South)**

Albuquerque ARIP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise Prescott Radio (122.1R), 5 minutes prior to entering and upon exiting. AR137V is designed to be used in either direction on a magnetic course of 341° or 161°. The total length of the track is 40.5 NM, the width is 4 NM either side of centerline. Air Refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers. VFR use only. CAUTION: AR137V crosses numerous MTR's. See and Avoid concept is paramount. CAUTION: Rapidly rising terrain. Refueling altitudes are normally below Albuquerque Center radar advisory service capabilities.

**AR225V (North)** Use 129RQW assigned freq 1000/2000 129RQW Moffett Federal Afl, CA  
Oakland ARCP

**AR225V (South)**

Oakland ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Normally 6 NM downtrack of the ARIP. AR225V is designed to be used in either direction on a magnetic course of 155 degree or 335 degree. The northern end of the track is overhead Pigeon Point Lighthouse. The southern end of the track is a geographical coordinate totally over water. The length of the route is 26 miles. The width is 2 NM either side of the centerline. WARNING: During night operations, make all turns to the west of the track centerline. This requirement assures positive terrain avoidance. Air traffic and VFR weather conditions permitting air refueling pilots are requested to maintain a minimum of 2000' AWL while conducting refueling training over the Monterey Bay National Marine Sanctuary. Restricted to H-60 and C-130 refueling operations. May include multiple tankers/or receivers. Continuous times of operations. Refueling altitudes are normally below Oakland Center radar advisory service capabilities. Traffic permitting, Monterey Approach Control 127.15/302.0 may provide radar advisory service.

**AR230V** Use 66 ARS assigned frequencies 06000/08000 57 OSS/OSOS Nellis AFB, NV  
Los Angeles ARIP-124.2/343.6 REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 66 ARS use only. Protected airspace is 4 NM either side of centerline. Air refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers. For VFR use only. Advise Los Angeles ARTCC on 124.2/343.6 prior to entry.

**AR231V** Use 66 ARS assigned frequencies 06000/08000 57 OSS/OSOS Nellis AFB, NV  
Los Angeles ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Restricted to 66 ARS use only. Protected airspace is 4 NM either side of centerline. Air refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers. For VFR use only.

**AR242V (North)** Use 129RQW assigned freq 500/4500 129RQW Moffett Federal Afl, CA  
Stockton APP CON ARIP-120.95/294.5

**AR242V (South)**

Stockton APP CON ARIP-120.95/294.5 REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. AR242V is designed to be used in either direction on a magnetic course of 141 degree or 321 degree. The northern end of the track is 9 NM south-southwest of Los Banos, CA and about 3 NM west of Interstate 5. The southern end of the track is 28 NM west of Five Pointes, CA. The total length of the route is 32 NM. The width is 2 NM either side of the centerline. Restricted to H-60 helicopter and C-130 refueling operations. May include multiple tankers and/or receivers. Continuous times of operations. Refueling altitudes are normally below Stockton Approach Control radar advisory service capabilities.

**AR243V (North)** Use 129 RQW assigned freq 500/5500 129RQW Moffett Federal Afld, CA  
Oakland ARCP

**AR243V (South)**

Oakland ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. AR243V is designed to be used in either direction on a magnetic course of 128 degree or 308 degree. The northern end of the track is 12 NM northeast of King City, CA. The southern end of the track is 1 NM northeast of Shandon, CA. The total length of the route is 54 NM, the width is 2 NM either side of centerline. Restricted to H-60G and C-130 refueling operations. May include multiple tankers and/or receivers. Continuous time of operations. Refueling altitudes are normally below Oakland Center radar advisory service capabilities.

**AR304AV** 125.800 291.70003100/05000 129 RQW Moffett Federal Afld, CA  
Seattle ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction North to South. Protected airspace is 4 NM either side of centerline. Track length is 45 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. Contact Seattle ARTCC for radar advisories and flight following. Participants will communicate with ATC during refueling operations.

**AR304BV** 125.800 291.700 03100/05000 129 RQW Moffett Federal Afld, CA  
Seattle ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction South to North. Protected airspace is 4 NM either side of centerline. Track length is 45 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. Contact Seattle ARTCC for radar advisories and flight following. Participants will communicate with ATC during refueling operations.

**AR305AV** 128.150 288.100 01500/06000 129 RQW Moffett Federal Afld, CA  
Seattle ARIP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction South to North. Protected airspace is 4 NM either side of centerline. Track length is 62 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. South of lat. N45-00-00 remain at or above 4500'. Participants will contact Seattle ARTCC prior to entering Class E airspace.

**AR305BV** 128.150 288.100 01500/06000 129 RQW Moffett Federal Afld, CA  
Seattle REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction North to South. Protected airspace is 4 NM either side of centerline. Track length is 62 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. South of lat. N45-00-00 remain at or above 4500'. Participants will contact Seattle ARTCC prior to entering Class E airspace.

**AR306AV** 128.150 288.100 01000/05000 129 RQW Moffett Federal Afld, CA  
Seattle ARIP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction North to South. Protected airspace is 4 NM either side of centerline. Track length is 37 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. Participants will contact Seattle ARTCC prior to entering Class E airspace.

**AR306BV** 128.150 288.100 01000/05000 129 RQW Moffett Federal Afld, CA  
Seattle ARCP REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. Flight direction South to North. Protected airspace is 4 NM either side of centerline. Track length is 37 NM. Restricted to H-60 and C-130 refueling operations. Air refueling may include multiple tankers and/or receivers. Continuous times of operations. Participants will contact Seattle ARTCC prior to entering Class E airspace.

**AR662V** 129 RQW assigned freq 1200/3700 129 RQW Moffett Federal Afld, CA  
NAS Lemoore RATCF ARCP-124.1/318.8 EXIT-124.1/318.8 REMARKS: Tanker aircraft pilots scheduled to operate within VFR Helicopter Refueling Tracks/Anchors shall advise the FSS nearest the entry point, 5 minutes prior to entering and the FSS nearest the exit point, upon exiting. AR662V is designed to be used in a left-hand racetrack with a pattern length of 8 NM on an inbound magnetic course of 118 degree. The northwest end of the anchor (ARIP) is 15 NM on the 107 degree radial from the Panoche VORTAC, 12 NM southwest of Firebaugh, CA and about 1 NM east of Interstate Highway 5. The southeastern end (Anchor Point) of the track is 23 NM on the 110 degree radial from the Panoche VORTAC. The total length of the straight line part of the anchor is 8 NM. The northwest leg parallels the southeast leg and is offset to the east about 7 NM. While operating on the anchor, every attempt should be made to fly over the defined centerline of the parallel tracks. Restricted to H-60 helicopter and C-130 refueling operations. May include multiple tankers and/or receivers. Aircraft shall contact Lemoore Approach Control on 318.8/124.1 prior to commencing/terminating refueling operations. Lemoore Approach Control shall provide radar advisory service upon request to aircraft operating in AR662V.

**Notes:**

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**Editor's note:**

Sadly, the federal government has decided to terminate public access to the official document on which this profile is based in October, 2007. Having produced a series of these refuelling guides for over 15 years for the monitoring community it is not without regret that I must announce the end of this era. This makes it all the more vital to search the radio spectrum and share what you hear. I thank our many, regular contributors and wish all the milair monitors good hunting in the future. Until next time, keep your noses cold and stay on the pipe.

Happy Scanning!