

**BY ORDER OF THE
SECRETARIES OF THE AIR FORCE,
ARMY, AND THE CHIEF OF NAVAL
OPERATIONS**



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Flying Operations

**MILITARY FLIGHT PLAN AND
FLIGHT MOVEMENT DATA
COMMUNICATIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This Air Force Manual (AFMAN) implements Air Force Policy Directive 11-2, *Aircrew Operations*. This is an interservice manual that applies to agencies (to include contracted locations) that process military flight plans and flight movement messages at all organization levels including the Regular Air Force, Air National Guard, Air Force Reserve, Army National Guard, and Army Reserve organizations with the Air Force as the lead service. This publication does not apply to the United States Space Force. The Air Force is the liaison for the Department of Defense (DoD) flight planning guidance and procedures. This publication may be supplemented at any level; however, all supplements to include interim changes to previously approved supplements, must be routed to Headquarters Air Force Flight Standards Agency, Director of Airfield Operations (AFFSA/XA) for coordination, prior to certification and approval. The authorities to waive wing, unit, delta, or garrison level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, Table A10.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the

office of primary responsibility (OPR) using the Department of the Air Force Form 847, *Recommendation for Change of Publication*; route Department of the Air Force Forms 847 from the field through the appropriate functional chain of command. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been revised and should be completely reviewed. Changes include, changing waiver approvals, and clarifying removal and addition of flight movement messages.

Chapter 1

ROLES AND RESPONSIBILITIES

1.1. General Information. The USAF is the liaison for the DoD military flight data telecommunication system. Authority is delegated to AFFSA/XA for management of the system.

1.2. Tier Criteria (AF Only). Directive guidance (will, shall, must, etc.) throughout this regulation are tiered in accordance with DAFMAN 90-161, Table A10.1.

1.2.1. Waivers. Each wing or unit level or equivalent compliance item is identified with a Tier waiver authority number using DAFMAN 90-161, Table A10.1.

1.2.1.1. Waiver authority for Tier 0, 1, 2 and 3 are specified in AFI 33-360.

1.2.1.2. Waiver authority for Non-tiered compliance items targeted for wing/unit level or equivalent is requestor's commander.

1.2.2. Waiver Process.

1.2.2.1. Units shall use the AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval* to process waivers to this manual. **(T-1)**

1.2.2.1.1. Unit waiver request must include the following:

1.2.2.1.2. A paragraph reference or text of the specific requirement for which the commander or director is requesting a waiver. **(T-1)**

1.2.2.1.3. Rationale for the waiver. **(T-1)** Explain which one of the following reasons applies and why: (1) How complying with the requirement or compliance item impacts mission accomplishment, (2) Cost of compliance (training, funds, equipment, facilities, guidance or manpower) creates unacceptable risk to a higher priority task; or (3) Expected cost of compliance outweighs the benefit; OR (4) personnel cannot comply with the requirement due to a lack of resources (training, funds, equipment, facilities, guidance or manpower).

1.2.2.1.4. Time period or circumstance the waiver is needed. **(T-1)** **Note:** Tier 1, 2, and 3 waivers may be approved for a period not to exceed the requested waiver period or 90 calendar days after the approving commander's tour length, whichever is shorter. Because waivers are the expression of a specific commander's risk acceptance, approved waivers automatically expire 90 calendar days after a change in commander unless the new commander renews the waiver.

1.2.2.1.5. Risk mitigation measures to be implemented, if necessary, by the requesting commander during the waiver period. **(T-1)**

1.2.2.1.6. Impact if waiver is disapproved. **(T-1)**

1.2.2.2. If deemed necessary, submit additional data (e.g., letters of procedure, airspace maps, traffic patterns, airfield diagrams) to substantiate the waiver request.

1.2.2.3. Units must provide an informational copy of all Tier 3 approved waivers to Major Command (MAJCOM) OPR for airfield operations. **(T-2)**

1.2.2.4. Units will submit waivers to applicable Federal Aviation Administration (FAA) publications through their respective commander for coordination from the MAJCOM OPR for airfield operations, AFFSA/XA and the appropriate Air Force representative (AFREP). (T-0) The AFREP submits the request to FAA or International Civil Aviation Organization and notifies the requesting unit, MAJCOM OPR for airfield operations, and AFFSA/XA of the results.

1.2.2.5. The requesting unit commander must forward a copy of the approved waiver to the AFFSA/XA workflow at hqaffsa.xa@us.af.mil within 30 calendar days of approval for situational awareness and process improvement considerations. (T-1)

1.2.2.6. Approved waivers become part of the approving official's and requesting unit's official records and are appropriately filed in accordance with AFI 33-322. (T-1)

1.2.2.7. DELETED

1.3. Roles and Responsibilities.

1.3.1. AFFSA. Specific responsibilities include:

1.3.1.1. Provide system usage information and requirements to assist the Federal Aviation Administration in updating and enhancing flight plan functions at Military Base Operations and/or Department of Defense facilities with the capability to process Service B messages (e.g. Flight Plans, Flight Movement Messages).

1.3.1.2. Provide Federal Aviation Administration proposed changes to flight planning requirements as necessary to satisfy military requirements.

1.3.1.3. Coordinate directly with Federal Aviation Administration Flight Services and Operations Office to meet Department of Defense flight planning requirements.

1.3.1.4. Establishes policy and guidance to maintain Flight Planning system integrity.

1.3.1.5. Relays critical information to the Flight Planning Facility Managers or equivalent via the Federal Aviation Administration's flight planning system.

1.3.1.6. Approves Department of Defense requests to access Federal Aviation Administration's Flight Planning System.

1.3.1.7. Notify and coordinate in advance with other Service Lead organizations when telecommunication systems or procedural changes impact Federal Aviation Administration's telecommunication flight data processing systems, processes, or procedures.

1.3.1.8. Collaborate in advance with other Service Lead organizations on any matters that will require negotiation or coordination with the Federal Aviation Administration where it relates to systems and procedural changes associated with military flight data telecommunication and the flight plan filing process.

1.3.2. **Service Lead Organizations.** United States Army (Headquarters United States Army Aeronautical Services Agency USAASA), DON (OPNAV, N98/Naval Airspace and Air Traffic Control Standards and Evaluation Agency (NAATSEA)). Specific responsibilities include:

1.3.2.1. Coordinates service specific flight planning requirements with other services and government agencies.

1.3.2.2. Acts as central coordinating authority and provides service specific guidance to its respective units on flight planning and aircraft movement messages issues.

1.3.2.3. Notifies AFFSA of service unique flight planning requirements.

1.3.2.4. Establishes, develops, and manages Flight Planning system procedures and operations at its locations.

1.3.3. Military Base Operations, Flight Planning Facility Managers or equivalent will:

1.3.3.1. Develop a training plan and/or outline to qualify system users on flight planning system. **(T-3)**

1.3.3.2. Develop procedures to control and restrict access to FAA's Flight Planning to personnel who have been trained to process flight movement messages. **(T-3)** Ensure all users are appropriately screened for security and authorized for access.

1.3.3.3. Process military flight plan data and other military flight movement related messages in accordance with this manual, FAA guidance, and *Department of Defense Flight Planning Users Guide*. **(T-0)** See [Attachment 2](#) for additional information.

1.3.3.4. If network system breach and/or unauthorized access occurs or suspected, notify FAA Flight Services Operations office via the helpdesk and AFFSA/XA via email (hqaffsa.xa@us.af.mil) or via telephone, commercial 405-734-8637/ defense switch network 884-8637. **(T-1)**

1.3.3.5. Transmit military training route schedules at locations where military scheduling units are located, if applicable. **(T-3)** Exception to this policy may exist where FAA and DoD agreements state that the FAA will complete this action.

1.3.3.6. Conduct overdue aircraft actions in accordance with service guidance, FAA Order 7110.10BB, *Flight Services*, and this manual, as applicable.

1.3.3.7. Develop backup procedures with two or more military base operations and/or flight planning facility to process flight plans and aircraft movement messages. **(T-3)** Select at least one base located in a different geographical location. **(T-3)** This should be in the form of a letter of procedure and/or letter of agreement. Signatory authority should be unit or squadron commander or civilian equivalent.

1.3.3.8. Use DoD local area network and wide area network or related equivalent systems for user access to the FAA provided services. **(T-3)**

1.3.4. Flying Units or Organizations. May file flight plans using FAA approved flight planning systems (FAA System Certification and Accreditation Package) or host-nation Air Traffic Control systems via U.S. government or commercial electronic flight planning applications or web-based systems (e.g., Aeronautical Information System Replacement, MAJCOM flight planning cells, Global Decision Support System, etc.) with coordination and approval from the host wing flight planning authority or military service equivalent agency.

Chapter 2

GENERAL PROCEDURES

2.1. Equipment. Military base operations and/or Flight Planning Facility are equipped with computer equipment for sending and receiving air traffic messages. Military base operations and/or Flight Planning Facility are provided with internet access to transmit air traffic messages via the telecommunications system. Message traffic is automatically processed through the Federal Aviation Administration switching centers and distributed according to address coding. Therefore, messages must be prepared according to the instructions provided in this publication. Incorrectly prepared messages will be rejected and the originator subsequently notified.

2.2. National Airspace Data Interchange Network Switch . Two National Airspace Data Interchange Network switching centers, one in Atlanta GA and one in Salt Lake City UT, monitor and control the Service B system. Department of Defense facilities east of the Mississippi River and in the Minneapolis Air Route Traffic Control area are connected to National Airspace Data Interchange Network Atlanta. Bases west of the Mississippi, except those in Minneapolis Air Route Traffic Control are connected to National Airspace Data Interchange Network Salt Lake City. National Airspace Data Interchange Network switching centers have the capability to selectively monitor any message and will reject unauthorized messages. Department of Defense Flight Planning facilities use this communication system and equipment to process authorized flight movement messages. Examples of unacceptable transmissions are:

2.2.1. Classified messages or material.

2.2.2. Unnecessary or anonymous signals or correspondence.

2.2.3. Personal messages. Unauthorized messages may result disciplinary action.

2.3. System Access. Authorized users are permitted unlimited access to Federal Aviation Administration flight planning system. Unauthorized access or use of this service may subject violators to criminal, civil, and/or administrative action.

2.3.1. Federal Aviation Administration flight planning system are subject to monitoring by law officials and authorized officials. Monitoring may result in the acquisition, recording, and analysis by law enforcement and authorized officials of all data being communicated, transmitted, processed, or stored in this system.

2.3.2. Use of Federal Aviation Administration flight planning system constitutes consent to such monitoring.

2.4. System Connectively. Unauthorized connections to Federal Aviation Administration's flight planning network is a violation of Federal Aviation Administration Orders and Federal Law. The Federal Aviation Administration's Flight Services and Operations Office will implement security measures to block automated connections and will report unauthorized activities to proper authorities.

Chapter 3

MILITARY TRAINING ROUTES

3.1. Military Training Routes (MTR) Policy. Flight plans involving MTRs require special handling. Lead times and flight plan submission times to the Air Route Traffic Control Center shall be addressed to ensure compliance with MTR requirements. **(T-2)** Consult FAA Order 7110.10BB, **Chapter 5**, and flight information publication area planning (AP/1B) for guidance on military training routes and messaging.

3.2. Scheduling Requirements. MTRs shall not be flown unless properly scheduled through the designated originating and scheduling activity listed for that MTR. **(T-2)** Normally, a minimum of 2-hours' notice is required to ensure civilian and other military users are notified of MTR activation. Route schedulers, scheduling an instrument flight rule military training routes (IR) or visual flight rules military training routes (VR) with Flight Service Stations (FSS) within 100 nautical miles (NM) (in some cases more than 100 NM) of the scheduled MTR are advised to provide information to civilian pilots affording the opportunity to avoid the scheduled IR or VR MTR. Military pilots can benefit from this information by contacting the servicing FSS to view routes that have been activated. On a daily basis and to the maximum extent possible, the MTR scheduler should confirm (via the tie-in FSS) the planned utilization of the route. Route schedulers will confirm compliance with FAA Order 7110.10BB **(T-0)**. Route schedulers will provide an hourly schedule for each MTR (route number, aircraft type and number, proposed entry and exit time, and altitude) and pass changes to the tie-in FSS if a route closes or aircraft cancellations occur. **(T-2)** Schedulers and/or originators of the IR or VR MTRs will ensure that users are knowledgeable of route procedures. **(T-2)** Pilots are ultimately responsible for compliance with route procedures.

Table 3.1. Examples.

TNP355020 IR252 PKE107012	SAT263043 IR149 LRD040028
SAT191036 VF140 STV111017	

3.3. Flight Plans. All IR operations shall be conducted on instrument flight rules (IFR) flight plans or an approved altitude reservation regardless of weather conditions. **(T-2)** Operations to and from VRs and slow speed low altitude training routes (SRs) shall be conducted on IFR flight plans; pilots must have an IFR or visual flight rules (VFR) flight plan to fly a VR or SR. **(T-2)** Pilots operating on an IFR flight plan to an IR, VR or SR shall file to the fix, radial, distance (FRD) of the published entry and/or alternate entry point. **(T-2)** Pilots exiting an IR route or transitioning to IFR upon exiting a VR or SR route shall file the FRD of the published exit and/or alternate exit point. **(T-2)** Refer to FAA Order 7610.4, *Special Operations*, and FAA Order 7110.10BB, for additional procedures and examples of complex routes.

3.4. Remarks. The remarks portion (item 18, DD Form 1801, *International Flight Plan*) of the flight plan shall contain the route designator, the letter E and a four-digit group indicating the Zulu entry time, the letter X and a four-digit group indicating the Zulu exit time, and remarks (if applicable). **(T-2)** Use no spaces on the first group.

Table 3.2. Examples.

<i>IR101E1617X1815</i>	VR140E1252X1555 Exiting Echo
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Chapter 4

TRANSBORDER MESSAGES

4.1. General Information. Flight data messages between the United States, Canada, and Mexico are considered transborder messages. Consult FAA Order 7110.10BB, [Chapter 6](#), for transborder messages and guidance.

4.2. Flight plan filing agencies that experience difficulties in processing flight data information to Canada should contact the appropriate Air Route Traffic Control Center or Flight Service Station for guidance as necessary.

Chapter 5

MESSAGE ACKNOWLEDGMENTS

5.1. DELETED

Table 5.1. DELETED

5.2. Message Acknowledgments. Military base operations or flight planning facility personnel acknowledge receipt of all Service B flight data messages as soon as practical after receipt. A message acknowledgment for inbound aircraft is accomplished by transmitting the contraction "R" (Roger) followed by the aircraft identification; for example, TUG11 a C21 out of Joint Base Andrews going to Wright-Patterson Air Force Base; the Wright-Patterson acknowledgment would read:

Table 5.2. Example.

FF KADWYXYX 131500 KFFOYXYX R TUG11

5.3. DELETED

Table 5.3. DELETED

5.3.1. DELETED

5.4. DELETED

Table 5.4. DELETED

Chapter 6

OVERDUE AIRCRAFT

6.1. Facility Responsibilities. Overdue aircraft communications search responsibility is shared between the Department of Defense and Federal Aviation Administration. The destination flight plan filing facility is responsible for preliminary communication search activities, and the Federal Aviation Administration destination tie-in Flight Service Station or designated equivalent is responsible for all extended communication search actions.

6.2. Consult. Consult appropriate service directives and/or FAA Order 7110.10BB, [Chapter 7](#), for overdue aircraft as well as search and rescue messages and guidance.

Chapter 7

VOICE INTERPHONE PROCEDURES

7.1. Manner of Speaking. All flight data is normally voiced to the tie-in Flight Service Station when Service B automated equipment is not available. Clear enunciation is necessary at all times. Speak directly into the interphone instrument in a moderate tone of voice. To avoid repetition, do not speak faster than the Flight Service Station specialist can accurately copy. Spelling is not necessary unless the word is peculiar or seldom used. Where spelling is required, use the International Civil Aviation phonetic alphabet.

7.2. Initiating and Terminating a Conversation. Before using the interphone, ensure the circuit is not in use then activate the proper ringing device. When the FSS answers, state your location, facility, and type of message. End the message with an exchange of operator's initials. See FAA Order 7110.10BB, [Chapter 10](#) for additional information. The following are examples of initiating communications:

7.2.1. Instrument Flight Rules Flight Plan Message. McCalister Flight Service receives a call from Tinker Base Operations ([figure 7.1](#)).

Figure 7.1. Sample Instrument Flight Rules Flight Plan Message.

-Flight Service answers: "Flight Service".
-Operator at Tinker replies: "Tinker base operations-Instrument Flight Rules Flight Plan".
-Flight Service Station replies: "Go ahead". (This indicates the Flight Service Station specialist is ready to copy.)
-Tinker: "Instrument Flight Rules, Air Force 71926, C-130/A, 320/ knots, Departing T-I-K, proposing at 1715, Flight Level 210/, Victor 163, A-D-M, Victor 358 Dallas, D-A-L, Direct and landing Navy Dallas, N-B-E, 45 minutes enroute" (operator initials).

7.2.2. Departure Notification Message. Tinker Air Force Base calls McCalister Flight Service ([figure 7.2](#)):

Figure 7.2. Sample Departure Notification Message.

-Flight Service Station answers: "Flight Service".
-Tinker Base Operations: "Departure".
-Flight Service Station: "Go ahead".
-Tinker: "Air Force 71926 departed Tinker, Estimated Time of Arrival N-B-E is 1800 (operator initials)."

7.2.3. Delay Enroute Flight Plan. The following Instrument Flight Rules delay enroute flight plan is called by Scott Air Force Base to St Louis Flight Service Station:

Figure 7.3. Sample Delay Enroute Flight Plan.

"Scott Base Operations, Instrument Flight Rules, TUG04, C21A, true airspeed 250, proposing from Scott at 1500Z, 6000 feet, direct Centralia, E-N-L, V313, Decatur D-E-C, direct Springfield, C-A-P, remarks, delay 0+30 at C-A-P, final destination Scott, B-L-V. Next leg (pause) proposing from C-A-P at 1700Z, airspeed 250, 5000 feet, direct Decatur, D-E-C, V313 Centralia, E-N-L, direct landing Scott Air Force Base, B-L-V, 1+30 enroute (operator's initials)."

7.2.4. Stopover Visual Flight Rules Flight Plan. This voice notification is provided by Tinker Air Force Base base operations to Oklahoma City Flight Service Station. "Tinker Base Operations, Stopover Flight Plan (pause), Visual Flight Rules, Army 211, UH1, Departed Tinker, landing McConnell I-A-B, Estimated Time of Arrival 1910, next leg (pause), landing Richards-Gebaur, G-V-W, 1 hour enroute (operator's initials)."

7.2.5. Stopover Instrument Flight Rules Flight Plan. This notification is provided by Tinker Air Force Base base operations to McCalister flight service: "Tinker Base Operations, Instrument Flight Rules Stopover Flight Plan (pause), Instrument Flight Rules, TALL 22, T38P, Departed Tinker T-I-K for McConnell Air Force Base, I-A-B, Estimated Time of Arrival 1123, next leg (pause), 480, proposed 1200, 350, direct Wichita, I-C-T, J28 Pueblo, P-U-B, J17 Rapid City, R-A-P, direct and landing Ellsworth Air Force Base, R-C-A, 1+45 Enroute, next leg (pause), 480 proposed 1400, 350, direct Rapid City, R-A-P, J151 Billings, B-I-L, J136 Spokane, G-E-G, direct and landing Fairchild Air Force Base, S-K-A, 1+45 enroute (operators initials)."

7.2.6. Flight Service Station Initiating. St Louis Flight Service Station has an inbound flight plan to deliver to Scott Air Force Base. St Louis activates the appropriate ringing device ([figure 7.3](#)).

Figure 7.4. Sample Flight Service Station Initiated Message.

Scott answers: "Base Operations".
Flight Service Station: "Inbound".
Scott: "Go ahead".

Chapter 8

PROCEDURES TO REQUEST ACCESS TO FEDERAL AVIATION ADMINISTRATION FLIGHT PLANNING SYSTEM

8.1. Access Request. DoD requests for access to the FAA's flight planning system will be submitted to AFFSA/XA. **(T-1)**

- 8.1.1. Office Commercial/Defense Switch Network number of Requestor.
- 8.1.2. Flight Planning Chief Name and Commercial/Defense Switch Network number.
- 8.1.3. Commanding Officer Name and Commercial/Defense Switch Network number.
- 8.1.4. Purpose for accessing flight planning system.
- 8.1.5. Facility Contact Number.
- 8.1.6. Hours of Operations.
- 8.1.7. Approximate Number of Expected Message traffic.
- 8.1.8. Proposed International Civil Aviation Organization Identifier.

8.2. Equipment Requirements. The requestor must ensure access to a computer with Microsoft Edge ® with IE Mode enabled or as otherwise specified as by the FAA. **(T-1)** The computer must also have NIPRnet connectivity. **(T-1)**

8.3. Approval Process. AFFSA will forward approved Department of Defense request for access to Federal Aviation Administration Flight Services and Operations Office with an informational copy to the requesting agency.

MARK C. NOWLAND, Lt Gen, USAF
Deputy Chief of Staff, Operations
ROBERT P. HUBER, Col, US Army

US Army Aeronautical Services Agency
Commander
JOEL DOANE, CDR, US Navy
Chief Naval Airspace and Air Traffic Control

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Air Force Records Information Management System Records Disposition Schedule

Air Force Instruction 33-324, *The Air Force Information Collections and Reports Management Program*, 22 July 2019

Air Force Instruction 33-322, *Records Management and Information Governance Program*, 23 March 2020

Air Force Manual 33-363, *Management of Records*, 1 March 2008, *Incorporates Interim Change 2* dated 9 June 2016

Air Force Policy Directive 11-2, *Aircrew Operations*, 31 January 2019

Department of the Air Force Manual 90-161, *Publishing Processes and Procedures*, 15 April 2022

Federal Aviation Administration Order 7110.10, *Flight Services*, 12 October 2017

Federal Aviation Administration Order 7110.10BB, *Flight Services*, 17 June 2021

Federal Aviation Administration Order 7110.65, *Air Traffic Control*, 12 October 2017

Federal Aviation Administration Order 7110.65Z, *Air Traffic Control*, 5 May 2021

Federal Aviation Administration Order 7610.4, *Special Operations*, 1 September 2017

Adopted Forms

Air Force Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

Air Force Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFMAN—Air Force Manual

AFREP—Air Force Representative

DAFMAN—Department of the Air Force Manual

DoD—Department of the Defense

FAA—Federal Aviation Administration

FRD—Fix, Radial, Distance

FSS—Flight Service Station

IFR—Instrument Flight Rule

IR—Instrument Flight Rule Military Training Route

MAJCOM—Major Command

MTR—Military Training Route

NM—Nautical Miles

OPR—Office of Primary Responsibility

SR—Slow Speed Low Altitude Training Route

VFR—Visual Flight Rules

VR—Visual Flight Rules Military Training Route

Office Symbols

AFFSA—Air Force Flight Standards Agency

AFFSA/XA—Air Force Flight Standards Agency, Director of Airfield Operations

Terms

BASE—Any installation owned, leased, operated, occupied, or jointly occupied by a DoD unit or organization where DoD aircraft operate.

SEARCH AND RESCUE—A service which seeks missing aircraft and assists those found to be in need of assistance. It is a cooperative effort using the facilities and services of available Federal, state and local agencies. The United States Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the United States. Air Force is responsible for search and rescue for the Inland Region. Information pertinent to search and rescue should be passed through any air traffic facility or be transmitted directly to the Rescue Coordination Center by telephone.

STOPOVER FLIGHT PLAN—A flight plan format which permits in a single submission the filing of a sequence of flight plans through interim full-stop destinations to a final destination.

VISUAL FLIGHT RULES—Rules that govern the procedures for conducting flight under visual conditions. The term “VFR” is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

Attachment 2**DEPARTMENT OF DEFENSE FLIGHT PLAN DATA PROCESSING USER GUIDE**

A2.1. Department of Defense unique flight plan processing requirements are now listed in the Department of Defense FLIGHT PLAN DATA PROCESSING REFERENCE GUIDE. This guide is managed by AFFSA and is available for download from the AFFSA SharePoint or can be obtained by an email request to hqaffsa.xam@us.af.mil.

A2.2. Recommendation for Change. Units may submit proposed changes to the Department of Defense FLIGHT PLAN DATA PROCESSING REFERENCE GUIDE to hqaffsa.xa@us.af.mil. All proposed revisions will be coordinated with each military service lead prior to implementation and compliance.