

REFUELING TRACKS/ANCHORS/ VFR HELICOPTER REFUELING TRACKS/ANCHORS

I. General.

- A. 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. Refer to FAA 7610.4x for information on those requirements.
- B. Aerial refueling operations will be conducted under instrument flight rules on the Aerial Refueling Tracks/Anchors described in this section. New refueling tracks/anchors or changes to existing refueling tracks/anchors will become effective on the date of this booklet or the Planning Change Notice unless indicated otherwise.
- C. 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.

II. EXPLANATION OF TERMS

A. REFUELING TRACKS

- 1. 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.
- 2. ARCP - Air Refueling Control Point - The location where the tanker and receiver rendezvous is completed prior to refueling. Tankers orbit at this point.
- 3. NAVIGATION CHECKPOINTS - These are designated where required to provide a means for adequate navigation for refueling aircraft and for departure from the track subsequent to refueling.
- 4. EXIT - The point at which the refueling track terminates.

5. COMMUNICATION/RENDEZVOUS PLAN -

- a. Primary UHF
- b. Backup UHF
- c. N/R = Not Required
- d. N/R = Not Required
- e. TACAN Channels Receiver/Tanker
- f. N/R = Not required.

6. REFUELING ALTITUDES - The block of airspace within which refueling operations may be conducted.

7. 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.

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

9. SODAR - Simultaneous Opposite Direction Air Refueling.

B. REFUELING ANCHORS

1. 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.

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

3. 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.

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

5. 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).

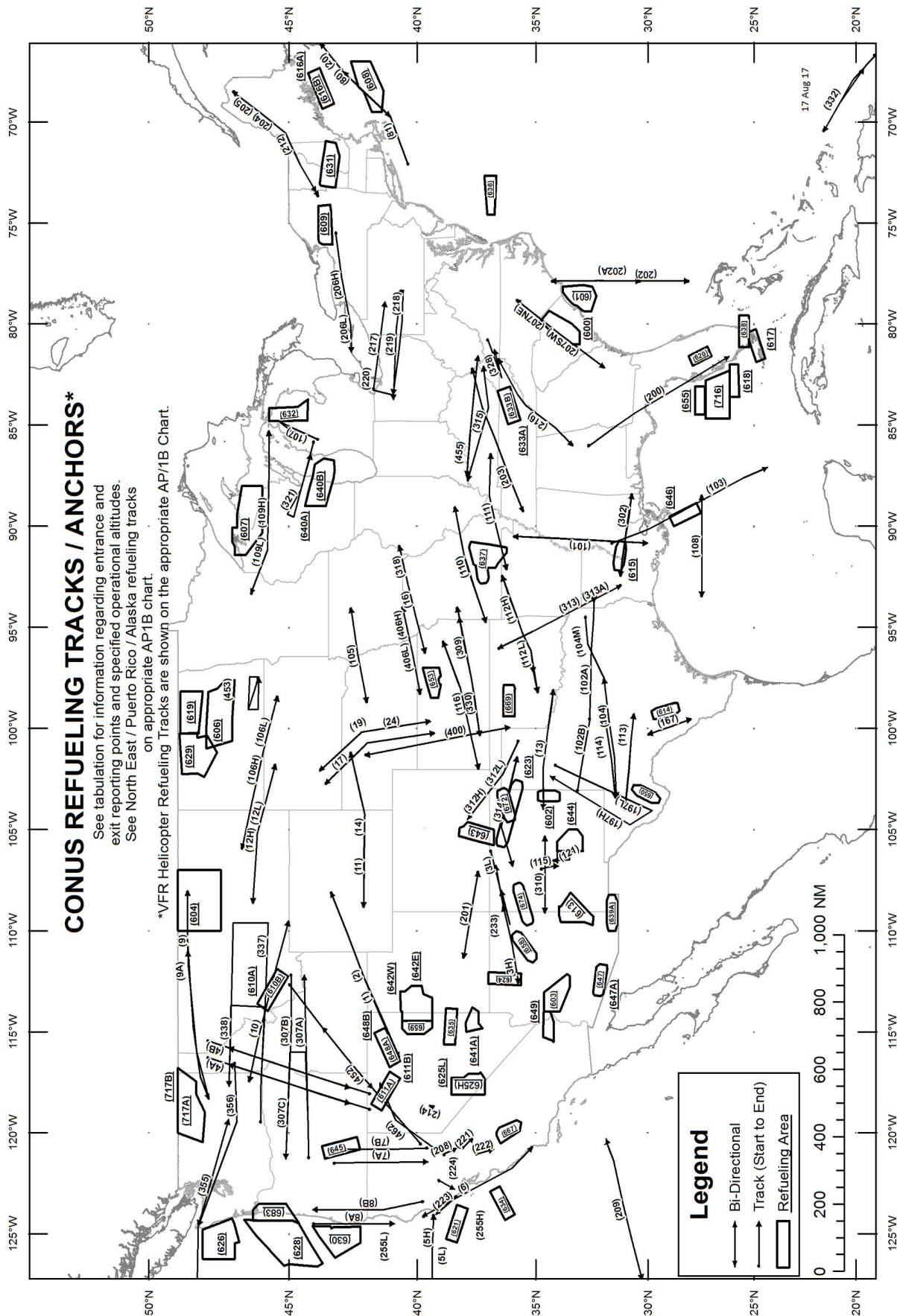
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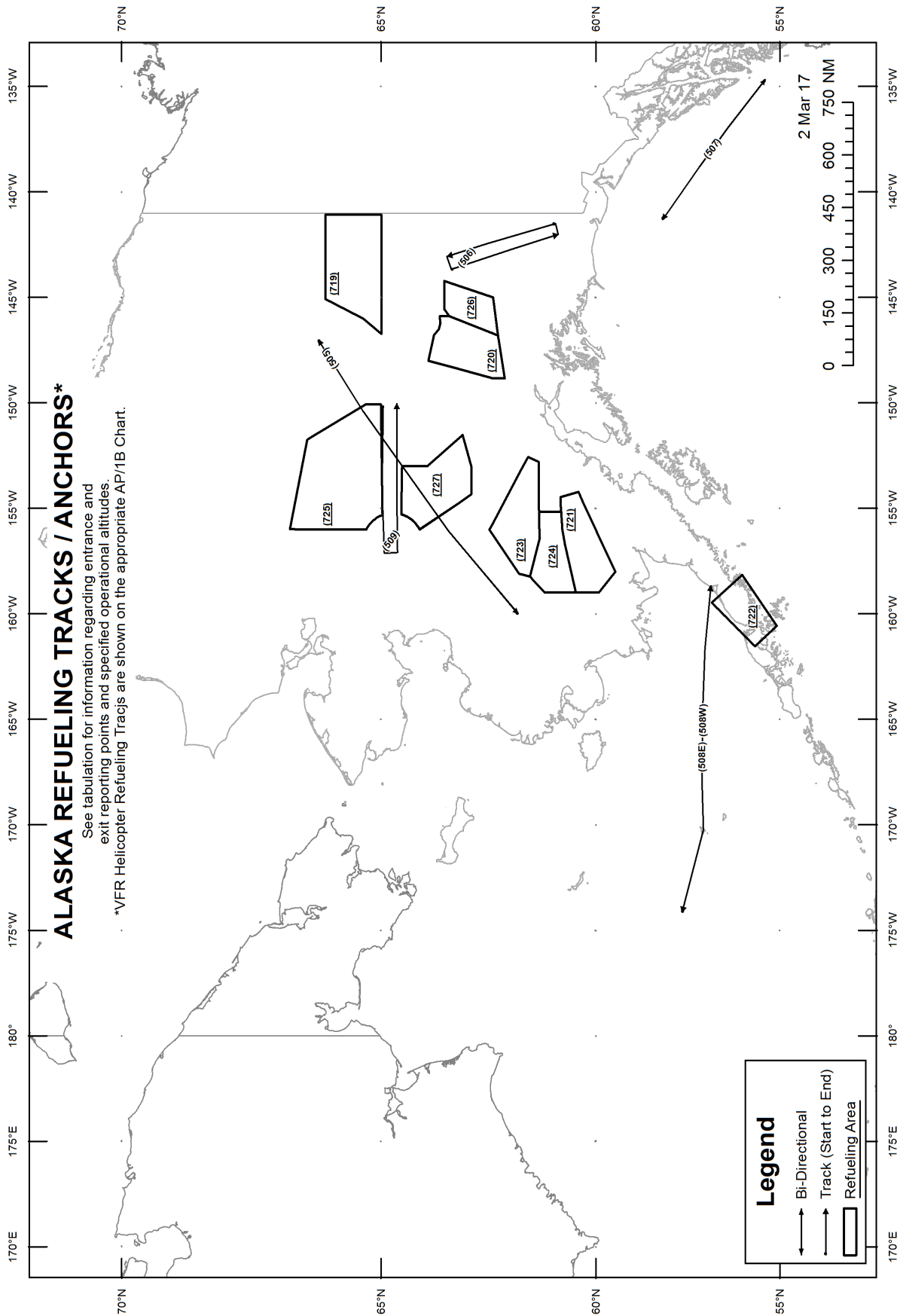
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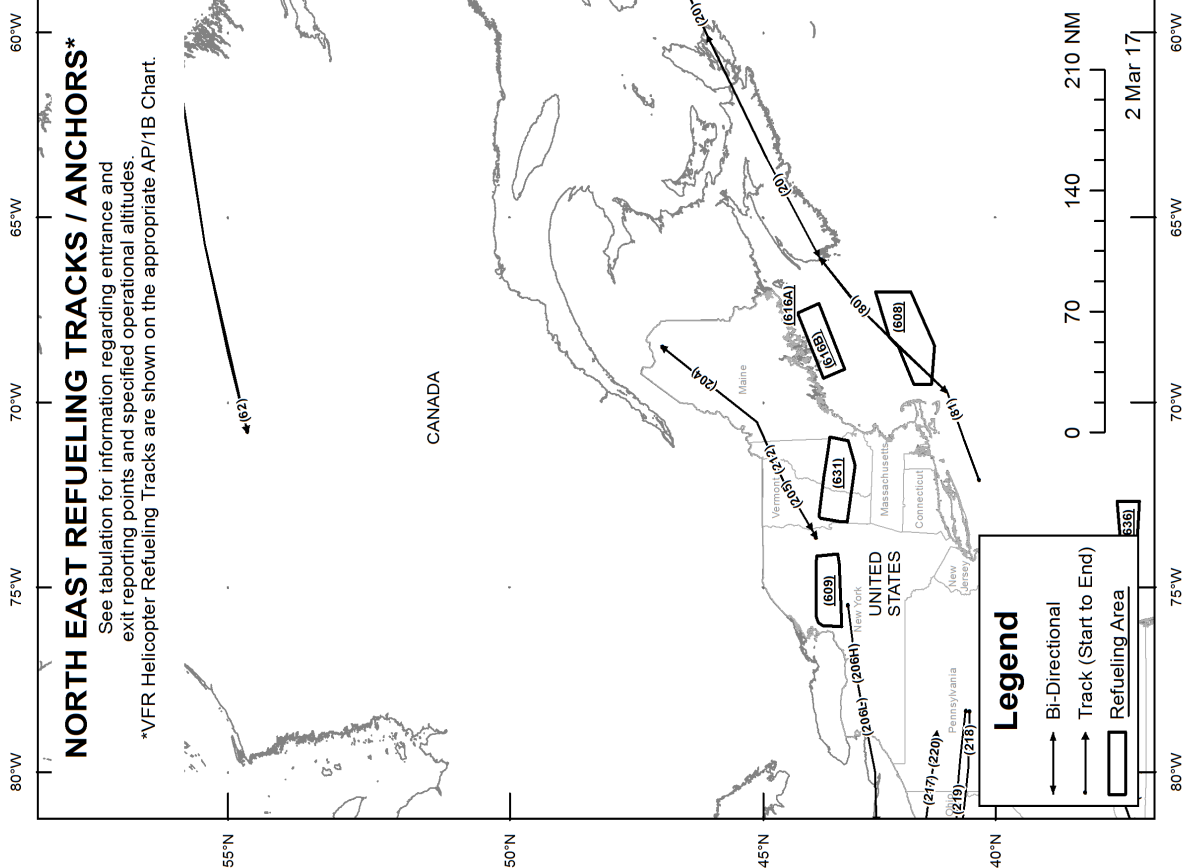
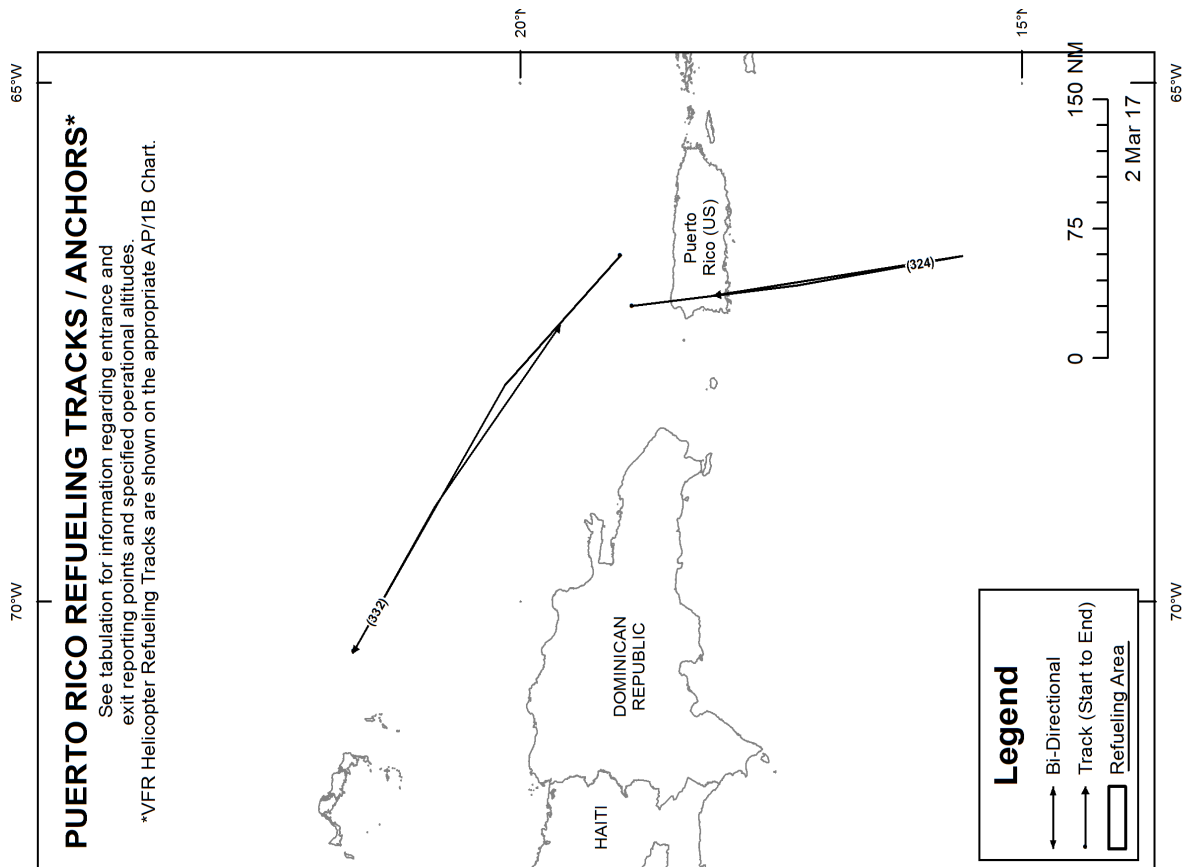
1. The general location of the refueling tracks/anchors are depicted on the graphic published on the following page.
2. See DD 175, item (9) under Flight Plans, Chapter 4 in General Planning for Special Instructions.
3. If there is no information for a particular field, it will be omitted.

C. ARTCC FREQUENCIES

The ARTCC frequencies to be used at the control and/or exit points are listed under the "Assigned ARTCC" column, e.g., ARCP 297.3 EXIT 295.4.







REFUELING TRACKS

NUMBER	NAVIGATION			EXIT	CR PLAN	REFUELING ALTITUDES	SCHEDULING		ASSIGNED ARTCC
	ARIP	ARCP	CHECK POINTS				UNIT	UNIT	
AR1 (East)	BAM VORTAC 055/30 N40°43.00' W116°17.00'	MLD VOR-DME 225/94 N41°27.00' W114°18.00'	MLD VOR-DME 090/10 N42°09.00' W112°14.00' BOY VOR-DME 227/92 N42°45.45' W110°09.62'	OCS VOR-DME 008/118 N43°25.00' W108°04.00'	a. 343.500 b. 256.650 c. N/R d. N/R e. 30/93	FL240/FL310	60OSS/OSO Travis AFB, CA DSN 837-7151 C707-424-7151	Salt Lake City ARCP-397.9E EXIT-263.1E	
REMARKS: Tankers eastbound on the track may routinely proceed to the exit point, execute a turn to the north and continue refueling westbound, when annotated on the flightplan.									
AR2 (West)	OCS VOR-DME 008/118 N43°25.00' W108°04.00'	BOY VOR-DME 227/92 N42°45.45' W110°09.62'	MLD VOR-DME 090/10 N42°09.00' W112°14.00' MLD VOR-DME 224/94 N41°25.00' W114°16.00'	BAM VORTAC 055/30 N40°43.00' W116°17.00'	a. 283.900 b. 256.650 c. N/R d. N/R e. 31/94	FL240/FL310	60OSS/OSO Travis AFB, CA DSN 837-7151 C707-424-7151	Salt Lake City ARCP-323.0W EXIT-363.15W	
REMARKS: Tankers westbound on the track may routinely proceed to the exit point, execute a turn to the north and continue refueling eastbound, when annotated on the flightplan.									
AR3H (East)	PGS VOR-DME 065/45 N35°45.00' W112°38.00'	PGS VOR-DME 064/141 N36°02.00' W110°42.00'	RSK VORTAC 225/38 N36°25.00' W108°46.00'	RSK VORTAC 076/65 N36°44.00' W106°45.00'	a. 265.050 b. 271.650 c. N/R d. N/R e. 30/93	FL240/FL270	60OSS/OSO Travis AFB, CA DSN 837-7151 C707-424-7151	Denver ARCP-386.8E EXIT-290.4E NAV CHK PT-386.8E Los Angeles ARIP-323.2E	
AR3L (West)	RSK VORTAC 076/65 N36°44.00' W106°45.00'	RSK VORTAC 225/38 N36°25.00' W108°46.00'	PGS VOR-DME 065/140 N36°02.00' W110°42.00'	PGS VOR-DME 065/45 N35°45.00' W112°38.00'				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. Availability from 1700-1900Z++ and 2100-2230Z++ is limited. Track cannot be scheduled simultaneously with AR233.									
AR3L	ALS VORTAC 187/26 N36°57.00' W106°00.00'	RSK VORTAC 147/15 N36°31.00' W108°00.00'	RSK VORTAC 230/86 N36°07.00' W109°41.00'	RSK VORTAC 145/16 N36°30.00' W107°59.00'	a. 235.100 b. 256.650 c. N/R d. N/R e. 31/94	FL190/FL230	151AREFG Salt Lake City, UT DSN 245-2274/2273 C801-245-2274/2273	Denver ARCP-343.7W EXIT-343.7W	
REMARKS: None									