

SIDEWINDER LOW LEVEL (Rev 2)

11 Feb 2015

CAUTION: These are R-2508 procedural controls for local use only. Points will be flown sequentially (i.e. A, B, C...M or C, J, K...M, etc). OPPOSITE DIRECTION IS PROHIBITED.

The SIDEWINDER and JEDI Transition are not published MTRs.

ROUTE DESCRIPTION:

PT	Lat/Long	Pt Description/Elevation
A	N 35 38.75 W118 28.94	Ctr of West Dam/2575
B	N 36 06.60 W118 29.12	Needles Lookout Twr/8107
C	N 36 24.74 W118 00.57	Washed Out Bridge/3615
D	N 36 35.61 W117 58.53	Wash/Road Int/3635
E	N 37 02.88 W118 12.79	SE Tinemaha Dam/3894
F	N 37 09.18 W117 46.19	Center of Wash/2956
G	N 37 02.17 W117 37.09	Center of Knoll/4738
H	N 36 47.95 W117 45.69	West Tip Lava Flow/1352
I	N 36 30.84 W117 34.05	Road Int/6109
J	N 36 20.69 W117 21.08	Road/Wash Int/2093
K	N 35 39.34 W117 21.62	Road Y/1624
L	N 35 36.61 W117 31.56	Road Int/2480
M	N 35 25.40 W117 40.32	Road/RR Int/2785

ALTITUDE: ALTITUDE: NLT 200' AGL to 3000' AGL (points A to B); NLT 200' AGL (points B to K); NLT 500' AGL (points K to M). Climb as required to avoid noise sensitive areas and airports (note 8).

ROUTE WIDTH – 2 NM either side of centerline.

Special Operating Procedures:

- Entry Procedure: Prior to entry notify Joshua of intentions and planned Entry/Exit point. Above 3000 AGL and prior to route entry make intentions call on Low Level Common (315.9). Give way to any traffic already established on the route prior to entry.
- A to B remain above 3000 AGL until 3 NM North of Kern Valley Airport to avoid Lake Isabella and surrounding communities.

- Alternate Entry: This is a procedural control and traffic may enter at any point. Preferred alternate entry points are C and E.
- Alternate Exit: This is a procedural control and traffic may exit at any point. Preferred alternate exit points are H and K.
- All aircraft operating on the Sidewinder/Jedi Transition will utilize the R-2508 low altitude common frequency 315.9. When entering low level environment transmit in the blind call sign, number and type of aircraft, and intentions. Monitor 315.9 until exiting low altitude regime. Repeat calls entering new areas, or crossing ridge lines.
- Slower aircraft (i.e. C-12, T-34) may be on the route at the same time. Use caution for airspeed variations that may exist between aircraft. Aircraft being overtaken has the right of way.
- To mitigate the risk of opposite direction traffic, offset right of centerline when transiting saddles between valleys. Rising terrain may mask advisory calls.
- Avoid all noise sensitive areas by 3000' AGL or 3000' laterally. Avoid all airports along route by 1500' AGL or 3 NM.
- Point B to C, avoid the extremely noise sensitive areas of Olancha and Cartago.
- Point C to D, avoid the extremely noise sensitive areas of Keeler and Lone Pine. Caution: intensive hang glider activity in the vicinity of Dolomite and northeast shore of Owens lake.
- Caution: high migratory bird activity between F and H during daylight hours.
- CAUTION:** Possible merging traffic from aircraft on Jedi Transition (approaching from west via Point C). Sidewinder users offset east of Point J for deconfliction. Sidewinder users make mandatory radio call approaching Point J "Call sign, Sidewinder, approaching Point Juliet". Make calls on 315.9
- Point J to K. 198' multi unlit towers N35°53.797 W117°17.558. Avoid Trona Airport by 1500' AGL or 3 NM.
- Point K to M. Watch for traffic northbound to China Lake initial at 4000' MSL.
- Point L to M, route transits underneath instrument procedure at NID (arc and final approach). Use caution if exiting route prior to point M.
- Conflicts: A to L: IR-236; B to D: VR-1255; E to I: VR-1205-1255-1262; I to L: VR-1262, IR-200; K to M: IR-200-211.

JEDI TRANSITION: At Point C proceed east to Point J. **CAUTION:** Possible merging Sidewinder traffic from the north via Point I. Jedi users offset west of Point J for deconfliction. Jedi users make mandatory radio call approaching Point J "Call sign, Jedi Transition, approaching Point Juliet". Make calls on 315.9.