

# NAWS CHINA LAKE TRANSIENT PILOT BRIEF

## For Transient Arrivals & Departures To & From China Lake Naval Air Weapons Station

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 proceed to NID remaining clear of R-2505 until authorization from NID Tower/China Control has been received for entry into R-2505. Joshua Approach will provide vectors if requested by pilot to an approach at NID, but all approaches are considered VFR practice approaches unless the aircraft actually encounters IMC conditions. **Once an aircraft arrives on the south side of R-2505, the approach instructions for a VFR arrival are as follows:**

- a. Pilots will make initial call to Control Tower at 15 NM.
- b. Break altitude 3800’ MSL.
- c. Pattern altitude 3300’ MSL.
- d. Jets enter from the S, remaining E of inhabited areas of China Lake NAWS (KNID) and city of Ridgecrest. Pilots report abeam of Point Bravo (large letter "B" on mountainside; located 105°/4 NM from the TACAN) at 3800’ MSL.
- e. Prop/turboprops enter from the SE and report Point Charlie (located 158°/6 NM from the TACAN) at 3300’ MSL. (USN/NAVFIG FIL 14-6594)

**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.

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/About/R-2508>

For CCF Online Daily Schedule & Information: <https://usaf.dps.mil/teams/12162>  
(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.

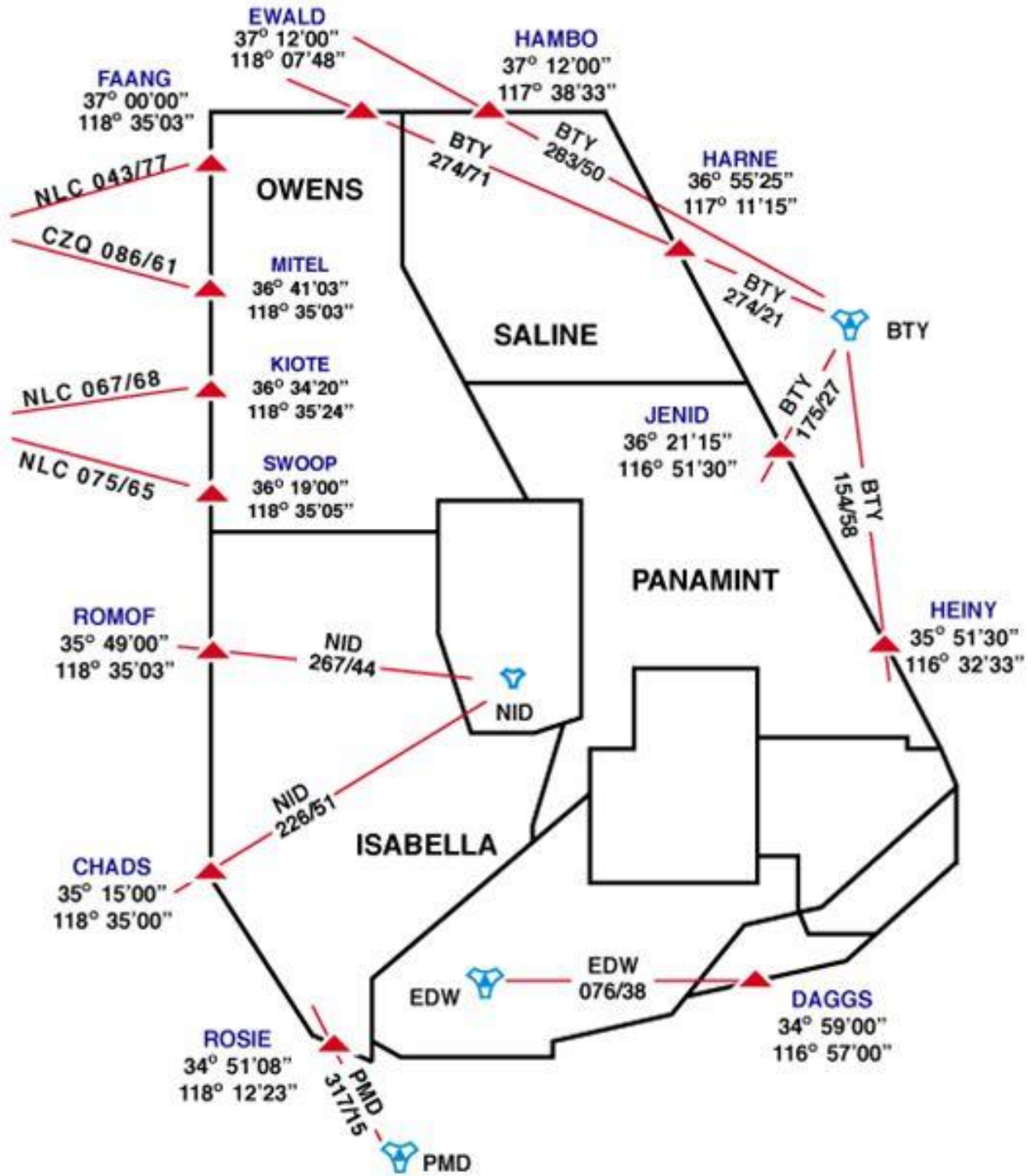
I hereby acknowledge and will comply with these procedures:

Pilot: \_\_\_\_\_ Date: \_\_\_\_\_  
Unit: \_\_\_\_\_ Home Base: \_\_\_\_\_ Phone: \_\_\_\_\_

Return pages 1 thru 3 of this document by email to CCF at [2508ccf@us.af.mil](mailto:2508ccf@us.af.mil)



# R-2508 COMPLEX ENTRY/EXIT FIXES

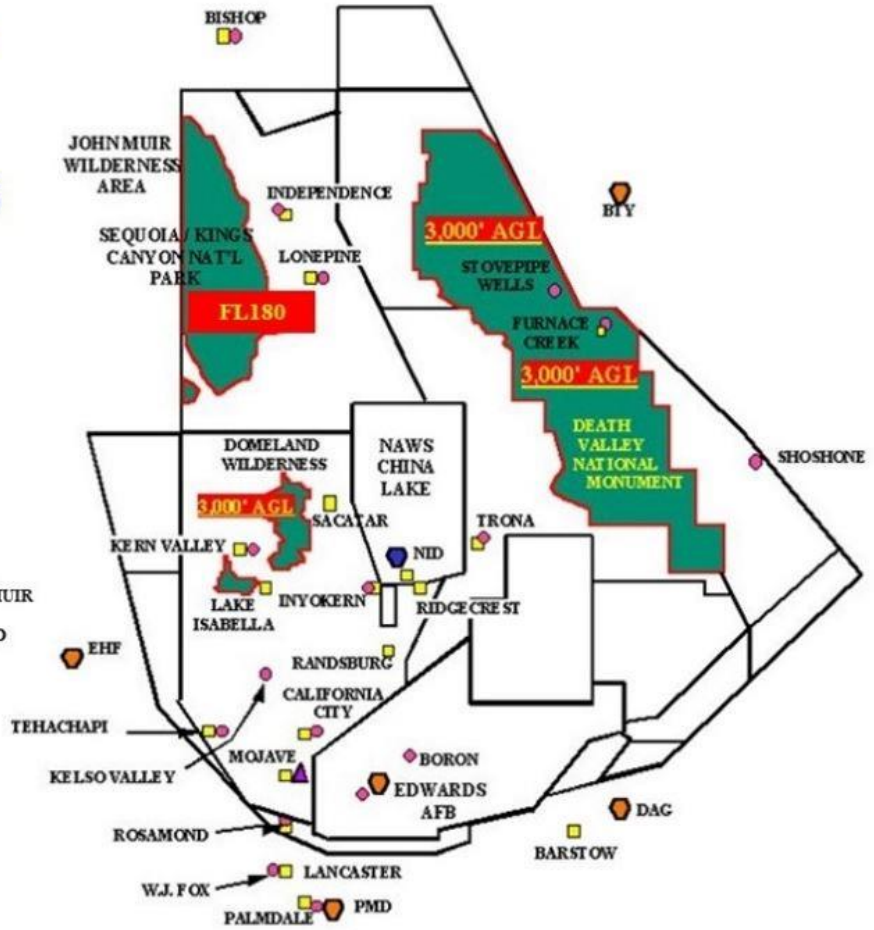


# COMMUNITIES, AIRPORTS, AND NOISE SENSITIVE AREAS

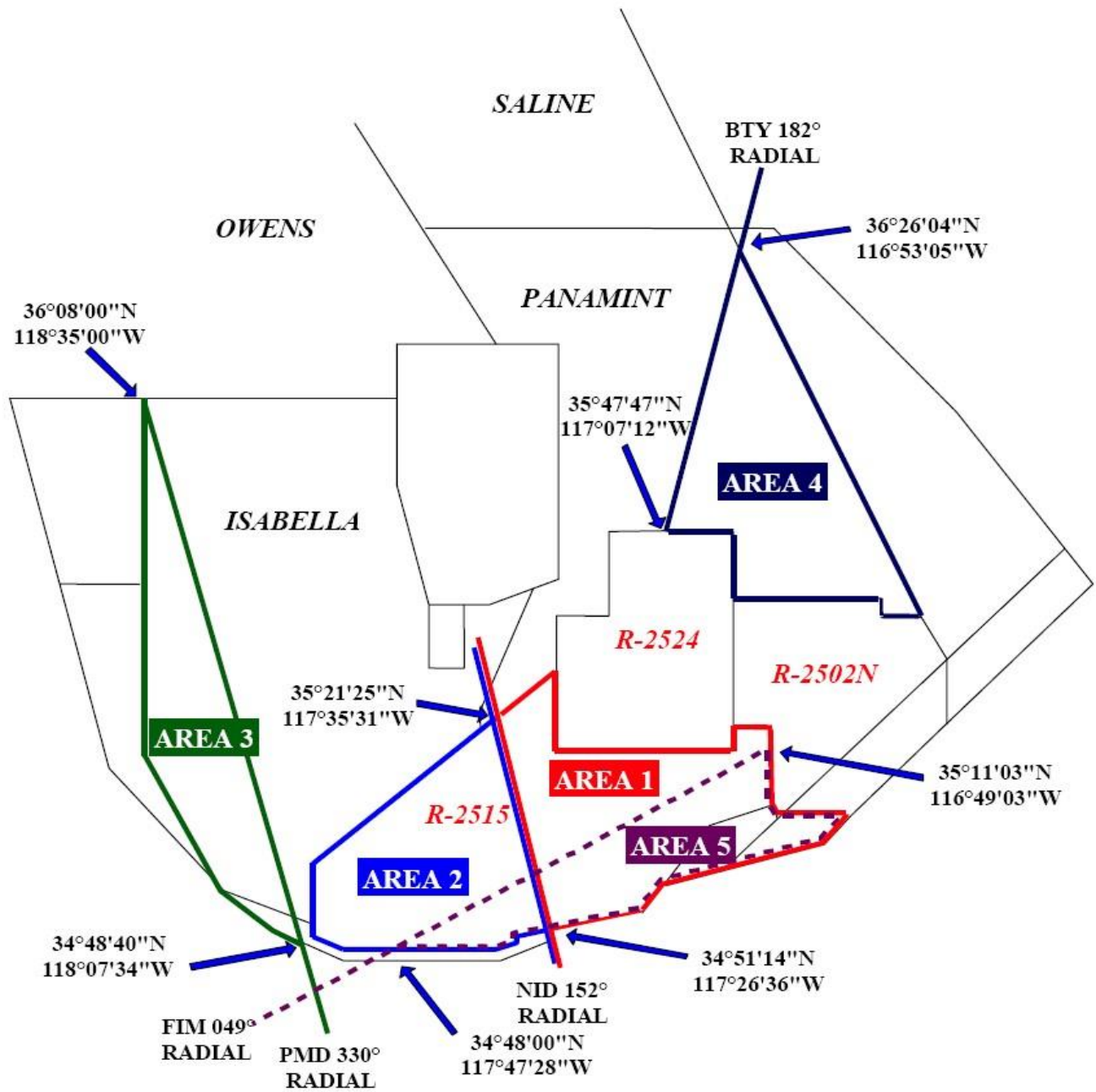
## R-2508 COMPLEX, COMMUNITIES, AIRPORTS, and SENSITIVE AREAS

### LEGEND

- COMMUNITIES -- AVOID LOW LEVEL OVERFLIGHT
- AIRPORTS -- AVOID OVERFLIGHT OF AIRPORTS BY 1,500' AGL & 3 NM
- MOJAVE AIRPORT -- CLASS 'D' AIRSPACE 4,800 MSL & 5NM
- DEATH VALLEY NATIONAL MONUMENT, JOHN MUIR AND DOMELAND WILDERNESS -- MINIMUM OVERFLIGHT ALTITUDE 3,000 AGL SEQUOIA AND KINGS CANYON NP -- MINIMUM OVERFLIGHT ALTITUDE FL180
- VORTAC
- TACAN



# 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.