

NAWS CHINA LAKE TRANSIENT PILOT BRIEF
For Transient Arrivals & Departures To & From China Lake Naval Air Weapons Station
Effective: 20 July 2016

Pilots entering R-2508 and associated MOAs/ATCAAs **must be scheduled to use the airspace** and are considered “participants” which means the pilot agrees to operate in concurrent use airspace, under VFR operating procedures using “see and avoid”. Scheduling or receiving a clearance to operate within the R-2508 Complex **does not constitute exclusive use of the area nor authorization to enter any of the internal restricted areas, i.e. R-2502N/E, R-2505, R-2506, R-2515, R-2524.**

Pilots are required to contact Joshua Approach prior to entering the R-2508 Complex to obtain a clearance. Altitude restrictions must not be exceeded as civilian aircraft routinely overfly the Complex above FL290.

All transient pilots will normally receive a **SAGE 2 clearance**: clearance to transit Isabella, Owens, Saline, and Panamint Work Areas at or below FL290. **(You are not authorized to conduct missions within the complex until you have received an R-2508 users briefing from the R-2508 Central Coordinating Facility (CCF) or a CCF authorized briefer)**

Aircrews should file to one of the entry/exit points (depicted on the attached map) then direct to NID. Joshua Approach will provide vectors to an approach at NID, but all approaches are considered VFR practice approaches unless the aircraft actually encounters IMC conditions.

Overflight of Death Valley Park, Sequoia National Park, Kings Canyon National Park, Domeland Wilderness Area and John Muir Wilderness Areas is restricted to 3,000’ AGL and above and 3000’ Lateral (see map). This restriction is strictly enforced. Playback of the FAA radar tapes is used to identify aircraft that violate the above flight restriction. Incidents of this type usually result in formal correspondence to the commanding officer of the squadron involved.

The communities of Lone Pine, Independence, Keeler, Kernville, Cartago, Olancho, and Lake Isabella are **extremely** noise sensitive. Pilots are expected to avoid all communities within the complex by 3,000’ AGL.

Glider activity at the California City and Tehachapi airports (located inside the Isabella MOA), Glider activity is normally confined below FL180, however when Wave Camp is activated (usually in March and October), gliders will be operating at all altitudes within the Wave Camp Area west of California City and Mojave airports.

The R-2508 Complex is used by many tactical/fighter type aircraft that operate at all altitudes. Tow operations can be conducted within the MOA complex. Towlines are typically from 500’ to 1000’ long.

Portions of the MOAs/ATCAAs may be released to the FAA for severe weather avoidance. All aircrews need to be familiar with the Severe Weather Areas depicted in attached diagrams.

R2508 Handbook and other documents can be found at: <http://www.edwards.af.mil/Home/R-2508>

For CCF Online Daily Schedule & Information:

<https://cs3.eis.af.mil/sites/MC-OP-00-08> (User account and CAC card required).

To schedule and receive a complete R-2508 Airspace users briefing, contact the Central Coordinating Facility at DSN: 527-2508 or Commercial 661-277-2508.

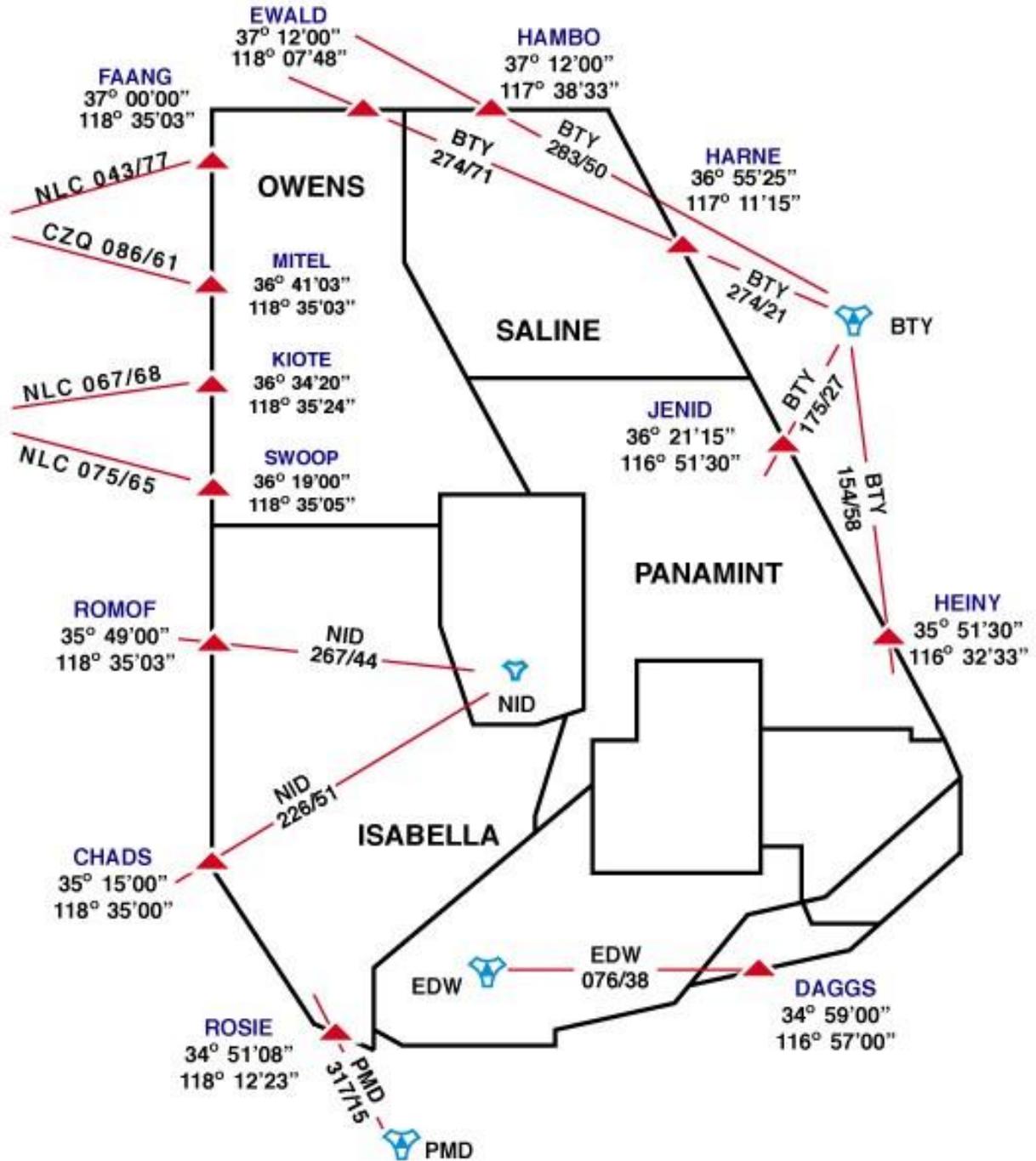
I hereby acknowledge and will comply with these procedures:

Pilot: _____ Date: _____

Unit: _____ Home Base: _____ Phone: _____

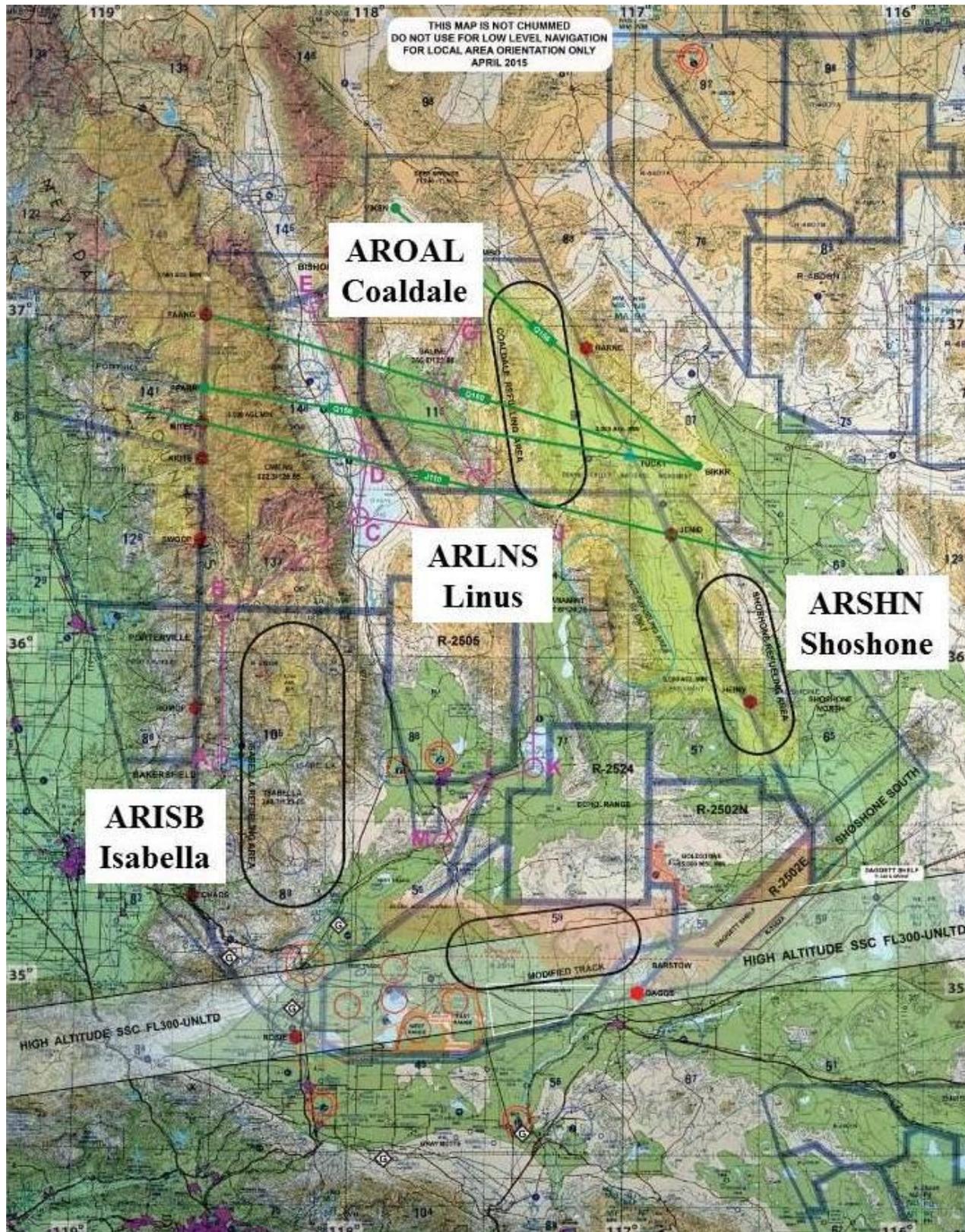
Return this document by email to CCF at 2508ccf@us.af.mil

R-2508 Complex Entry/Exit Fixes



R-2508 Complex Refueling Areas

Refueling Areas are not protected. Participating aircraft are required to remain 2,000 feet Vertically or 5 NM Laterally from observed refueling operations.

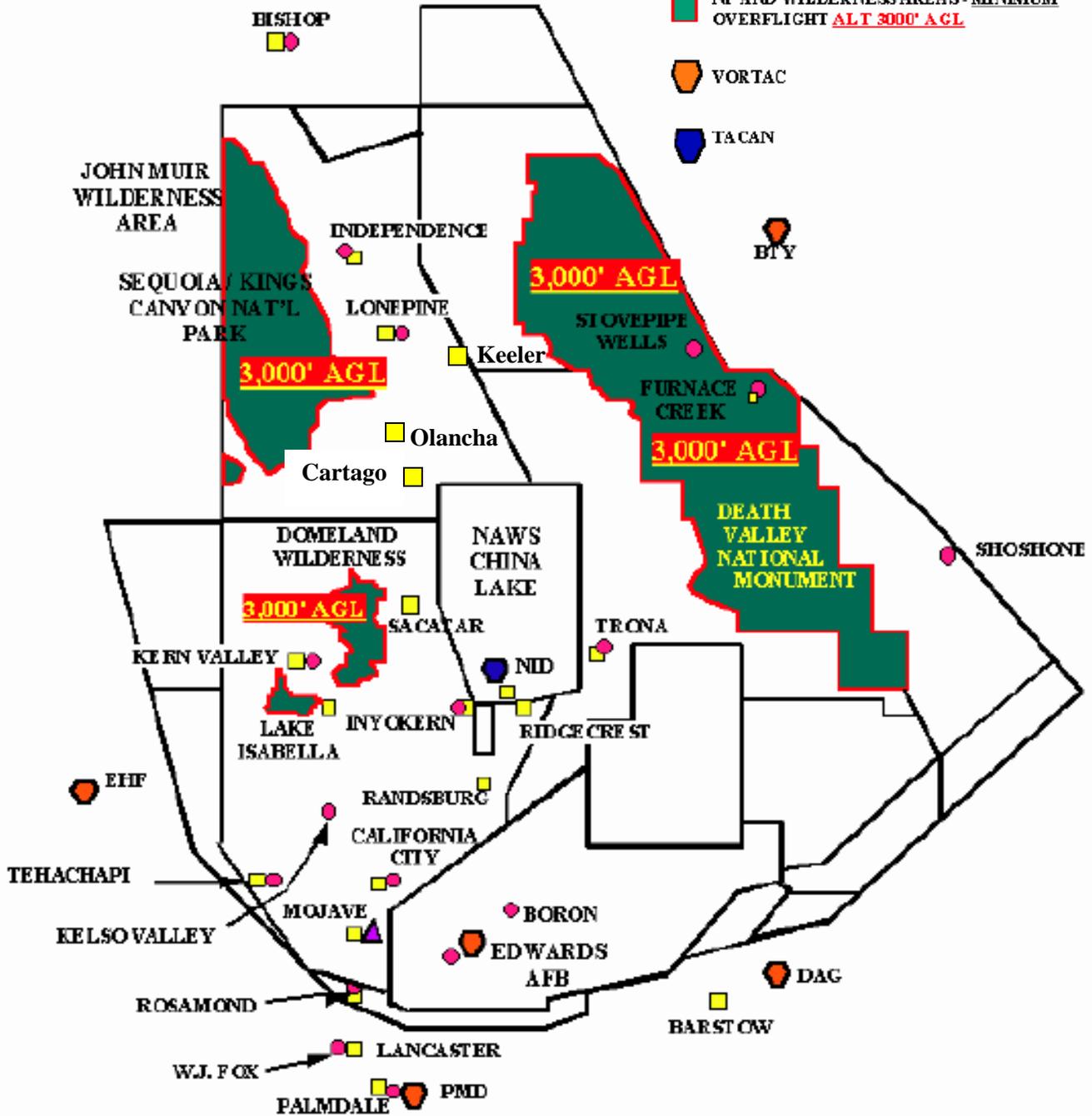


R-2508 REFUELING AREAS

R-2508 COMPLEX, COMMUNITIES, AIRPORTS, and SENSITIVE AREAS

LEGEND

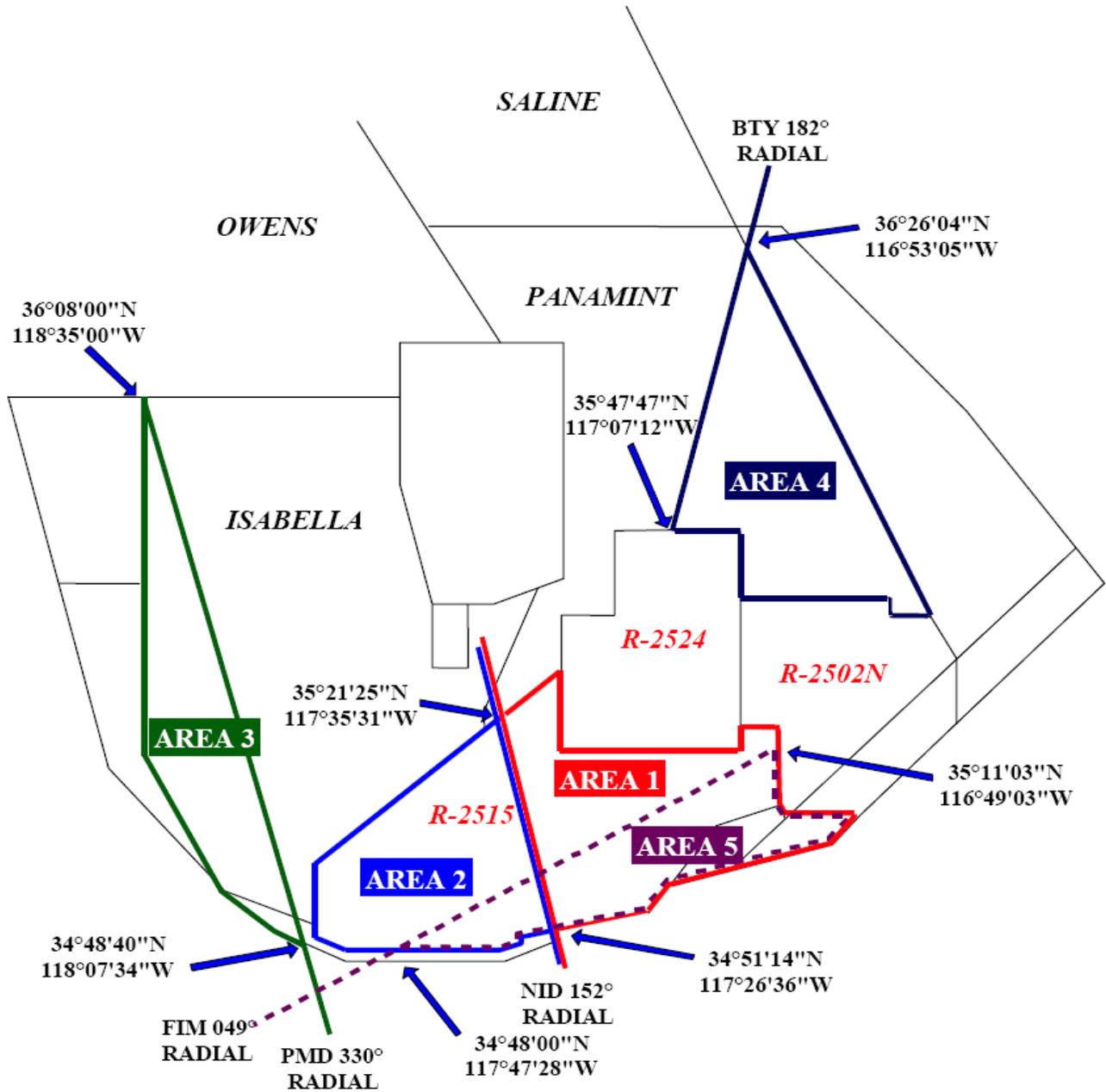
- COMMUNITIES -- AVOID LOW LEVEL OVERFLIGHT
- AIRPORTS -- AVOID OVERFLIGHT OF AIRPORTS BY 1,500' AGL & 3 NM
- MOJAVE AIRPORT -- CLASS 'D' AIRSPACE 4,000 MSL & 5NM
- NP AND WILDERNESS AREAS - MINIMUM OVERFLIGHT ALT 3000' AGL
- VORTAC
- TACAN



COMMUNITIES, AIRPORTS, AND NOISE SENSITIVE AREAS

Severe Weather Avoidance Areas

These Areas are released to Los Angeles ARTCC to allow Air Carrier deviations into special use airspace for severe weather avoidance. Joshua Approach, China Control or SPORT will advise aircrews during times of activation.



Severe Weather Avoidance Areas