

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|--|------------|------------|--------------|------------|------------|--------------------|---------------------------|---------------------|----------------|
| | ARIP | ARCP | CHECK POINTS | | EXIT | ALTITUDES | UNIT | | |
| AR81 | HTO VORTAC | N40°42.00' | ACK VOR-DME | YQIVOR-DME | a. 373.600 | FL180/FL280 | EADS/DOAS | Boston Center | |
| | 180/35 | W71°00.00' | 150/18 | 247/82 | b. 343.500 | Rome, NY | DSN 587-6247 FAX ext 6040 | ARCP-135.8E/292.15 | |
| | N40°21.01' | | N41°04.00' | N42°56.00' | c. N/R | | C315-334-6247 | EXIT-133.45E/269.3 | |
| | W72°08.70' | | W69°44.00' | W67°30.00' | d. N/R | | | ⑥ | |
| | | | YAHOO | DAVES | e. 50/113 | | | | |
| | | | | | | | | ② | |
| | | | | | | | | ③ | |
| | | | | | | | | ④ | |
| | | | | | | | | ⑤ | |
| REMARKS: Primary means of scheduling track reservation request by email; eads.doasomb@ang.af.mil. Airspace manager/owner is the 157th Air Refueling Wing (Pease ANGB NH). Part of this AR track is located in W-105 airspace. Prior coordination is required with EADS and VACAPES for airspace de-confliction. Contact VACAPES (Giant Killer) prior to W-105 usage, DSN: 433-1286/1216 C757-433-1286/1216. Participating aircraft will remain within track boundaries. Simultaneous refueling in opposite direction of AR80(Southwest Bound) is authorized provided the tracks are vertically separated by a minimum of 2,000' between altitude blocks. Track is under radar control, therefore it will be IAW ATC instructions. | | | | | | | | | |
| ② Primary means of scheduling track reservation requests is email: eads.doasomb@ang.af.mil. | | | | | | | | | |
| ③ Airspace Manager/Owner is the 157th Air Refueling Wing Pease ANGB, NH. | | | | | | | | | |
| ⑤ Part of this track is located in W-105 airspace. Prior coordination is required with EADS and VACAPES for airspace de-confliction. Contact VACAPES (Giant Killer) prior to W-105 usage, DSN: 433-1286/1216 C757-433-1286/1216. | | | | | | | | | |
| ⑥ Huntress on 364.2. Secondary assigned by Huntress | | | | | | | | | |
| AR101 | HRV VORTAC | MCB VORTAC | MEM VORTAC | MEM VORTAC | a. 324.600 | FL260/FL290 | ZOSS/OSOS | Memphis | |
| | 280/44 | 250/27 | 336/64 | 336/64 | b. 260.200 | Barksdale AFB, LA | ARCP-285.6/119.72 | | |
| | N30°00.00' | N31°10.00' | N36°00.00' | N36°00.00' | c. N/R | DSN 781-4832/7076 | EXIT-257.6/132.375 | | |
| | W90°50.00' | W90°46.00' | W90°30.00' | W90°30.00' | d. N/R | C318-456-4832/7076 | | | |
| | | | | | e. 31/94 | | | | |
| | | | | | | | | ① | |
| | | | | | | | | ④ | |
| (South) | MEM VORTAC | SQS VORTAC | HRV VORTAC | HRV VORTAC | | | | Memphis | |
| | 336/64 | 330/36 ② | 280/44 ③ | 280/44 ③ | | | | ARCP-322.35/133.075 | |
| | N36°00.00' | N34°00.00' | N30°00.00' | N30°00.00' | | | | EXIT-263.1/134.92 | |
| | W90°30.00' | W90°36.00' | W90°50.00' | W90°50.00' | | | | ⑤ | |
| | | | | | | | | | |
| REMARKS: | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: Zosso@us.af.mil. | | | | | | | | | |
| ② SOUTH ARCP-Between 1500-1630Z++ limited to either buddy, on course or enroute cell rendezvous. | | | | | | | | | |
| ③ SOUTH EXIT - When refueling on the southbound track, aircraft will exit the track with turns to the right unless otherwise authorized by ATC. | | | | | | | | | |
| ④ Refueling is prohibited between 1900Z++ and 2100Z++. | | | | | | | | | |
| ⑤ 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 | ABI VORTAC | MCP VORTAC | ACT VORTAC | EIC VORTAC | a. 276.500 | FL240/FL310 | ZOSS/OSOS | Fort Worth | |
| | 044/16 | 106/20 | 035/76 | 120/35 | b. 260.200 | Barksdale AFB, LA | ARCP-323.0E | | |
| | N32°38.00' | N32°35.00' | N32°34.00' | N32°25.00' | c. N/R | DSN 781-4832/7076 | EXIT-327.8E | | |
| | W99°37.00' | W97°38.00' | W96°13.70' | W93°16.00' | d. N/R | C318-456-4832/7076 | | | |
| | | | TXK VORTAC | | e. 30/93 | | | | |
| | | 199/70 | | | | | | ① | |
| | | N32°27.70' | | | | | | ② | |
| | | W94°40.00' | | | | | | | |
| REMARKS: | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: Zosso@us.af.mil. | | | | | | | | | |
| ② Open for night-time use only: 0240-1200Z++. | | | | | | | | | |

| NUMBER | ARIP | ARCP | NAVIGATION | | EXIT | CR PLAN | REFUELING | | ASSIGNED ARTCC |
|--|-------------|-------------|--------------|------------|-------------|--------------------|---------------------|-----------------|----------------|
| | | | CHECK POINTS | ARC | | | ALTITUDES | SCHEDULING UNIT | |
| AR102B | LBB VORTAC | LBB VORTAC | ABI VORTAC | EIC VORTAC | FL240/FL310 | 2OSS/OSOS | Fort Worth | | |
| | 233/70 | 149/48 | 044/16 | 120/35 | ③ | Barksdale AFB, LA | EXIT-327.8E | | |
| | N33°11.00' | N32°57.00' | N32°38.00' | N32°25.00' | | DSN 781-4832/7076 | ARCP-327.1E/133.35E | | |
| | W103°09.00' | W101°35.00' | W99°37.00' | W93°16.00' | | C318-456-4832/7076 | | | |
| | | | MQP VORTAC | | | ① | | | |
| | | | 106/20 | | | ② | | | |
| | | | N32°35.00' | | | ④ | | | |
| | | | W97°38.00' | | | | | | |
| | | | ACT VORTAC | | | | | | |
| | | | 035/76 | | | | | | |
| | | N32°34.00' | | | | | | | |
| | | W96°13.70' | | | | | | | |
| | | TXK VORTAC | | | | | | | |
| | | 199/70 | | | | | | | |
| | | N32°27.70' | | | | | | | |
| | | W94°40.00' | | | | | | | |
| REMARKS: | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: 2bossoso@us.af.mil. | | | | | | | | | |
| ② Open for night-time use only: 0240-1200Z++. | | | | | | | | | |
| ③ Restricted to a refueling block altitude of FL 270/FL 290 between 0240-0500Z++. | | | | | | | | | |
| ④ Restricted for use to B-52 FTU aircraft and support tankers only. No simultaneous refueling with AR102A. | | | | | | | | | |
| AR103 | MCB VORTAC | HRV VORTAC | N29°09.00' | N24°20.00' | FL240/FL260 | 55OSS/OSKR | Houston | | |
| | 304/39 | 319/14 | W89°41.00' | W87°05.00' | | Offutt AFB, NE | ARCP | | |
| | N31°42.00' | N30°01.80' | N27°30.00' | | | DSN 271-5009 | | | |
| | W90°52.00' | W90°10.33' | W88°43.00' | | | C402-294-5009 | | | |
| | | | N25°32.00' | | | | | | |
| | | W87°37.00' | | | | | | | |
| 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. Email: 55OSSOSKR@offutt.af.mil | | | | | | | | | |

| NUMBER | ARIP | ARCP | NAVIGATION | | | EXIT | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|---|-------------|-------------|-------------|-------------|-------------|------------|-------------|--------------------|--------------|------------|------|----------------|
| | | | ARIP | ARCP | ARCP | | | ALTITUDES | UNIT | ALTITUDES | UNIT | |
| AR104 (East) | INK VORTAC | ABI VORTAC | ABI VORTAC | ABI VORTAC | ACT VORTAC | a. 344.700 | FL260/FL310 | 2OSS/OSOS | Fort Worth | | | |
| | 189/28 | 225/99 | 149/46 | 149/46 | 321/23 | b. 260.200 | | Barksdale AFB, LA | ARCP-269.0E | | | |
| | N31°26.00' | N31°31.00' | N31°46.00' | N31°46.00' | N32°00.00' | c. N/R | | DSN 781-4832/7076 | EXIT-269.0E | | | |
| | W103°26.00' | W101°26.00' | W99°32.00' | W99°32.00' | W97°30.00' | d. N/R | | C318-456-4832/7076 | | | | |
| | | | | | | e. 31/94 | | | | | | |
| | | | | | | | | ① | | | | |
| | | | | | | | | ② | | | | |
| | | | | | | | | ③ | | | | |
| | | | | | | | | ④ | | | | |
| (West) | ACT VORTAC | ABI VORTAC | ABI VORTAC | ABI VORTAC | INK VORTAC | | | | Fort Worth | | | |
| | 321/23 | 149/46 | 225/99 | 225/99 | 189/28 | | | | ARCP-351.9W | | | |
| | N32°00.00' | N31°46.00' | N31°31.00' | N31°31.00' | N31°26.00' | | | | EXIT-351.9W | | | |
| | W97°30.00' | W99°32.00' | W101°26.00' | W101°26.00' | W103°26.00' | | | | | | | |
| REMARKS: | | | | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: Zossoso@us.af.mil. | | | | | | | | | | | | |
| ② SODAR Operations authorized with AR113 and AR114. | | | | | | | | | | | | |
| ③ Coordinate with NAS Fort Worth Operations/Brownwood MOA scheduling for use, DSN 739-7689. | | | | | | | | | | | | |
| ④ (West) Track closed from 1700-1800Z++. | | | | | | | | | | | | |
| AR104M | EIC VORTAC | TTT VOR-DME | ACT VORTAC | ACT VORTAC | INK VORTAC | a. 344.700 | FL260/FL310 | 2OSS/OSOS | Fort Worth | | | |
| | 270/31 | 092/62 | 321/23 | 321/23 | 189/28 | b. 260.200 | | Barksdale AFB, LA | ARCP-322.45W | | | |
| | N32°50.00' | N32°43.10' | N32°00.00' | N32°00.00' | N31°26.00' | c. N/R | | DSN 781-4832/7076 | | | | |
| | W94°25.00' | W95°50.00' | W97°30.00' | W97°30.00' | W103°26.00' | d. N/R | | C318-456-4832/7076 | | | | |
| | | | ABI VORTAC | ABI VORTAC | | e. 31/94 | | | | | | |
| | | 149/46 | 149/46 | | | | | ① | | | | |
| | | N31°46.00' | N31°46.00' | | | | | ② | | | | |
| | | W99°32.00' | W99°32.00' | | | | | ③ | | | | |
| | | ABI VORTAC | ABI VORTAC | | | | | ④ | | | | |
| | | 225/99 | 225/99 | | | | | | | | | |
| | | N31°31.00' | N31°31.00' | | | | | | | | | |
| | | W101°26.00' | W101°26.00' | | | | | | | | | |
| REMARKS: | | | | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: Zossoso@us.af.mil. | | | | | | | | | | | | |
| ② Air refueling authorized during the following hours only: 1600-1900Z++ (1000-1300 CST). | | | | | | | | | | | | |
| ③ Restricted for use to B-52 FTU aircraft and support tankers only. | | | | | | | | | | | | |
| ④ SODAR operations authorized with AR113 and AR114. No simultaneous refueling with AR104. | | | | | | | | | | | | |

| NUMBER | NAVIGATION | | | EXIT | CR PLAN | REFUELING | | ASSIGNED |
|---|-------------|-------------|--------------|-------------|------------|-------------|--------------------------|-------------|
| | ARIP | ARCP | CHECK POINTS | | | ALTITUDES | SCHEDULING | |
| AR105 (East) | ONL VORTAC | FOD VORTAC | | FOD VORTAC | a. 238.900 | FL190/FL330 | 55 WG Offutt AFB, NE | Minneapolis |
| | 176/28 | 254/91 | | 077/13 | b. 320.900 | | DSN 271-6010 | ARCP-269.0E |
| | N42°00.00' | N42°22.00' | | N42°38.00' | c. N/R | | C402-294-6010 | EXIT-269.0E |
| | W98°45.00' | W96°19.00' | | W94°00.00' | d. N/R | | | |
| | | | | | e. 51/114 | | | |
| (West) | FOD VORTAC | FOD VORTAC | | ONL VORTAC | | | | Minneapolis |
| | 077/13 | 254/91 | | 176/28 | | | | ARCP-269.0W |
| | N42°38.00' | N42°22.00' | | N42°00.00' | | | | EXIT-269.0W |
| | W94°00.00' | W96°19.00' | | W98°45.00' | | | | |
| 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) | MLS VOR-DME | DIK VORTAC | ABR VOR-DME | ABR VOR-DME | a. 295.800 | FL260/FL310 | 5 BMW Minot AFB, ND | Minneapolis |
| | 346/21 | 217/46 | 279/100 | N45°25.04' | b. 320.900 | | DSN 453-2002/3527 | ARCP-269.4E |
| | N46°44.00' | N46°22.00' | N45°52.00' | W98°22.12' | c. N/R | | C701-723-2002/3527 | EXIT-306.2E |
| | W106°00.00' | W103°38.00' | W100°39.00' | W100°39.00' | d. N/R | | | |
| | | | | e. 50/113 | | | | |
| (West) | ABR VOR-DME | ABR VOR-DME | DIK VORTAC | MLS VOR-DME | | | | Minneapolis |
| | N45°25.04' | 279/100 | 217/46 | 346/21 | | | | ARCP-306.2W |
| | W98°22.12' | N45°52.00' | N46°22.00' | N46°44.00' | | | | EXIT-269.4W |
| | W106°00.00' | W100°39.00' | W103°38.00' | W106°00.00' | | | | |
| REMARKS: SODAR operations are authorized with AR106L. | | | | | | | | |
| AR106L (East) | MLS VOR-DME | DIK VORTAC | ABR VOR-DME | ABR VOR-DME | a. 305.500 | 17000/FL230 | 55 WG Offutt AFB, NE | Minneapolis |
| | 346/21 | 217/46 | 279/100 | N45°25.04' | b. 320.900 | | DSN 271-6010 | ARCP-269.4E |
| | N46°44.00' | N46°22.00' | N45°52.00' | W98°22.12' | c. N/R | | C402-294-6010 | EXIT-306.2E |
| | W106°00.00' | W103°38.00' | W100°39.00' | W100°39.00' | d. N/R | | | |
| | | | | e. 52/115 | | | | |
| (West) | ABR VOR-DME | ABR VOR-DME | DIK VORTAC | MLS VOR-DME | | | | Minneapolis |
| | N45°25.04' | 279/100 | 217/46 | 346/21 | | | | ARCP-306.2W |
| | W98°22.12' | N45°52.00' | N46°22.00' | N46°44.00' | | | | EXIT-269.4W |
| | W106°00.00' | W100°39.00' | W103°38.00' | W106°00.00' | | | | |
| REMARKS: SODAR operations are authorized with AR106H. | | | | | | | | |
| AR107 | TVC VOR-DME | TVC VOR-DME | TVC VOR-DME | TVC VOR-DME | a. 324.600 | 14000/FL230 | Alpena Combat Readiness | Minneapolis |
| | 191/49 | 053/26 | 038/55 | N44°40.07' | b. 282.700 | | Training Center CRTC/OTM | ARCP-353.6E |
| | N43°52.00' | N44°56.00' | N45°24.00' | W85°33.00' | c. N/R | | (ANG), Alpena, MI | EXIT-353.6E |
| | W85°44.00' | W85°05.00' | W84°47.00' | W84°47.00' | d. N/R | | DSN 741-6509/6226 | |
| | | | | e. 31/94 | | | | |
| REMARKS: Refueling aircraft at the TVC VORTAC 038/55, shall execute a left turn and continue refueling southbound to the exit point. | | | | | | | | |

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|---|---|--|--|---|--|----------------------------|---|--|----------------|
| | ARIP | ARCP | CHECK POINTS | | EXIT | ALTITUDES | UNIT | | |
| AR108 (East) | N27°30.00' W93°30.00' | N27°30.00' W91°37.00' | N27°30.00' W90°18.00' | N27°30.00' W88°25.00' | a. 348.900 b. 260.200 c. N/R d. N/R e. 33/96 | FL180/FL200 FL210/FL230 | 2OSS/OSOS Barksdale AFB, LA DSN 781-4832/7076 C318-456-4832/7076 | Houston ARCP-132.65E ARCP-133.4E ARCP-306.3E EXIT-133.85E EXIT-269.5E | |
| (West) | N27°30.00' W88°25.00' | N27°30.00' W90°18.00' | N27°30.00' W91°37.00' | N27°30.00' W93°30.00' | | | | Houston ARCP-132.65W ARCP-133.85W ARCP-269.5W EXIT-133.4W EXIT-306.3W | |
| ③ | | | | | | | | | |
| ⑤ | | | | | | | | | |
| REMARKS: | | | | | | | | | |
| ① Primary means of scheduling track reservation requests is email to: Zossoso@us.af.mil. | | | | | | | | | |
| ② Aerial refueling permitted from 1130-1330L and 1730-2300L daily. SODAR operations are authorized with AR108 in specific altitude blocks. | | | | | | | | | |
| ③ Refueling aircraft will execute a southbound turn and remain within 30 NM of track course and return to centerline within 20 NM of exit point/turn point. | | | | | | | | | |
| ④ 433 OSS/OSC scheduling agency will resolve conflicts with W92, W54 and AR101. | | | | | | | | | |
| ⑤ Southbound turns to avoid flying north into W147, W59 and northern sections of W92, W54, and AR101. | | | | | | | | | |
| AR109H (East) | DLH VORTAC 240/53 N46°25.00' W93°22.00' | GEP VORTAC 060/100 N45°48.00' W91°11.00' | TVC VOR-DME 309/110 N45°45.00' W87°39.00' | TVC VOR-DME 013/66 N45°45.00' W85°15.00' | a. 343.500 b. 320.900 c. N/R d. N/R e. 30/93 | FL250/FL310 | 55OSS/OSKR Offutt AFB, NE DSN 271-5009 C402-294-5009 | Minneapolis ARCP-327.1E EXIT-327.1E | |
| (West) | TVC VOR-DME 013/66 N45°45.00' W85°15.00' | TVC VOR-DME 309/110 N45°48.00' W87°39.00' | GEP VORTAC 060/100 N45°48.00' W91°11.00' | DLH VORTAC 240/53 N46°25.00' W93°22.00' | | | | Minneapolis ARCP-327.1W EXIT-327.1W | |
| REMARKS: SODAR authorized with AR109L. Email:55OSSOSKR@offutt.af.mil | | | | | | | | | |
| AR109L (East) | DLH VORTAC 240/53 N46°25.00' W93°22.00' | GEP VORTAC 060/100 N45°48.00' W91°11.00' | TVC VOR-DME 309/110 N45°45.00' W87°39.00' | TVC VOR-DME 013/66 N45°45.00' W85°15.00' | a. 327.600 b. 320.900 c. N/R d. N/R e. 32/95 | FL190/FL230 | 55OSS/OSKR Offutt AFB, NE DSN 271-5009 C402-294-5009 | Minneapolis ARCP-327.1E EXIT-327.1E | |
| (West) | TVC VOR-DME 013/66 N45°45.00' W85°15.00' | TVC VOR-DME 309/110 N45°48.00' W87°39.00' | GEP VORTAC 060/100 N45°48.00' W91°11.00' | DLH VORTAC 240/53 N46°25.00' W93°22.00' | | | | Minneapolis ARCP-327.1W EXIT-327.1W | |
| REMARKS: SODAR authorized with AR109H. Email:55OSSOSKR@offutt.af.mil | | | | | | | | | |

| NUMBER | NAVIGATION | | | EXIT | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|------------------------|--|--|---|--|---|-------------|--|--|-------|----------------|
| | ARIP | ARCP | CHECK POINTS | | | ALTITUDES | UNIT | ARTCC | ARTCC | |
| AR110 (East) | SGF VORTAC 256/71 N37°08.00' W94°47.00' | SGF VORTAC 039/23 N37°38.50' W93°00.00' | ENL VORTAC 256/109 N38°04.00' W91°25.00' | ENL VORTAC 073/8 N38°27.00' W89°00.00' | a. 327.600 b. 319.700 c. N/R d. N/R e. 51/114 | FL240/FL270 | 509OSS/OSOS Whiteman AFB, MO DSN 975-1655/1754/1719 | Kansas City ARCP-277.4E EXIT-319.0E | | |
| (West) | ENL VORTAC 073/8 N38°27.00' W89°00.00' | ENL VORTAC 255/83 N38°09.30' W90°52.50' | ENL VORTAC 256/109 N38°04.00' W91°25.00' SGF VORTAC 056/61 N37°52.00' W92°13.00' SGF VORTAC 308/13 N37°30.00' W93°32.00' | SGF VORTAC 256/71 N37°08.00' W94°47.00' | | | | Kansas City ARCP-319.0W EXIT-277.4W | | |
| AR111 (East) | ARG VORTAC 274/59 N36°15.00' W92°10.00' | ARG VORTAC 046/56 N36°42.00' W90°04.00' | PXV VORTAC 208/65 N37°00.00' W88°28.00' | BNA VORTAC 019/50 N36°56.00' W86°23.00' | a. 348.900 b. 319.700 c. N/R d. N/R e. 30/93 | FL250/FL290 | 552OSS/OSOS Tinker AFB, OK DSN 884-1203/1204 C405-734-1203/1204 | Memphis ARCP-257.6E/132.37E EXIT-288.35E/124.27E | | |
| (West) | BNA VORTAC 019/50 N36°56.00' W86°23.00' | PXV VORTAC 208/65 N37°00.00' W88°28.00' | ARG VORTAC 046/56 N36°42.00' W90°04.00' | ARG VORTAC 274/59 N36°15.00' W92°10.00' | | | | Memphis ARCP-354.15W/122.2 75W EXIT-288.35W/124.2 7W | | |

REMARKS: All turns to the left in tanker orbit pattern. Intended for use by 509BW aircraft. Other units and aircraft permitted on non-interference basis. The scheduling unit retains pre-emption authority.

① After duty hours contact C660-563-1035 or Cmd Post DSN 975-3778.

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 36 38 00N - 90 58 00W to 36 38 00N - 91 50 00W to 36 16 00N - 91 18 00W to 36 16 00N - 91 03 00W to beginning. FL180 to FL500.

| NUMBER | ARIP | ARCP | NAVIGATION | | EXIT | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|------------------|------------|------------|--------------|------------|------------|-------------|---|---------------------|------------|--|----------------|
| | | | CHECK POINTS | ALTTITUDES | | | ALTTITUDES | UNIT | | | |
| AR112H (East) | IRW VORTAC | TUL VORTAC | TUL VORTAC | ARG VORTAC | a. 235.100 | FL240/FL310 | VQ3 Tinker AFB, OK | Fort Worth | | | |
| | 223/41 | 190/62 | 137/44 | 283/74 | b. 260.200 | | DSN 339-3911 (After duty hours 884-9928) | ARCP-363.1E Memphis | | | |
| | N34°55.00' | N35°13.00' | N35°35.37' | N36°28.00' | c. N/R | | C405-739-3911 (After duty hours 405-734-9928) | EXIT-353.8E | | | |
| | W98°15.00' | W96°10.00' | W95°16.00' | W92°25.00' | d. N/R | | | | | | |
| | | | RZC VORTAC | | e. 33/96 | | | | | | |
| | | | 200/25 | | | | | | | | |
| | | | N35°52.00' | | | | | | | | |
| | | | W94°20.00' | | | | | | | | |
| | | | RZC VORTAC | | | | | | | | |
| | | | 092/36 | | | | | | | | |
| | | N36°11.00' | | | | | | | | | |
| | | W93°23.00' | | | | | | | | | |
| (West) | ARG VORTAC | RZC VORTAC | TUL VORTAC | IRW VORTAC | | | | Fort Worth | | | |
| | 283/74 | 200/25 | 137/44 | 223/41 | | | | EXIT-363.1W Memphis | | | |
| | N36°28.00' | N35°52.00' | N35°35.37' | N34°55.00' | | | | | | | |
| | W92°25.00' | W94°20.00' | W95°16.00' | W98°15.00' | | | | | | | |
| | | | TUL VORTAC | | | | | | | | |
| | | | 190/62 | | | | | | | | |
| | | | N35°13.00' | | | | | | | | |
| | | | W96°10.00' | | | | | | | | |
| | | | IRW VORTAC | | | | | | | | |
| | | | 124/24 | | | | | | | | |
| | | | N35°06.00' | | | | | | | | |
| | | | W97°15.00' | | | | | | | | |

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.

| NUMBER | ARIP | | ARCP | | NAVIGATION CHECK POINTS | | EXIT | | CR PLAN | | REFUELING ALTITUDES | | SCHEDULING UNIT | | ASSIGNED ARTCC | |
|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|---|---------------------|------------------|---|---|--|---|
| | IRW VORTAC | ARG VORTAC | TUL VORTAC | RZC VORTAC | TUL VORTAC | RZC VORTAC | ARG VORTAC | IRW VORTAC | a. | b. | c. | d. | e. | AFRC, 307BW | Barksdale AFB, LA | Fort Worth |
| AR112L (East) | 124/24 N35°06.00' W97°15.00' | 283/74 N36°28.00' W92°25.00' | 190/62 N35°13.00' W96°10.00' | 200/25 N35°52.00' W94°20.00' | 137/45 N35°35.00' W95°16.00' | 137/45 N35°35.00' W95°16.00' | 283/74 N36°28.00' W92°25.00' | 124/24 N35°06.00' W97°15.00' | a. 295.800 b. 260.200 c. N/R d. N/R e. 50/113 | a. 295.800 b. 260.200 c. N/R d. N/R e. 50/113 | FL190/FL230 ① | FL190/FL230 ① | AFRC, 307BW Barksdale AFB, LA DSN 331-3536/3560/3561 C318-529-3536/3560/3561 | AFRC, 307BW Barksdale AFB, LA DSN 331-3536/3560/3561 C318-529-3536/3560/3561 | Fort Worth ARCP-363.1E Memphis EXIT-353.8E | Fort Worth EXIT-363.1W Memphis ARCP-353.8W |
| ----- | | | | | | | | | | | | | | | | |
| (West) | ARG VORTAC | RZC VORTAC | TUL VORTAC | RZC VORTAC | TUL VORTAC | RZC VORTAC | IRW VORTAC | IRW VORTAC | a. | b. | c. | d. | e. | 7 OSS/OSOS | Dyess AFB, TX | Houston |
| | 283/74 N36°28.00' W92°25.00' | 200/25 N35°52.00' W94°20.00' | 137/45 N35°35.00' W95°16.00' | 200/25 N35°52.00' W94°20.00' | 137/45 N35°35.00' W95°16.00' | 137/45 N35°35.00' W95°16.00' | 124/24 N35°06.00' W97°15.00' | 124/24 N35°06.00' W97°15.00' | a. 283.900 b. 260.300 c. N/R d. N/R e. 52/115 | a. 283.900 b. 260.300 c. N/R d. N/R e. 52/115 | FL190/FL230 | FL190/FL230 | 7 OSS/OSOS Dyess AFB, TX DSN 461-3665 Fax 461-4158 C325-696-3665 | Dyess AFB, TX DSN 461-3665 Fax 461-4158 C325-696-3665 | Houston ARCP-346.4E EXIT-346.4E | Houston ARCP-346.4E EXIT-292.15W Houston ARCP-346.4W |
| ----- | | | | | | | | | | | | | | | | |
| (West) | LLO VORTAC | JCT VORTAC | FST VORTAC | ABI VORTAC | FST VORTAC | ABI VORTAC | FST VORTAC | FST VORTAC | a. | b. | c. | d. | e. | 7 OSS/OSTA | Dyess AFB, TX | Albuquerque |
| | 240/25 N30°38.27' W99°14.21' | 277/42 N30°46.21' W102°01.92' | 085/49 N30°51.04' W102°01.92' | 230/98 N31°39.52' W101°31.52' | 085/49 N30°52.02' W102°01.34' | 162/34 N31°55.00' W99°46.00' | 194/27 N31°27.93' W103°27.93' | 265/57 N31°03.10' W104°04.06' | a. 366.300 b. 260.200 c. N/R d. N/R e. 33/96 | a. 366.300 b. 260.200 c. N/R d. N/R e. 33/96 | FL190/FL230 | FL190/FL230 | 7 OSS/OSTA Dyess AFB, TX DSN 461-3665 C325-696-3665 | Dyess AFB, TX DSN 461-3665 C325-696-3665 | Albuquerque EXIT-292.15W Houston ARCP-346.4W | Albuquerque EXIT-343.6E Fort Worth ARCP-360.8E |
| ----- | | | | | | | | | | | | | | | | |
| REMARKS: SODAR operations not authorized. The 7 BW retains preemption authority. Enroute rendezvous only. Albuquerque and Houston ARTCC radars must be operational. | | | | | | | | | | | | | | | | |
| AR114 | INK VORTAC | ABI VORTAC | ABI VORTAC | ABI VORTAC | ABI VORTAC | ABI VORTAC | INK VORTAC | INK VORTAC | a. | b. | c. | d. | e. | 7 OSS/OSTA | Dyess AFB, TX | Albuquerque |
| | 194/26 N31°28.85' W103°27.45' | 230/98 N31°39.52' W101°31.52' | 230/98 N31°39.52' W101°31.52' | 230/98 N31°39.52' W101°31.52' | 162/34 N31°55.00' W99°46.00' | 162/34 N31°55.00' W99°46.00' | 194/27 N31°27.93' W103°27.93' | 194/27 N31°27.93' W103°27.93' | a. 366.300 b. 260.200 c. N/R d. N/R e. 33/96 | a. 366.300 b. 260.200 c. N/R d. N/R e. 33/96 | FL190/FL230 | FL190/FL230 | 7 OSS/OSTA Dyess AFB, TX DSN 461-3665 C325-696-3665 | Dyess AFB, TX DSN 461-3665 C325-696-3665 | Albuquerque EXIT-343.6E Fort Worth ARCP-360.8E | Albuquerque EXIT-343.6E Fort Worth ARCP-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. SODAR is authorized IAW FAA 7610.45 with AR104. Neither simultaneous refueling nor SODAR is authorized with AR113. Albuquerque ARTCC radar must be operational for use. | | | | | | | | | | | | | | | | |
| ① 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. | | | | | | | | | | | | | | | | |

REMARKS: Restricted for use by the AFRC, 307 Bomb Wing 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. Aircrews should be aware of AR313 heading North-South and deconflict with the AR313 scheduling unit, 97OSS/OSOS, DSN: 866-7849/7848.

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|---|-------------|-------------|----------------------------|-------------|------------|------------------------|-------------------------|-------------------|
| AR115 | ONM VORTAC | ONM VORTAC | ONM VORTAC | ONM VORTAC | a. N/R | 08000/09000 | 58 OSS/DOO | Albuquerque |
| | 333/30 | 334/24 | N34°20.33' | 164/20 | b. N/R | | Kirtland AFB, NM | ARCP-128.8E |
| | N34°49.00' | N34°43.70' | W106°49.23' | N34°00.00' | c. N/R | | DSN 263-5979/5888/5701 | ARCP-307.2E |
| | W106°57.80' | W106°55.90' | | W106°48.00' | d. N/R | | C505-853-5979/5888/5701 | EXIT-128.8E |
| | | | | | e. N/R | | | EXIT-307.2E |
| 58 SOW assigned frequencies | | | | | | | | |
| 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) | GCK VORTAC | GCK VORTAC | SLN VORTAC | MCI VORTAC | a. 366.300 | 12000/FL220 | 20SS/OSOS | Kansas City |
| | 235/69 | 086/34 | 196/46 | 240/48 (1) | b. 260.200 | | Barksdale AFB, LA | ARCP-269.4E |
| | N37°26.60' | N37°51.03' | N38°13.08' | N38°56.86' | c. N/R | | DSN 781-4832/7076 | EXIT-343.7E |
| | W102°02.66' | W100°00.34' | W98°00.09' | W95°39.64' | d. N/R | | C318-456-4832/7076 | |
| | | | | | e. 32/95 | | | |
| (West) | MCI VORTAC | SLN VORTAC | SLN VORTAC | GCK VORTAC | | | | Kansas City |
| | 240/48 | 174/35 | 196/46 | 235/69 | | | | ARCP-363.2W |
| | N38°56.86' | N38°20.48' | N38°13.08' | N37°26.60' | | | | EXIT-269.4W |
| | W95°39.64' | W97°38.06' | W98°00.09' | W102°02.66' | | | | |
| | | | GCK VORTAC | | | | | |
| | | 086/34 | | | | | | |
| | | N37°51.03' | | | | | | |
| | | W100°00.34' | | | | | | |
| REMARKS: (1) Primary means of scheduling track reservation requests is email to: Zossoso@us.af.mil | | | | | | | | |

| NUMBER | NAVIGATION | | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|------------------|-------------|-------------|--------------|-------------|------------|-------------|------------------|
| | ARIP | ARCP | CHECK POINTS | EXIT | CR PLAN | ALTITUDES | |
| AR121 (North) | HMN TACAN | HMN TACAN | HMN TACAN | HMN TACAN | a. 229.500 | 15000/FL290 | 49OSS/OSOS |
| | 336/87 | 334/75 | 324/44 | 336/87 | b. 258.200 | | Holloman AFB, NM |
| | N34°16.00' | N34°04.00' | N33°31.00' | N34°16.00' | c. N/R | | DSN 572-3536 |
| | W106°32.00' | W106°31.50' | W106°29.00' | W106°32.00' | d. N/R | | C505-572-3536 |
| | | | HMN TACAN | | e. 52/115 | | |
| | | | 348/40 | | | | |
| | | | N33°32.00' | | | | |
| | | | W106°08.00' | | | | |
| | | | HMN TACAN | | | | |
| | | | 348/73 | | | | |
| | | | N34°05.00' | | | | |
| | | | W106°10.00' | | | | |
| | | | HMN TACAN | | | | |
| | | | 334/75 | | | | |
| | | N34°04.00' | | | | | |
| | | W106°31.50' | | | | | |
| (South) | HMN TACAN | HMN TACAN | HMN TACAN | HMN TACAN | | | Albuquerque |
| | 348/35 | 348/40 | 348/73 | 348/35 | | | ARCP |
| | N33°27.00' | N33°32.00' | N34°05.00' | N33°27.00' | | | EXIT |
| | W106°08.00' | W106°08.00' | W106°10.00' | W106°08.00' | | | |
| | | | HMN TACAN | | | | |
| | | | 334/75 | | | | |
| | | | N34°04.00' | | | | |
| | | | W106°31.50' | | | | |
| | | | HMN TACAN | | | | |
| | | | 348/40 | | | | |
| | | | N34°04.00' | | | | |
| | | | W106°31.50' | | | | |
| | | | HMN TACAN | | | | |
| | | | 324/44 | | | | |
| | | N33°31.00' | | | | | |
| | | W106°29.00' | | | | | |
| | | HMN TACAN | | | | | |
| | | 348/40 | | | | | |
| | | N33°32.00' | | | | | |
| | | W106°08.00' | | | | | |

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.

TIMES OF OPERATIONS: Continuous

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|--|-------------|-------------|--------------|-------------|------------|-------------|--------------------|--------------------|----------------|
| | ARIP | ARCP | CHECK POINTS | | EXIT | ALTITUDES | UNIT | | |
| AR167 (North) | LRD VORTAC | RSG VORTAC | RSG VORTAC | RSG VORTAC | a. 235.100 | FL260/FL310 | 149FG/DOOS | Houston | |
| | 341/30 | 152/69 | 152/69 | N30°00.88' | b. 260.200 | | Kelly AFB, TX | ARCP-323.1W | |
| | N27°58.00' | N28°55.00' | N28°55.00' | W100°17.99' | c. N/R | | DSN 969-5934 | EXIT-380.2W | |
| | W99°31.00' | W99°54.00' | W99°54.00' | | d. N/R | | | | |
| | | | | e. 32/95 | | | | | |
| (South) | RSG VORTAC | RSG VORTAC | RSG VORTAC | LRD VORTAC | | | | Houston | |
| | N30°00.88' | 152/69 | 152/69 | 341/30 | | | | ARCP-380.2E | |
| | W100°17.99' | N28°55.00' | N28°55.00' | N27°58.00' | | | | EXIT-323.1E | |
| | | W99°54.00' | W99°54.00' | W99°31.00' | | | | | |
| 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++. | | | | | | | | | |
| AR197H | LBB VORTAC | LBB VORTAC | MRF VOR-DME | LBB VORTAC | a. 302.250 | FL240/FL260 | 97OSS/OSOS | Albuquerque Center | |
| | 360/30 | 205/35 | 180/30 | 322/47 | b. 320.525 | | Altus AFB, OK | EXIT-127.85/285.47 | |
| | N34°11.80' | N33°13.89' | N29°48.38' | N34°24.21' | c. N/R | | DSN 866-7849/7848 | Fort Worth Center | |
| | W101°47.94' | W102°19.37' | W104°03.86' | W102°20.63' | d. N/R | | C580-481-7849/7848 | ARCP-132.07/278.8 | |
| | | | MRF VOR-DME | | e. 58/121 | | | | |
| | | | 296/52 | | | | | | |
| | | N30°49.20' | | | | | | | |
| | | W104°45.68' | | | | | | | |
| REMARKS: Intended for exclusive use of Altus AFB assigned aircraft and support tankers only. Remain at least 3 NM from Lancer MOA/ATCAA. The South Navigation Checkpoints are 20 NM from the Mexico ADIZ. In the event of pop-up conflicts with Bronco MOA ATCAAs, aircraft in the MOA/ATCAA will be altitude restricted until refueling formation passes. In the event pop-up conflicts with Valentine MOA, 97 AMW aircraft will have priority. Additional communication frequencies are available for operations on AR197L/H when there are more than four (4) concurrent air refueling operations in progress. Additional frequencies are 327.6 and 282.7. Associated TACAN is 54/117. For day of scheduling or after normal duty hours contact 97 AMW CP DSN 866-6313, COMM 580-481-6313. | | | | | | | | | |
| AR197L | LBB VORTAC | LBB VORTAC | MRF VOR-DME | LBB VORTAC | a. 343.100 | FL200/FL220 | 97OSS/OSOS | Albuquerque Center | |
| | 360/30 | 205/35 | 180/30 | 322/47 | b. 322.850 | | Altus AFB, OK | EXIT-127.85/285.47 | |
| | N34°11.80' | N33°13.89' | N29°48.38' | N34°24.21' | c. N/R | | DSN 866-7849/7848 | Fort Worth Center | |
| | W101°47.94' | W102°19.37' | W104°03.87' | W102°20.63' | d. N/R | | C580-481-7849/7848 | ARCP-132.07/278.8 | |
| | | | MRF VOR-DME | | e. 62/125 | | | | |
| | | | 296/52 | | | | | | |
| | | N30°49.20' | | | | | | | |
| | | W104°45.68' | | | | | | | |
| REMARKS: Intended for exclusive use of Altus AFB assigned aircraft and support tankers only. Remain at least 3 NM from Lancer MOA/ATCAA. The South Navigation Check Points are 20NM from the MEXICO ADIZ. In the event of pop-up conflicts with Bronco MOA/ATCAAs, aircraft in MOA/ATCAA will be altitude restricted until refueling formation passes. In the event of pop-up conflicts with Valentine MOA, 97 AMW aircraft will have priority. Additional communication frequencies are available for operations on AR197L/H when there are more than four (4) concurrent air refueling operations in progress. Additional frequencies are 327.6 and 282.7. Associated TACAN is 54/117. For day of scheduling or after normal duty hours contact 97 AMW CP DSN 866-6313, COMM 580-481-6313. | | | | | | | | | |

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | ASSIGNED ARTCC |
|--|-------------|-------------|--------------|-------------|----------------|--|---------------------|
| | ARIP | ARCP | CHECK POINTS | | ALTITUDES | SCHEDULING UNIT | |
| AR200 | VUZ VORTAC | SZW VORTAC | SZW VORTAC | RSW VORTAC | FL240/FL260 | 6 OSS/OSO MacDill AFB, FL | Miami |
| | 142/70 | 325/59 | N30°33.37' | 156/24 | | DSN 968-9629/9630 | ARCP-307.2E |
| | N32°44.00' | N31°23.00' | W84°22.44' | N26°10.00' | | C813-828-9629/9630 | EXIT-290.5E |
| | W86°05.00' | W85°00.00' | PIE VORTAC | W81°35.00' | | | |
| | | | 336/85 | | | | |
| | | N29°09.00' | | | | | |
| | | W83°28.00' | | | | | |
| | | PIE VORTAC | | | | | |
| | | N27°54.47' | | | | | |
| | | W82°41.06' | | | | | |
| 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) | HVE VORTAC | DVC VORTAC | ALS VORTAC | ALS VORTAC | FL190/FL230 | 7 OSS/OSTA | Denver |
| | 224/38 | 259/27 | 264/59 | 264/59 | | Dyess AFB, TX | EXIT-343.7E Salt |
| | N38°05.00' | N37°50.00' | N37°28.00' | N37°28.00' | | DSN 461-3665 | Lake City |
| | W111°23.00' | W109°30.00' | W107°03.00' | W107°03.00' | | C325-696-3665 | ARIP-271.2E |
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| 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. | | | | | | | |
| AR202 (North) | TRV VORTAC | TRV VORTAC | N32°16.00' | ILM VORTAC | FL250/FL280 | 437OSS/OSO | Jacksonville |
| | 087/142 | 055/186 | W77°51.00' | N34°21.10' | or as assigned | Charleston AFB, SC | EXIT-273.525/135.05 |
| | N28°05.00' | N29°45.00' | OLDEY | W77°52.46' | | DSN 673-5554 (After duty hours 628 ABW Comd Post 673-8400) | Miami |
| | W77°52.00' | W77°52.00' | | | | | ARCP-343.7/123.675 |
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| 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. | | | | | | | |
| AR202 (South) | ILM VORTAC | ILM VORTAC | N32°16.00' | TRV VORTAC | | | Jacksonville |
| | N34°21.10' | 187/100 | W77°51.00' | 087/142 | | | ARCP-273.525/135.0 |
| | W77°52.46' | N32°41.00' | OLDEY | N28°05.00' | | | 5 Miami |
| | | W77°52.00' | | W77°52.00' | | | EXIT-343.7/123.675 |
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| REMARKS: AR202N is the 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: 123.675/343.7 or 135.07/379.25. AR202S is the South track. Scheduled reverse course from south to north, refueling operations turn point is N30-19-00. 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: 123.675/343.7 or 135.07/379.25. | | | | | | | |

| NUMBER | NAVIGATION | | | | REFUELING | | SCHEDULING | | ASSIGNED | |
|-------------------|------------|------------|--------------|------------|------------|----------------|--------------------------|---------------------|---------------------|--|
| | ARIP | ARCP | CHECK POINTS | EXIT | CR PLAN | ALTITUDES | UNIT | ARTCC | ARTCC | |
| AR202A (North) | ILM VORTAC | ILM VORTAC | N32°16.00' | ILM VORTAC | a. 327.600 | FL250/FL280 | 437OSS/OSO | Jacksonville | Jacksonville | |
| | 187/242 | 187/172 | W77°51.00' | N34°21.10' | b. 343.250 | or as assigned | Charleston AFB, SC | ARCP-273.525/135.0 | ARCP-273.525/135.0 | |
| | N30°19.00' | N31°29.00' | OLDEY | W77°52.46' | c. N/R | | DSN 673-5554 (After duty | 5 | 5 | |
| | W77°52.00' | W77°52.00' | | | d. N/R | | hours 628 ABW Comd Post | EXIT-273.525/135.05 | EXIT-273.525/135.05 | |
| | | | | e. 31/94 | | 673-8400) | C843-963-5554 | | | |
| (South) | ILM VORTAC | ILM VORTAC | N32°16.00' | ILM VORTAC | | | | Jacksonville | Jacksonville | |
| | N34°21.10' | 187/100 | W77°51.00' | 187/242 | | | | ARCP-273.525/135.0 | ARCP-273.525/135.0 | |
| | W77°52.46' | N32°41.00' | OLDEY | N30°19.00' | | | | 5 | 5 | |
| | | W77°52.00' | | W77°52.00' | | | | EXIT-273.525/135.05 | EXIT-273.525/135.05 | |

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: 123.675/343.7 or 135.07/379.25. AR202AS is the Alternate South track. Scheduled reverse course from south to north, refueling operations turn point is N30-19-00. Anticipate intermittent UHF reception at southern half of track. 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: 123.675/343.7 or 135.07/379.25.

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|----------------------|------------|------------|-------------------------|------------|------------|---------------------|--------------------|----------------|
| AR203 (Northeast) | MEM VORTAC | BNA VORTAC | BNA VORTAC | HVQ VORTAC | a. 238.900 | FL270/FL310 | 2OSS/OSOS | Memphis |
| | 046/46 | 273/42 | 014/20 | 210/41 | b. 319.700 | | Barksdale AFB, LA | ARCP-354.0E |
| | N35°32.50' | N36°09.00' | N36°28.00' | N37°44.00' | c. N/R | | DSN 781-4832/7076 | EXIT-338.3E |
| | W89°18.00' | W87°33.00' | W86°36.00' | W82°09.50' | d. N/R | | C318-456-4832/7076 | |
| | | | BNA VORTAC | | e. 32/95 | | | |
| | | | 055/65 | | | | | |
| | | | N36°47.00' | | | | | |
| | | | W85°37.00' | | | | | |
| | | | IU VORTAC | | | | | |
| | | | 123/85 | | | | | |
| | | N37°18.00' | | | | | | |
| | | W84°06.00' | | | | | | |
| (Southwest) | HVQ VORTAC | IU VORTAC | BNA VORTAC | MEM VORTAC | | | | Memphis |
| | 210/41 | 123/85 | 055/65 | 046/46 | | | | ARCP-338.3W |
| | N37°44.00' | N37°18.00' | N36°47.00' | N35°32.50' | | | | EXIT-354.0W |
| | W82°09.50' | W84°06.00' | W85°37.00' | W89°18.00' | | | | |
| | | | BNA VORTAC | | | | | |
| | | | 014/20 | | | | | |
| | | | N36°28.00' | | | | | |
| | | | W86°36.00' | | | | | |
| | | | BNA VORTAC | | | | | |
| | | | 273/42 | | | | | |
| | | | N36°09.00' | | | | | |
| | | | W87°33.00' | | | | | |

REMARKS:

- ① Primary means of scheduling track reservation requests is email to: 2ososo@us.af.mil.
- ② Refueling restricted to three flight levels. All air refueling prohibited during the following hours: 1530-1730Z++ and 0030-0230Z++.

| NUMBER | ARIP | ARCP | NAVIGATION | | | EXIT | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|--|-------------|-------------|-------------|-------------|-------------|-------------|--------------------|--------------------|------|------------|--------------------|----------------|
| | | | YSC VOR-DME | MLT VOR-DME | YSC VOR-DME | | | ALTIITUDES | UNIT | ALTITUDES | UNIT | |
| AR204 (Northeast) | ALB VORTAC | YSC VOR-DME | YSC VOR-DME | PQI VOR-DME | a. 324.600 | FL240/FL260 | 305OSS/OSO | Boston | | | Boston | |
| | 017/67 | 215/46 | 118/54 | 342/24 | b. 282.700 | | McGuire AFB, NJ | ARCP-282.2E | | | ARCP-319.1W | |
| | N43°52.00' | N44°35.00' | N45°08.00' | N47°05.00' | c. N/R | | DSN 650-4394/5891 | EXIT-319.1E | | | | |
| | W73°42.00' | W72°07.00' | W70°32.00' | W68°28.00' | d. N/R | | C609-754-4394/5891 | | | | | |
| | | | MLT VOR-DME | | e. 30/93 | | | | | | | |
| | | | 319/53 | | | | | | | | | |
| | | | N46°00.00' | | | | | | | | | |
| | | | W69°37.00' | | | | | | | | | |
| ----- | | | | | | | | | | | | |
| (Southwest) | PQI VOR-DME | MLT VOR-DME | YSC VOR-DME | ALB VORTAC | | | | Boston | | | Boston | |
| | 342/24 | 319/53 | 118/54 | 017/67 | | | | ARCP-319.1W | | | ARCP-319.1W | |
| | N47°05.00' | N46°00.00' | N45°08.00' | N43°52.00' | | | | EXIT-380.3W | | | EXIT-380.3W | |
| | W68°28.00' | W69°37.00' | W70°32.00' | W73°42.00' | | | | | | | | |
| | | | YSC VOR-DME | | | | | | | | | |
| | | | 215/46 | | | | | | | | | |
| | | | N44°35.00' | | | | | | | | | |
| | | | W72°07.00' | | | | | | | | | |
| ----- | | | | | | | | | | | | |
| REMARKS: AR204 (Northeast) - aircraft should plan right turns after end A/R. | | | | | | | | | | | | |
| AR205 | PQI VOR-DME | MLT VOR-DME | YSC VOR-DME | ALB VORTAC | a. 327.600 | FL280/FL310 | 305OSS/OSO | Boston | | | Boston | |
| | 342/24 | 319/53 | 118/54 | 017/67 | b. 282.700 | | McGuire AFB, NJ | ARCP-319.1W | | | ARCP-319.1W | |
| | N47°05.00' | N46°00.00' | N45°08.00' | N43°52.00' | c. N/R | | DSN 650-4394/5891 | EXIT-380.3W | | | EXIT-380.3W | |
| | W68°28.00' | W69°37.00' | W70°32.00' | W73°42.00' | d. N/R | | C609-754-4394/5891 | | | | | |
| | | | YSC VOR-DME | | e. 31/94 | | | | | | | |
| | | | 215/46 | | | | | | | | | |
| | | | N44°35.00' | | | | | | | | | |
| | | | W72°07.00' | | | | | | | | | |
| ----- | | | | | | | | | | | | |
| REMARKS: None | | | | | | | | | | | | |
| AR206H | SYR VORTAC | SYR VORTAC | JHW VOR-DME | FNT VORTAC | a. 348.900 | FL250/FL270 | 305OSS/OSO | Boston | | | Boston | |
| | 094/35 | 273/64 | 313/47 | 107/105 | b. 282.700 | FL280/FL310 | McGuire AFB, NJ | ARCP-323.0W Cleve- | | | ARCP-323.0W Cleve- | |
| | N43°13.70' | N43°00.00' | N42°38.76' | N42°36.50' | c. N/R | | DSN 650-4394/5891 | land | | | land | |
| | W75°24.60' | W77°39.00' | W79°58.80' | W81°25.17' | d. N/R | | C609-754-4394/5891 | EXIT-354.1W | | | EXIT-354.1W | |
| | | | | | e. 32/95 | | | | | | | |
| ----- | | | | | | | | | | | | |
| 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 | SYR VORTAC | SYR VORTAC | JHW VOR-DME | FNT VORTAC | a. 235.100 | FL190/FL230 | 305OSS/OSO | Boston | | | Boston | |
| | 094/35 | 273/64 | 313/47 | 107/105 | b. 282.700 | | McGuire AFB, NJ | ARCP-323.0W Cleve- | | | ARCP-323.0W Cleve- | |
| | N43°13.70' | N43°00.00' | N42°38.76' | N42°36.50' | c. N/R | | DSN 650-4394/5891 | land | | | land | |
| | W75°24.60' | W77°39.00' | W79°58.80' | W81°25.17' | d. N/R | | C609-754-4394/5891 | EXIT-307.8W | | | EXIT-307.8W | |
| | | | | | e. 33/96 | | | | | | | |
| ----- | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | |

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | ASSIGNED ARTCC |
|-------------------------------|--|---|--|--|-------------|---|---|
| | ARIP | ARCP | CHECK POINTS | | ALTITUDES | SCHEDULING UNIT | |
| AR207NE (Northeast) | AMG VORTAC 035/30 N31°57.00' W82°10.00' | AMG VORTAC 035/130 N33°58.67' W80°27.97' W81°02.00' | SSC TACAN N33°58.67' W80°27.97' | RDU VORTAC a. 324.600 b. 343.250 c. N/R d. N/R e. 32/95 | FL260/FL280 | 437OSS/OSO Charleston AFB, SC DSN 673-5554 (After duty hours 628 ABW Comd Post 673-8400) C843-963-5554 | Jacksonville ARCP-319.2E EXIT-352.0E |
| REMARKS: | Track manager will resolve conflicts 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. | | | | | | |
| AR207SW (Southwest) | RDU VORTAC N35°52.35' W78°47.00' | RDU VORTAC 221/70 N34°55.75' W79°37.75' | SSC TACAN N33°58.67' W80°27.97' | AMG VORTAC a. 324.600 b. 343.250 c. N/R d. N/R e. 32/95 | FL260/FL280 | 437OSS/OSO Charleston AFB, SC DSN 673-5554 (After duty hours 628 ABW Comd Post 673-8400) C843-963-5554 | Jacksonville ARCP-352.0W EXIT-346.3W |
| REMARKS: | Track manager will resolve conflicts 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 | SAC VORTAC 019/38 N38°57.00' W121°05.00' | SAC VORTAC 028/35 N38°51.20' W121°01.80' | HNW VOR-DME 181/14 N38°30.10' W120°50.50' | SAC VORTAC a. N/R b. N/R c. N/R d. N/R e. N/R | 06000/08000 | 129ROW Moffett Federal Afl, CA DSN 359-9356/7 C650-603-9356/7 | Sacramento TRA-CON ARCP-119.1E/340.9E EXIT-119.1E/340.9E |
| REMARKS: | Restricted to 129 ROW 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. | | | | | | |
| | | | | Use Squadron Tactical frequencies | | | |

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|---|---|---|--|---|---|--|--|--------------------------------------|
| AR209 (East) | N30°15.60' W127°17.50' | N30°42.00' W125°26.00' | N31°07.90' W123°32.80' FOOTS N31°33.50' W121°23.50' FICKY | N31°56.50' W120°16.10' ROSIN | a. 238.900 b. 256.650 c. N/R d. N/R e. 30/93 | FL230 and below con- sisting of a 3000' block | 452AMWQSS/DOOA March AFB, CA DSN 447-5614/2297 C951-655-5614/2297 | Los Angeles ARCP EXIT |
| (West) | N31°56.50' W120°16.10' ROSIN | N31°33.50' W121°23.50' FICKY | N31°07.90' W123°32.80' FOOTS N30°42.00' W125°26.00' | N30°15.60' W127°17.50' | | | | 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 (Northeast) | ALB VORTAC 017/67 N43°52.00' W73°42.00' | YSC VOR-DME 215/46 N44°35.00' W72°07.00' | YSC VOR-DME 118/54 N45°08.00' W70°32.00' MLT VOR-DME 319/53 N46°00.00' W69°37.00' | PQI VOR-DME 342/24 N47°05.00' W68°28.00' | a. 238.900 b. 282.700 c. N/R d. N/R e. 50/113 | FL190/FL220 | 305OSS/OSSO McGuire AFB, NJ DSN 650-4394/5891 C609-754-4394/5891 | Boston ARCP-282.2E EXIT-346.4E |
| (Southwest) | PQI VOR-DME 342/24 N47°05.00' W68°28.00' | MLT VOR-DME 319/53 N46°00.00' W69°37.00' | YSC VOR-DME 118/54 N45°08.00' W70°32.00' YSC VOR-DME 215/46 N44°35.00' W72°07.00' | ALB VORTAC 024/75 N43°58.00' W73°29.00' | | | | Boston ARCP-319.1W EXIT-380.3W |
| REMARKS: Aircraft should plan right turn after end A/R. | | | | | | | | |
| AR214 | NFL TACAN 164/6 N39°19.00' W118°42.00' | NFL TACAN 181/5 N39°20.00' W118°44.00' | NFL TACAN 006/5 N39°30.00' W118°40.00' | NFL TACAN 020/6 N39°30.00' W118°38.00' | a. N/R b. N/R c. N/R d. N/R e. N/R | 15000/17000 | NSAWC Range Scheduling, NV DSN 890-2416/2418 C775-426-2416/2418 | Oakland ARCP EXIT |
| Use Squadron Tactical Frequencies | | | | | | | | |
| REMARKS: Continuous refueling authorized throughout track. Restricted use for Navy tactical aircraft only. For entry and exit contact Navy Fallon 263.6. | | | | | | | | |

| NUMBER | NAVIGATION | | | CR PLAN | REFUELING | | ASSIGNED ARTCC |
|--|---|--|--|---|-------------|--|---|
| | ARIP | ARCP | CHECK POINTS | | ALTITUDES | UNIT | |
| AR216 (Northeast) | VUZ VORTAC 111/47 N33°22.00' W86°02.00' | RMG VORTAC N34°09.75' W85°07.16' | VXV VORTAC 195/28 N35°27.00' W84°01.00' VXV VORTAC 114/21 N35°47.00' W83°30.00' | a. 276.500 b. 343.250 c. N/R d. N/R e. 31/94 | FL260/FL280 | 437OSS/OSO Charleston AFB, SC DSN 673-5554 (After duty hours 628 ABW Comd Post DSN 673-8400) C843-963-5554 | Atlanta ARCP-363.1E EXIT-257.9E |
| (Southwest) | PSK VORTAC 247/55 N36°38.00' W81°42.00' | VXV VORTAC 114/21 N35°47.00' W83°30.00' | VXV VORTAC 195/28 N35°27.00' W84°01.00' RMG VORTAC N34°09.75' W85°07.16' | VUZ VORTAC 111/47 N33°22.00' W86°02.00' | | | Atlanta ARCP-257.9W EXIT-316.1W |
| REMARKS: Refueling/Holding not permitted 1845-2115Z+; 2300-0200Z+; 1330-1630Z+. | | | | | | | |
| AR217 | CXR VOR-DME 284/96 N41°44.90' W83°16.50' | CXR VOR-DME N41°31.01' W81°09.79' | ETG VORTAC 288/78 N41°23.00' W79°51.50' | a. 283.900 b. 282.700 c. N/R d. N/R e. 50/113 | 16000/FL220 | 171 OSF/OSA Pittsburgh ANG, PA DSN 294-7347 or 7428 C412-776-7347/7428 | Cleveland ARCP-298.95E EXIT-294.65E |
| REMARKS: No simultaneous refueling with AR218, AR219, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Con-firm track reservation the day of use with 171st Base Ops (DSN 294-7347/7428 or C412-776-7347/7428). | | | | | | | |
| AR218 | PSB VORTAC 224/25 N40°34.00' W78°18.00' | EWC VORTAC 141/20 N40°36.00' W79°54.00' | BSV VOR-DME N40°44.44' W81°25.93' | a. 274.450 b. 282.700 c. N/R d. N/R e. 52/115 | FL190/FL220 | 171 OSF/OSA Pittsburgh ANG, PA DSN 294-7347 or 7428 C412-776-7347/7428 | Cleveland ARCP-299.2W EXIT-379.2W |
| REMARKS: No simultaneous refueling with AR217, AR219, AR220. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Con-firm track reservation the day of use with 171st Base Ops (DSN 294-7347/7428 or C412-776-7347/7428). | | | | | | | |
| AR219 | EWC VORTAC 104/89 N40°39.50' W78°16.50' | EWC VORTAC 104/28 N40°46.50' W79°36.25' | EWC VORTAC N40°49.51' W80°12.69' | a. 305.500 b. 282.700 c. N/R d. N/R e. 31/94 | FL260/FL290 | 171 OSF/OSA Pittsburgh ANG, PA DSN 294-7347 or 7428 C412-776-7347/7428 | Cleveland ARCP-363.1W EXIT-288.3W |
| REMARKS: 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. Con-firm track reservation the day of use with 171st Base Ops (DSN 294-7347/7428 or C412-776-7347/7428). | | | | | | | |

| NUMBER | ARIP | ARCP | NAVIGATION | | | EXIT | CR PLAN | REFUELING | | SCHEDULING | | ASSIGNED ARTCC |
|---|-------------|-------------|--------------|-------------|------------|-------------|-------------------------|--------------|------|------------|------|----------------|
| | | | CHECK POINTS | BSV VOR-DME | ETG VORTAC | | | ALTITUDES | UNIT | ALTITUDES | UNIT | |
| AR220 | PSB VORTAC | EWC VORTAC | BSV VOR-DME | ETG VORTAC | a. 274.450 | FL190/FL220 | 171 OSF/O5A | Cleveland | | | | |
| | 224/25 | 141/20 | N40°44.44' | 288/33 | b. 282.700 | | Pittsburgh ANG, PA | ARCP-299.2W | | | | |
| | N40°34.00' | N40°36.00' | W81°25.93' | N41°17.40' | c. N/R | | DSN 294-7347 or 7428 | EXIT-291.65E | | | | |
| | W78°18.00' | W79°54.00' | BSV VOR-DME | W78°52.10' | d. N/R | | C412-776-7347/7428 | | | | | |
| | | | 283/95 | | e. 52/115 | | | | | | | |
| | | | N40°58.20' | | | | | | | | | |
| | | | W83°29.80' | | | | | | | | | |
| | | | CXR VOR-DME | | | | | | | | | |
| | | | 284/96 | | | | | | | | | |
| | | | N41°44.90' | | | | | | | | | |
| AR221 | | | W83°16.50' | | | | | | | | | |
| | | | CXR VOR-DME | | | | | | | | | |
| | | | N41°31.01' | | | | | | | | | |
| | | | W81°09.79' | | | | | | | | | |
| | | | ETG VORTAC | | | | | | | | | |
| | | | 288/78 | | | | | | | | | |
| | | | N41°23.00' | | | | | | | | | |
| | | | W79°51.50' | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| REMARKS: No simultaneous refueling with AR217, AR218, AR219. Refueling block restricted to 3 thousand feet. In flight coordination necessary to use NAV Check Point as exit. Confirm track reservation the day of use with 171st Base Ops (DSN 294-7347/7428 or C412-776-7347/7428). | | | | | | | | | | | | |
| AR222 | MCC VOR-DME | MCC VOR-DME | MCC VOR-DME | MCC VOR-DME | a. N/R | 06000/10000 | 129RQW | Oakland | | | | |
| | 120/42 | 120/52 | 120/83 | 120/83 | b. N/R | | Moffett Federal Afl, CA | ARCP-319.9E | | | | |
| | N38°09.00' | N38°02.00' | N37°39.00' | N37°39.00' | c. N/R | | DSN 359-9356/7 | EXIT-319.9E | | | | |
| | W120°48.00' | W120°39.00' | W120°13.00' | W120°13.00' | d. N/R | | C650-603-9356/7 | | | | | |
| | | | | | e. N/R | | | | | | | |
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| REMARKS: Restricted to 129 ROW 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 | PXN VORTAC | PXN VORTAC | PXN VORTAC | PXN VORTAC | a. N/R | 05000/10000 | 129RQW | Oakland | | | | |
| | 329/56 | 327/5 | 327/5 | 327/5 | b. N/R | | Moffett Federal Afl, CA | ARCP-263.1E | | | | |
| | N37°36.63' | N36°47.72' | N36°47.72' | N36°47.72' | c. N/R | | DSN 359-9356/7 | EXIT-357.6E | | | | |
| | W121°05.00' | W120°48.53' | W120°48.53' | W120°48.53' | d. N/R | | C650-603-9356/7 | | | | | |
| | | | | | e. N/R | | | | | | | |
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| REMARKS: Restricted to 129 ROW 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. | | | | | | | | | | | | |

| NUMBER | NAVIGATION | | CR PLAN | REFUELING | | ASSIGNED ARTCC |
|--|--|---|---|-------------|--|--|
| | ARIP | ARCP | | ALTITUDES | SCHEDULING UNIT | |
| AR223 | PYE VOR-DME 305/21 N38°21.00' W123°08.00' | | a. N/R b. N/R c. N/R d. N/R e. N/R Use Squadron Tactical Frequencies | 05000/10000 | 129ROW Moffett Federal Afl, CA DSN 359-9356/7 C650-603-9356/7 | Oakland ARCP-353.5W EXIT-281.4W |
| REMARKS: Restricted to 129 ROW 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 | PYE VOR-DME 005/70 N39°10.00' W122°19.00' | | a. N/R b. N/R c. N/R d. N/R e. N/R Use Squadron Tactical Frequencies | 07000/09000 | 129ROW Moffett Federal Afl, CA DSN 359-9356/7 C650-603-9356/7 | Oakland ARCP-281.4W EXIT-353.5W |
| REMARKS: Restricted to 129 ROW 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. | | | | | | |
| AR233 (East) | PGS VOR-DME 065/45 N35°45.00' W112°38.00' | PGS VOR-DME 064/141 N36°02.00' W110°42.00' | a. 265.050 b. 271.650 c. N/R d. N/R e. 30/93 Use Squadron Tactical Frequencies | FL240/FL260 | 60OSS/OSO TRAVIS AFB, CA DSN 837-5582/1038 C707-424-5582/1038 | Denver ARCP-386.6E EXIT-290.4E Los Angeles ARIP-323.3E |
| (West) | RSK VORTAC 225/38 N36°25.00' W108°46.00' | PGS VOR-DME 064/141 N36°02.00' W110°42.00' | | | | Denver ARCP-386.8W ARIP-290.4W Los Angeles EXIT-323.2W |
| REMARKS: Tankers eastbound on the track may routinely proceed to the exit point, execute a turn north and continue refueling westbound, when annotated on the flight plan. Track cannot be scheduled simultaneously with AR3H. Availability from 1700-1900Z++ and 2100-2230Z++ is limited. Due to track proximity to ARTCC boundaries, aircrew should not request nor expect to receive amendments to flight plan routing after air refueling exit. | | | | | | |

| NUMBER | ARIP | | ARCP | | NAVIGATION | | CR PLAN | | REFUELING | | SCHEDULING | | ASSIGNED | |
|---|---|---|---|---|---|---|--|---|-----------|------|------------|--|----------|--|
| | ARIP | ARCP | ARIP | ARCP | CHECK POINTS | EXIT | CR PLAN | ALTITUDES | ALTITUDES | UNIT | ARTCC | | | |
| AR255H (East) | N39°23.00' W128°49.00' | N39°23.00' W126°11.00' | ENI VORTAC 279/38 N39°19.20' W124°00.80' | ENI VORTAC 279/38 N39°19.20' W124°00.80' | a. 283.900 b. 365.775 c. N/R d. N/R e. 30/93 | FL250/FL330 | 60OSS/OSO Travis AFB, CA DSN 837-7151 C707-424-7151 | Oakland ARCP-306.2E EXIT-133.375E | | | | | | |
| (West) | ENI VORTAC 279/38 N39°19.20' W124°00.80' | N39°23.00' W128°49.00' | N39°23.00' W128°49.00' | | | | | 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) | N39°23.00' W128°49.00' | N39°23.00' W126°11.00' | ENI VORTAC 279/38 N39°19.20' W124°00.80' | ENI VORTAC 279/38 N39°19.20' W124°00.80' | a. 327.600 b. 365.775 c. N/R d. N/R e. 31/94 | 17000/FL230 | 60OSS/OSO Travis AFB, CA DSN 837-7151 C707-424-7151 | Oakland ARCP-387.1E EXIT-134.15E | | | | | | |
| (West) | ENI VORTAC 279/38 N39°19.20' W124°00.80' | N39°23.00' W128°49.00' | N39°23.00' W128°49.00' | | | | | 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 and AR255H. | | | | | | | | | | | | | | |
| AR302 (East) | AEX VORTAC N31°15.40' W92°30.06' | AEX VORTAC 095/100 N31°01.00' W90°35.00' | BIX TACAN 318/34 N30°50.00' W89°22.00' | SJI VORTAC N30°43.56' W88°21.56' | a. 278.750 b. 260.200 c. N/R d. N/R e. 52/115 | 08000/14000 FL190/FL230 FL250/FL310 ① ② | See Remarks DSN See Remarks Coml See Remarks | Houston ARCP-285.6/119.72 ARCP-343.95/133.5 EXIT-288.15/127.65 EXIT-322.4/125.77③ | | | | | | |
| (West) | SJI VORTAC N30°43.56' W88°21.56' | SJI VORTAC 274/100 N30°59.00' W90°16.00' | LSU VORTAC 336/43 N31°10.00' W91°33.00' | AEX VORTAC N31°15.40' W92°30.04' | | | | Houston ARCP-285.6/119.72 ARCP-343.95/133.5 EXIT-299.6/120.97 EXIT-348.75/132.7③ | | | | | | |
| REMARKS: 1. 8000'-14,000' scheduled by 1 SOG/OGO, Hurlburt Field, FL 32544 DSN 579-7812/7813, C850-884-7812/7813. 2. FL190-FL230 scheduled by AFRC, 307BW, Barksdale AFB, LA DSN 331-3536/3560/3561, C318-529-3536/3561. 3. FL250-FL310 scheduled by 2 OSS/OSOS Barksdale AFB, LA DSN 781-4832/7182, COMM 318-456-4832/7182. 4. Refueling prohibited at or above FL240 between 1900-2100Z++. | | | | | | | | | | | | | | |
| ① 8000 through 14,000 restricted to C-130 receivers only, scheduled by 1 SOG/OGO, Hurlburt Field, FL 32544 DSN 579-7812/7813, C850-884-7812/7813. | | | | | | | | | | | | | | |
| ② FL 190/FL 230 scheduled by AFRC, 307BW, Barksdale AFB, LA DSN 331-3536/3560/3561. | | | | | | | | | | | | | | |
| ③ Refueling is prohibited at FL 240 or above between 1900 and 2100Z++. | | | | | | | | | | | | | | |