

**NATIONAL TRAINING CENTER
AIR PROCEDURE GUIDE
(NTC-APG)**



(01 OCT 2003)

This manual supersedes NTC-APG dated 1 Feb 01 with all changes

WARNING

Live Fire Areas are ONLY defined by current NOTAMS and/or Aviation Control Order (ACO). Hazard map depiction may not depict current boundaries due to free play exercises. Live fire does NOT have specific range fans. No route is in effect unless listed on the ACO AND clearance is given by appropriate authority. Aircrews SHALL receive a safety briefing from the Aviation Trainer Division prior to entering the Live Fire Area as defined by NOTAMS and/or ACO.

WARNING - The Leach Lake Gunnery Range does not have specific range fans. During rotational training periods aircrews must obtain approval from Desert Radio prior to entering Restricted Operating Zone (ROZ) 5. During non-rotational training periods aircrews must obtain a Prior Permission Required (PPR) from Bicycle Lake Operations and/or the Installation Aviation Division prior to entering ROZ 5.

WARNING – Additional ROZs may be established by the Air Control Authority (ACA). Only the most common ROZs are depicted on hazard maps. Ensure the ACO is consulted for current operations.

WARNING – Obscurants such as dust and smoke shall not be flown through and aircrews shall conform to AR 95-1 and NTC flight visibility requirements minimums.

NOTE: Aircrews flying in R2502N/E are reminded that the airspace is NOT positive control airspace. Aircrews are responsible for seeing and avoiding hazards. Unseen hazards are only separated by airspace control measures. Situational awareness must include a detailed understanding of the ACO and (L) NOTAMS.

NOTE: Aircrews should report any unsafe air or ground safety condition to Range Control. These include, but are not limited to unreclaimed trenches, fox holes, pits, munitions, or wire of any type. Noticeable damage of installation property, such as prominent wash-outs, road erosion, rock/mud slides, or garbage may be reported.

RANGE TO ROZ CROSS REFERENCE

<u>RANGE</u>	<u>ROZ(S)</u>
1	2C
2	2D
3	2D
4	2A
4A	2A
5	2D
6	2D
7	2A
8	2D
16	2A
17	2B
18	2B
20	4
SPORTSMAN	2D
TRAP AND SKEET	2D

NOTE: Aviation special maps may be obtained from the NTC ITAM office web site under G3 at www.irwin.army.mil.

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National Training Center and Fort Irwin
 Fort Irwin, California 92310-5084
 National Training Center Air Procedures Guide

Summary: This guide covers airspace information and provides recurring, Army-unique, airspace usage information for the National Training Center and the restricted areas R-2502 North and R-2502 East.

Applicability: This guide applies to all aviation organizations (including contractors) assigned, attached, operating or training at the National Training Center and Fort Irwin.

Supplementation: Supplementation of this guide is prohibited without prior coordination from the G3 Aviation Office.

Suggested Improvements: The proponent for this guide is the G3 Aviation Office. Users may send comments and suggested improvements to Commander, National Training Center and Fort Irwin, Attention: AFZJ-PTA, Fort Irwin, California 92310-5084.

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Chapter 1

General

1-1. **Purpose.** This guide establishes responsibilities, procedures, and rules for rotary-wing and fixed-wing aviation operations at the National Training Center (NTC) and within the restricted areas R-2502 North and R-2502 East (R-2502N/E).

1-2. **General** The mission of the NTC is to provide simulated combat training for Brigade-sized heavy forces. It is located within the boundaries of the R-2502N/E and the Silver Military Operations Area (MOA). The NTC is sub-divided as follows: Leach Lake Aerial Gunnery Range, Live Fire Exercise Area, Tank and Small Arms Range Complex, Fort Irwin Cantonment Area and Goldstone Deep Space Communications Complex (see Fig 1-1) and training areas outlined in NTC Regulation 350-3. From initial mission planning through execution, safety is paramount. Detailed preparation, analyzing associated risk, and applying appropriate countermeasures at all levels will allow units to safely gain the maximum benefit from training at the NTC.

1-3. **References.** Related publications referenced in this guide are listed in Appendix A.

1-4. **Explanation of terms and abbreviations.** Explanation of terms and abbreviations used in this guide are listed in the Glossary.

1-5. **Deviations.** Individuals or organizations requesting deviations from this guide will coordinate with the G3 Aviation Office.

1-6. **Responsibilities.**

a. Fort Irwin Airspace Information Center (AIC). The AIC (call sign "Desert Radio") provides en route services to all airspace users in the R-2502N/E and flight following service to the Maintenance Test Flight (MTF) areas, the corridor between the NTC and the Barstow-Daggett airport, and the Barstow-

Daggett airport traffic pattern and training flights in R2515.
Desert Radio is operational 24 hours daily, 365 days a year.
During rotations, management of aircraft above the coordinating altitude is released to Sundance Advisory.
Responsibilities include:

(1) Airspace management and procedural control of aircraft operating within R2502N/E.

(2) Provide a real-time interface for changes in the airspace environment and coordinate/deconflict real-time airspace requirements.

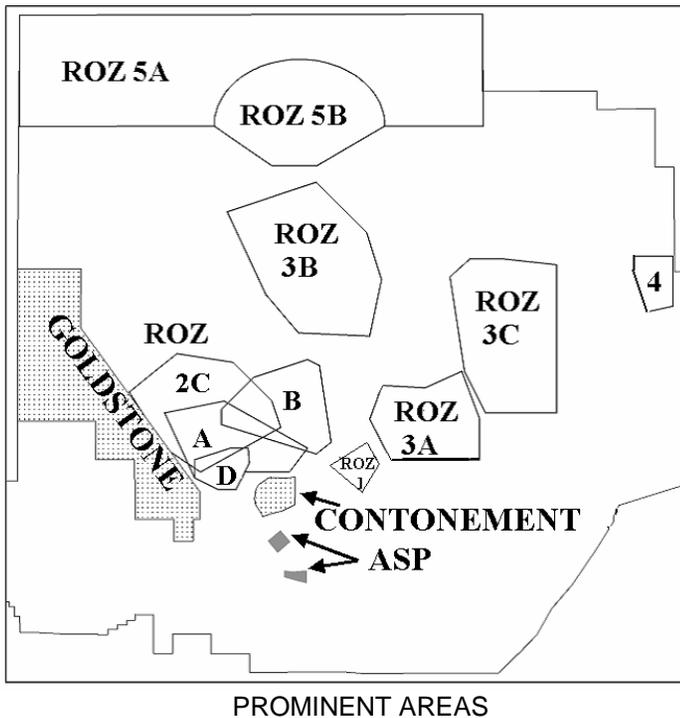


FIGURE 1-1

(3) Provide updates to the OPSGRP A2C2 cell and pilot briefings that include the following: hostile aircraft intrusion warnings for R-2502N/E; activated navigational aids

(NAVAIDS); active ROZ status, maintaining locations of Rapid Refueling Points/Forward Arming and Refueling Points (FARPs); terminal facilities and NAVAIDS information listed under facility NOTAMs; flight following and navigational assistance; aircraft sequencing on designated flight routes; dissemination of current and forecasted aviation weather information; assistance to aircraft performing search and rescue operations; and collection, processing, displaying, and dissemination of critical Army Airspace Command and Control (A2C2) information.

(4) Provide a backup C2 link for NTC operational commanders.

(5) Rotational aircraft will communicate directly with Desert Radio (AIC) ONLY when not accompanied by an Observer/Controller (O/C). The crew will coordinate with their company O/C for communications requirements.

b. Bicycle Lake Army Airfield (BLAAF) Flight Operations.

(1) Coordinate airspace activities with the G3 Aviation Office (NTC Airspace Control Authority), Operations Group, Range Control, and other airspace management agencies.

(2) Process flight plans for aircraft operating under instrument or visual flight rule conditions within the National Airspace System and R-2502N/E.

(3) Approves PPR requests for operations within R-2502N/E.

c. Operations Group A2C2 cell. Lizard 16 of the Operations Group is designated as the Airspace Control Authority (ACA) for the maneuver area by the NTC ACA. The A2C2 cell defines the maneuver area by ACO. Responsibilities include:

(1) Coordinate both positive and procedural Airspace Control Measures (ACM) to manage and integrate airspace requirements by facilitating close and continuous coordination

of Army airspace users with other supporting airspace users. When conflicts arise, the NTC ACA is the resolving authority.

(2) Coordinating Army (planned, immediate, emergency) airspace requirements with the G3 Aviation Office (NTC ACA). Coordinating other services airspace use requirements over land forces.

(3) Develop and coordinate A2C2 Standing Operating Procedures (SOP), plans, orders, and A2C2 annexes to the Division order. Disseminate, integrate, and implement ACA approved ACMs and directives affecting the maneuver commander's area of responsibility.

d. The Operations Group Aviation Trainer Division (Eagle Team). Observe and control aviation units during rotational training. Responsibilities include:

(1) Providing aviation personnel with rules of engagement and both air and ground live fire procedures.

(2) Coordinating airspace management procedures within the Force-on-Force maneuver area.

(3) Ensuring safe operations occur in accordance with the rules of engagement and other airspace management procedures.

(4) Providing feedback to units concerning technical and tactical areas of operations.

e. "Sundance Advisory". Provides flight advisory service for the management of aircraft operating above the coordinating altitude. "Sundance Advisory" is operational during rotations and other times as scheduled by fixed-wing users of the R-2502N/E.

f. Coyote Tower. Coyote tower is operated by Rotational Air Traffic Control (ATC) personnel. When operational it provides positive control of aircraft operating within ROZ 1 or a tactical assembly area ROZ in the maneuver area. Operational procedures are established by letter of agreement

with the G3 Aviation Office. Operating hours and frequencies are disseminated by (L)-NOTAM. Requests for establishment of Coyote Tower in the maneuver area will have Operations Group approval.

1-7. Installation Aviation Office/G3

a. **Installation Aviation Officer.** The Installation Aviation Officer (IAO) is the Air Traffic and Airspace (AT&A) Officer for the National Training Center and Fort Irwin. Responsibilities:

(1) Manage and document the use of the R-2502N/E Special Use Airspace.

(2) Represent the NTC Command Group on matters pertaining to the National Airspace System.

(3) Serve as Airspace Control Authority.

(4) Prepare notices, proposals, comments, and reports on airspace or aviation procedures for the command.

(5) Perform duties as Bicycle Lake Army Airfield Commander.

(6) Publications and contact information available at www.irwin.army.mil under units/G3.

b. **Installation Aviation Safety Officer.** The Installation Aviation Safety Officer (ASO) is the National Training Center and Fort Irwin Aviation Safety Manager whose duties include:

(1) Rotational aircrew initial safety in-brief.

(2) Track and disseminate incoming unit flight hour experience and unit mishap experience.

(3) Coordination with rotational units for integration and rehearsal of rotational pre-accident plans.

c. **Installation Aviation Standardization Officer.** The Installation Standardization Officer 's duties include:

(1) Advises the NTC Command Group on all matters pertaining to aviation standardization.

(2) May train and evaluate all rated and nonrated crewmembers in designated aircraft per the Aircrew Training Manual.

(3) Has technical supervision of all organic units aviation standardization programs.

Chapter 2

Airspace

2-1. **General.** NTC and Fort Irwin is located within the boundaries of the restricted airspace areas R-2502 North and R-2502 East. These special use airspace areas are part of the R-2508 Complex (figure 2-1). The Complex is jointly managed by the flag officers of Edwards Air Force Base, China Lake Naval Weapons Center, and Fort Irwin. All Department of Defense (DOD) aviation within the complex, to include adjoining MOAs, SHALL comply with DOD Flight Information Publications (FLIP) and applicable letters of agreement. The airspace is continuously active, with an effective altitude of the surface to unlimited. Within R-2508 complex, a “WAR 2” clearance activates Panamint MOA and Saline MOA airspace at and below FL290; and Shoshone MOA and Shoshone Air Traffic Control Assigned Airspace (ATCAA) at and below FL230. Higher altitudes in the Shoshone ATCAAs are requested with Joshua Approach on a real-time basis. Within R2502N, FL290 and below will be coordinated “real-time” with Desert Radio AIC. Within R2502E, expect a 15-minute delay for activating airspace higher than FL230..

a. R-2502 North. The lateral boundaries start at 35 38N, 116 30W TO 35 35N, 116 30W to 35 35N, 116 24W to 35 29N, 116 19W to 35 10N, 116 42W to 35 09N, 116 49W to 35 10N, 116 49W to 35 19N, 116 49W to 35 19N, 116 55W to 35 38N, 116 55W to the beginning.

b. R-2502 East. The lateral boundaries start at 35 29N, 116 19W TO 35 19N, 116 19W to 35 07N, 116 34W to 35 07N, 116 48W to 35 09N, 116 49W to 35 10N, 116 42W to the beginning.

2-2. Coordinating Flight Altitudes.

a. Coordinating Altitude (level). 200 feet AGL to 300 feet AGL. All rotary-wing flights above the coordinating altitude will be coordinated through Desert Radio AIC and approved by the appropriate ACA.

b. Exceptions. A non-standard coordinating altitude will be published by a L-NOTAM and/or ACO. During time periods that contain a night coordinating altitude, rotary-wing (unaided) aircraft may be restricted from operating within the low level structure.

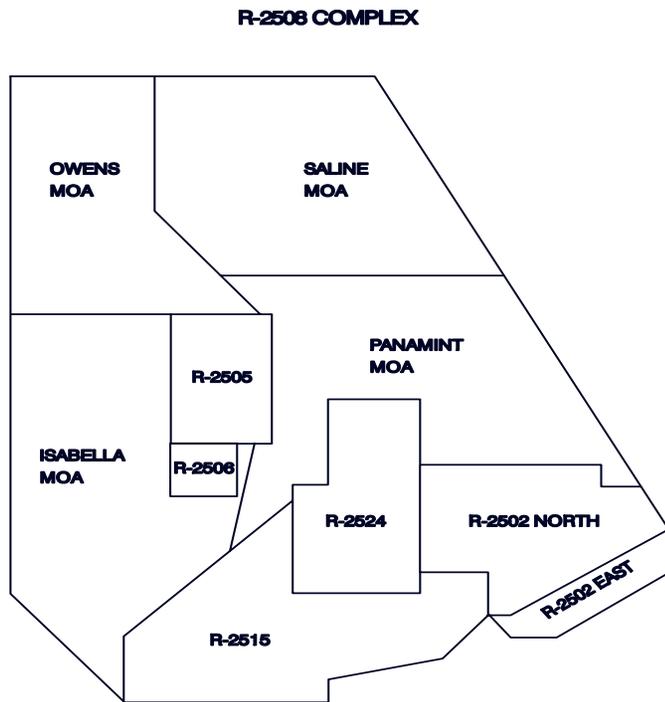


Figure 2-1

2-3. **Low level structure.** The low level structure (figure 2-2) consists of all airspace at or below the coordinating altitude. Aircrews will not deviate from published coordinating altitudes unless it is specified by L-NOTAM, ACO, or approved by Desert Radio AIC.

2-4. Standard Use Army Aircraft Flight Routes (SAAFR's).

There are twelve (12) established routes that facilitate aircraft movement, provide procedural separation, and improve emergency response efforts. **All grid coordinates in this document are derived from WGS84 datum.**

a. Day flight altitudes.

(1) Rotary-wing. Surface to 200 feet Above Ground Level (AGL).

(2) Fixed-wing. 300 feet AGL and above.

b. Night flight altitudes.

(1) Rotary-wing. Surface to 200 feet AGL (Aided), 700 feet AGL or higher (unaided) unless otherwise restricted by a (L)-NOTAM or ACO.

c. R-2502N/E entry and exit points. Rotary-wing aircraft will enter and/or exit the R-2502N/E at Communication Control Point (CCP) South Gate (NU 213901) or CCP East Gate (NV 619173) unless otherwise coordinated with Desert Radio AIC.

d. Standard use Army Aircraft Flight Routes (SAAFR) are 1,000 meters in width and extend from surface to the lower limit of the coordinating altitude. SAAFR's are defined by using Air Control Points (ACP's) and CCPs. CCPs may be added by the ACO (refer to Appendix B).

c. Two-way SAAFR's that are above roads should be traveled 100 to 500 meters to the right of the road, allowing separation from opposite traffic.

d. Aircrews will use the highest altitude restriction that will allow for safe flight operations while traveling along a SAAFR. Aircraft traveling on a SAAFR have the right of way over other aircraft crossing the SAAFR. Aircraft on the right have the right of way when SAAFR's converge at an ACP/CCP.

e. SAAFR's are an ACM that may not be active inside the brigade maneuver area during rotations. However, aircrews

should follow an open SAAFR to the nearest ACP/CCP prior to entering the Force-on-Force maneuver area or tactical training area. Desert Radio may direct use of closed SAAFR's to facilitate aircraft movements when properly coordinated.

2-5. **Flight Routes:** (Note: Although SAAFRs are designated as directional, Desert Radio AIC may authorize opposite direction use.)

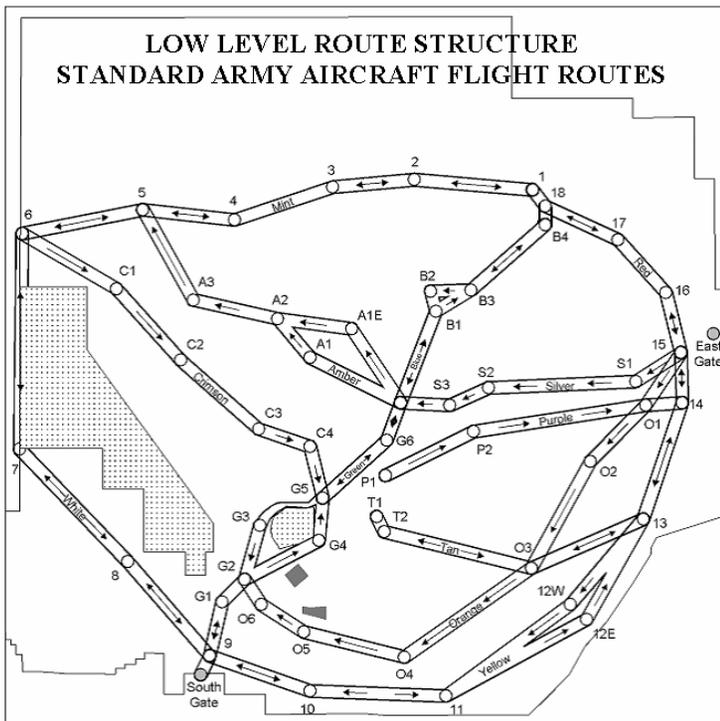


Figure 2-2

a. **Amber Route** is a one-way route to the northwest beginning at ACP 19 to AMBER 1 AMBER 1E to AMBER 2 to AMBER 3 and terminating at ACP 5.

b. **Blue Route** is a two-way route with one-way route segments to deconflict traffic.

(1). The segments from ACP 19 to BLUE 1 and from BLUE 3 to BLUE 4 are two-way. Blue route terminates at ACP 18.

(2). The segment from BLUE 1 to BLUE 3 is one-way for northbound traffic. The segment from BLUE 3 to BLUE 2 to BLUE 1 is one-way for southbound traffic.

c. **Crimson Route** is a one-way route to the southeast beginning at ACP 6 to CRIMSON 1 to CRIMSON 2 to CRIMSON 3 to CRIMSON 4 and terminating at GREEN 5.

d. **Green Route** is a two-way route with one-way route segments **AROUND** the NTC cantonment area.

(1) The segments from CCP South Gate to ACP 9 to GREEN 2 and from GREEN 5 to GREEN 6 to CCP 19 are two-way. Green route terminates at ACP 19.

(2) The segment from GREEN 2 to GREEN 4 to GREEN 5 is one-way for northbound traffic.

(3) The segment from GREEN 5 to GREEN 3 to GREEN 2 is a one-way segment for southbound traffic.

e. **Mint Route** is a two-way route beginning at ACP 1 to ACP 2 to ACP 3 to ACP 4 to ACP 5 and terminating at ACP 6. ***WARNING - There are no procedural control terrain features along this route. Aircrews must operate at an appropriate airspeed to see and avoid other aircraft.***

f. **Orange Route** is a one-way route to the west beginning at ACP 15 to ORANGE 1 to ORANGE 2 to ORANGE 3 to ORANGE 4 to ORANGE 5 to ORANGE 6 and terminating at GREEN 2.

g. **Purple Route** is a one-way route to the east beginning at PURPLE 1 to PURPLE 2 to ORANGE 1 and terminating at ACP 14.

h. **Red Route** is a two-way route beginning at ACP 15 to ACP 16 to ACP 17 to ACP 18 and terminating at ACP 1.

i. **Silver Route** is a one-way route to the west beginning at ACP 15 to SILVER 1 to SILVER 2 to SILVER 3 and terminating at ACP 19.

j. **Tan Route** is a two-way route beginning at TAN 1 to TAN 2 to ORANGE 3 and terminating at ACP 13. **WARNING - The segment between TAN 1 and TAN 2 is considered hazardous because the associated terrain may cause potential blind areas. Aircrews must use caution and stay well to the right when traveling between TAN 1 and TAN 2.**

k. **White Route** is a two-way route beginning at ACP 6 to ACP 7 to ACP 8 and terminating at ACP 9. **WARNING - Due to the proximity of Goldstone No Fly Area and China Lake Naval Weapons Test Center, approval and flight procedures for this route must be obtained from Desert Radio. Aircrews must operate at an airspeed to see and avoid other aircraft.**

l. **Yellow Route** is a two-way route beginning at ACP 9 to ACP 10 to ACP 11 to ACP 12 to ACP 13 to ACP 14 and terminating at ACP 15. **WARNING - There are no procedural control terrain features along this route with the exception of 12W and 12E. Aircrews must operate at an airspeed to see and avoid other aircraft.**

2-6. **High-Density Airspace Control Zone (HIDACZ).** Units may establish a temporary HIDACZ within the low level structure to reserve airspace and control user access at locations such as FARP's and aviation assembly areas. A HIDACZ is normally two (2) kilometers in radius and extends from the surface to the highest coordinating altitude (level). The HIDACZ will be designated by L-NOTAM and/or by the ACO. Requesting agencies will coordinate HIDACZ requests with the appropriate ACA at least twenty-four (24) hours prior to activation. The request should include the requirement, location, lateral and vertical limits, communication requirements, and time period. The ACA is the approving authority. The requesting unit is the controlling authority.

2-7. **Drop Zone.** Fort Irwin has several drop zones. These areas are used to support airborne operations during rotational and non-rotational training periods. NTC Regulation 350-3, Training, governs the operational requirements and use of drop zone areas. Requesting agencies should coordinate with the appropriate ACA to ensure non-participating aircraft are restricted by a L-NOTAM and/or the ACO from interfering with active drop zone operations.

2-8. **Restricted Operating Zone (ROZ).** There are five (5) permanent ROZ's within the R-2502N/E that restrict or limit user access (figure 2-3). The ACA may establish a temporary ROZ to support drop zone, search and rescue, and Unmanned Aerial Vehicle operations. A temporary ROZ will be designated by (L)-NOTAM and/or by the ACO. Requesting agencies will coordinate temporary ROZ requests with Desert Radio AIC and the appropriate ACA at least twenty-four (24) hours prior to requested activation. The request should include the requirement, location, lateral and vertical limits and time period. The ACA is the approving authority. The requesting unit is the controlling authority. Numerous ranges may be included in a single ROZ. A range to ROZ cross reference is located inside the front cover.

a. **ROZ 1** - Bicycle Lake Army Airfield. ROZ 1 begins at NV 335060 to NV 313040 to NV 316026 to NV 335022 to NV 350028 to NV 357061 to beginning.

b. **ROZ 2 - WARNING - Crimson Route will be closed when ROZ 2A, B, or C is active. Use caution transitioning south between Green 6 and 5, Tank range on west side of road.**

(1) ROZ 2A - Small Arms Range and 105 MM Gunnery Range Complex. Begins at NV 1900 0900 to NV 24001000 to NV 31000600 to NV 2950 0400 to NV 25750400 to NV 25000250 to NV 2350 0250 to NV 21500350 to beginning.

(2) ROZ 2B - Small Arms and tank gunnery range. Begins at NV 23750800 to NV 2375 0925 to NV 26501200 to NV 31001350 to NV 3200 1300 to NV 33000650 to NV 31750550 to beginning.

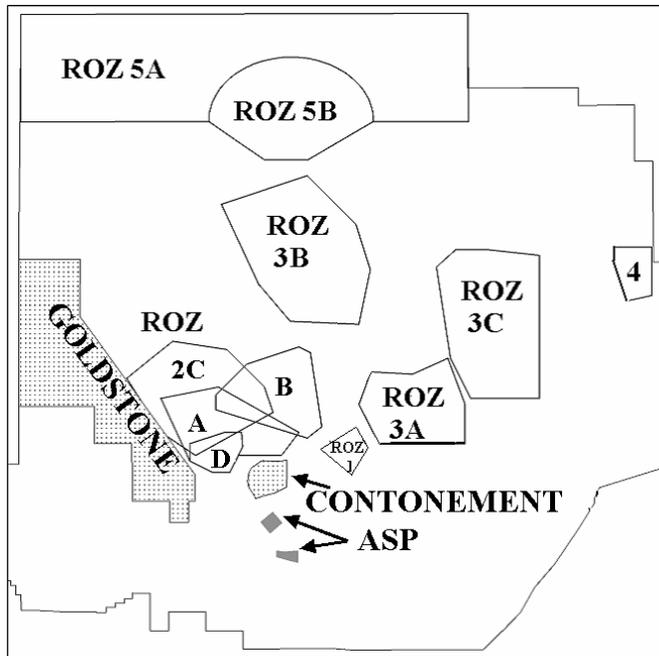


Figure 2-3 **Permanent Restricted Operating Zones**

(3) ROZ 2C – Small Arms and 120/25 MM. Begins at NV 16001075 to NV 2000 1400 to NV 24751325 to NV 28001000 to NV 2875 7750 to NV 22000400 to NV 19000600 to beginning.

(4) ROZ 2D – Small Arms ranges. Begins at NV 21500500 to NV 24500600 to NV 26000600 to NV 26120474 to NV 25000250 to NV 23500250 to NV 21500350 to beginning.

c. **ROZ 3** - The ROZ 3 complex is divided into three (3) separate ROZ's allowing the ACA to release airspace based on operational requirements.

(1) ROZ 3A begins at NV 36250846 to NV 37291129 to NV 40921110 to NV 44001250 to NV 45500850 to NV 45500500 to NV 38000500 to beginning.

(2) ROZ 3B begins at NV 24252600 to NV 31752850 to NV 36002425 to NV 37252025 to NV 36251550 to NV 30251575 to NV 27501900 to beginning.

(3) ROZ 3C begins at NV 43002050 to NV 44702200 to NV 47502200 to NV 52002150 to NV 52000900 to NV 46000900 to NV 44251250 to beginning.

d. **ROZ 4** - ROZ 4 begins at NV 58502225 to NV 61752225 to NV 61751800 to NV 59501750 to NV 58502075 to beginning.

e. **ROZ 5** - Leach Lake Gunnery Range. The entire ROZ 5 complex begins at NV 067426 to NV 457426 to NV 457332 to NV 067332 to beginning. The ROZ 5 complex is divided into two (2) separate ROZ's allowing the ACA to release airspace based on operational requirements.

WARNING - The Leach Lake Gunnery Range does not have specific range fans. During rotational training periods aircrews must obtain approval from Live Fire Control and/or Range Control prior to entering ROZ 5. During non-rotational training periods aircrews must obtain a PPR from Bicycle Lake Operations and/or the Installation Aviation Division prior to entering ROZ 5.

NOTE: NO AIRCRAFT IS AUTHORIZED TO DROP ORDINANCE WITHOUT AIR WARRIOR APPROVAL.

(1) ROZ 5A includes NV 45803325 to NV 37503325 to NV 37473396 to NV 36743583 to NV 35563713 to NV 33393835 to NV 30473888 to NV 28623872 to NV 27273835 to NV 25383733 to NV 23783556 to NV 23153323 to NV 06743321 to NV 06744262 to NV 45754270 to the beginning..

(2) ROZ 5B begins at NV 528039299 to NV 523139332 to NV 523639352 to NV 524739368 to NV 525580 to NV 3937477 to NV 526939382 to NV 530039388 to NV 532939384 to NV 535039374 to NV 536939354 to NV 537539332 to NV 53189299 to beginning.

2-9. **Lateral and vertical limits.** ROZ's include terrain and airspace enclosed by a series of published grid coordinates. All permanent ROZ's extend from the surface to the published upper altitude limit of the R-2502N/E. All temporary ROZ's extend from the surface to the upper limit as published by a (L)-NOTAM or ACO.

2-10. **Southern California Logistics Airport (VCV)**

Recommended route to Bicycle Lake Army Airfield (BYS):

a. Depart VCV traffic pattern and fly directly to the Mojave River valley. Follow the river north avoiding built up areas and stockyards. Remain east of the community of Silver Lakes. Continue along the river, avoid over flight of the house on the hill at: MU 7482 4906. Continue past the bridge at MU 9301 6030, (the bridge is new and not depicted on the current sectional chart). Approximately 1/2 mile past the bridge, when clear of the stockyards, turn left to 030 degrees. Generally follow the wash to the "S" turn in the road at MU 9792 6658 then follow the road to Ft. Irwin. *There are 200' uncharted power lines that cross from east to west almost directly under VR 1217* at NU 0985 7864. When clear of the power lines follow the 10 mile stretch of road to CCP South Gate. Avoid the 1Km no-fly area (ostrich farm) at NU 1284 8119 and avoid over flight of buildings along the route. Traffic outbound from Ft. Irwin will fly the reciprocal of the route using rules of the road. See also procedures in paragraph 3-19.

b Route altitude of 3500' MSL between VCV and CCP South Gate (inbound) and 4500' MSL between CCP South Gate and VCV (outbound).

c. Crossing Coyote Lake aircraft should contact Desert Radio at least 10 NM from South gate and monitor NTC Aviation Company (AVCO) flight operations for traffic advisories.

d. Riverside Radio should be checked for the current status of Visual Route (VR) 1217 and VR 1218.

Chapter 3

Flight Procedures and Rules

3-1. General.

a. All rotary-wing pilots must receive an operations/safety briefing prior to conducting tactical aviation operations within the R-2502N/E.

b. All fixed-wing pilots must adhere to policies and procedures of the R-2508 Complex User's Handbook prior to conducting aviation operations within the R-2502N/E. All fixed-wing flights within the R-2508 Complex will be scheduled with the R-2508 Central Coordinating Facility (DSN: 527-2508, COM: 661-277-2508).

3-2. **Prior Permission Required request (PPR).** The NTC and adjoining military facilities require aircrews to obtain a PPR prior to entry or arrival. Additional scheduling/PPRs for use of R2508 Complex special use airspace, including MOAs, is required prior to conducting missions.

a. Contact BLAAF Flight Operations (DSN: 470, COM (760) 380-4320/6369) for PPRs, 72 hours in advance, for over flight or landing at the following locations. E-mail is G3AVNATC@irwin.army.mil or DesertRadio@irwin.army.mil.

(1) Initial entry to R2502N or R2502E.

(2) BLAAF (fixed wing aircraft only).

(2) Fort Irwin Main Post Helipad (NV 286025). Refer to Paragraph 3-10, for arrival and departure procedures.

(3) Goldstone Deep Space Communications Complex or Goldstone GTS (00CA).

b. Marine Corps Logistics Base, Nebo Helipad and Yermo Landing Zone. During normal duty hours contact the base duty

officer (DSN: 282-6422, COM: 760-577-6662). After normal duty hours, contact the base duty officer (DSN: 282-6691, COM: 760-577-6691) and the Fire Protection Branch (DSN: 282-6731, COM: 760-577-6731). Request for PPR's must be made at least one hour prior to actual arrival.

c. Barstow-Daggett Airport military ramp. Contact the NTC Aviation Company Flight Operations Office during duty hours (DSN: 470-0205/0206, COM: 760-380-0205/0206) if transient parking on the military ramp is required. "Hawk 86" 46.70.

d. Ammunition Supply Point Helipad (vicinity NU 292979). Contact the Installation Ammunition Officer, (DSN: 470-3883/4000/4257, COM: 760-380-3883/4000//4257).

e. Restricted Operating Zone (ROZ) 5 Complex - Leach Lake Gunnery Range. Off rotation the range must be scheduled with Range Control before a PPR can be issued by BLAAF Flight Operations.

3-3. Flight Plans.

a. Aircrews shall file a Flight Plan or complete a Flight Log. Tennant units shall notify Desert Radio AIC of and forward changes of the following regardless of point of departure and destination:

1. Aircraft ID
2. Aircraft type
3. Departure point
4. Destination
5. Estimated and actual departure time
6. Estimated and actual time of termination
7. Agency/Operations that the appropriate flight plan was filed with.
8. Mission, purpose of flight
9. RON POC contact phone number if applicable

Tennant units may forward changes through their unit operations or the NTC EOC by calling 1-877-870-9665 and requesting a phone transfer to BLAAF flight operations. Rotational aircrews will file flight plans or complete a flight log

at BLAAF Flight Dispatch before and after Training Days (TD) one through fourteen, and complete flight plans/logs with their unit operations during TD one through fourteen. Rotational aircrews departing the R-2502N/E anytime, en route to other than DAG, must physically file a flight plan with BLAAF Operations.

b. Instrument Flight Rules (IFR). File flight plans with BLAAF Flight Dispatch at least 30 minutes prior to ETD, IAW the GP. If filed with other agencies units will forward the information in paragraph 3-3.a. to BLAAF Flight Operations.

c. Closing Flight Plans. Flight plans are closed with the appropriate agency. BLAAF Operations can assist in relaying information to the appropriate flight service station. Units will forward closure information to BLAAF.

3-4. **Weather.** 12th Combat Training Squadron, provides weather forecasts, weather briefings, climatologic information, weather warnings, advisories, watches, and solar/lunar data. Weather services are governed by NTC Circular 115-1. Forecaster personnel provide weather service twenty-four (24) hours a day during rotations. Weather information is available at www.irwin.army.mil under rotations/AF weather.

a. Tenant units contact, (DSN: 470-4328, COM: 760-380-4328). Pilot-to-Metro Service (PMSV) is available by contacting "Bike Metro", 38.60 FM.

c. Non-rotational Weather Service. Contact BLAAF Weather (DSN: 470-4328, COM: 760-380-4328). When closed contact Davis-Monthan Air Force Base, AZ, 25th OWS (DSN: 228-6588/6598/6599, COM: (520) 1-800-451-8367.

d. Weather minimums. Rotary-wing aircraft operating VFR in uncontrolled airspace at or below 1200 feet AGL for the entire route of flight:

(1) Day: 500 foot ceiling - 1/2 mile visibility.

(2) Night: 1000 foot ceiling - 3 miles visibility. Unit commanders may authorize flights using Night Vision Devices

with weather conditions less than a 1000 foot ceiling and 3 miles visibility, but not less than a 500 foot ceiling and 1 mile visibility, provided the aircrew can comply with all Army Regulation 95-1 requirements for IFR flight, to include flight to an instrument recovery airfield and alternate, if required.

3-5. **Communications.**

a. All single aircraft or one aircraft in a flight of aircraft operating within R-2502N/E will maintain positive communications with Desert Radio AIC or Sundance Control. An O/C on board an aircraft within the flight or an O/C aircraft trailing the flight can meet this communications requirement. Low flying rotary wing aircraft may expect adequate communications down to 100 feet AGL over the majority of the installation. Due to terrain, aircraft may encounter the following known "radio blind areas": East side of the "Whale" terrain feature; "John Wayne Pass/Foot Hills" area east of Tiefert mountain; ACP6 to ACP8 along White route. An increase in altitude may or may not improve communications in these areas. Aviators will report additional radio blind spots encountered, at or above 100 feet AGL, to Desert Radio AIC.

b. Initial Contact. Initial contact with Desert Radio AIC or a flight advisory agency should be made 10 NM from the CCPs South/East Gate or upon takeoff and include the following information:

- (1) Aircraft Call Sign (IAW GP and tactical call sign)
- (2) Location.
- (3) Altitude
- (4) Intentions
- (5) PPR # (Initial Entry only)

c. Operating communications. Rotary-wing aircrews will report all CCP's, arrivals and departures, and requested ACP's outside the force-on-force maneuver area or tactical training area. Arrival reports will include an estimated ground time.

Departure reports will include intended route of flight and destination. Position reports will be made once every fifteen (15) minutes or as requested. Aircrews will monitor "Guard" frequencies. Rotational aircraft will use tail number while operating out of Bicycle Lake and chalk number when deployed to the field unless otherwise directed. Aircrews are reminded that it is their responsibility to ensure manifests on file are updated for actual POB.

d. Exit communications. Prior to frequency change the pilot will provide the following information:

- (1) Aircraft Call Sign (IAW GP, Chapter 4, and tactical call sign).
- (2) Altitude
- (3) Estimated Time of Return, if applicable.
- (4) Agency frequency changing to.

3-6. **Night Operations.**

a. General. Flights using Night Vision Devices in a desert environment with less than 23% illumination (50% for unaided flight) and 30 degrees lunar altitude are extremely hazardous, especially for aircraft not equipped with a radar altimeter. Aviation commanders should review their unit's capability to conduct night operations at the NTC with the Aviation Trainer Division.

b. Non-player aircraft lighting. Minimum lighting for aircraft not tactically participating in a rotation is position lights "Steady-Dim" with anti-collision light "On". During rotational periods (RSOI 1 through TD 14), requests for aircraft operations at less than minimum lighting shall be submitted to the G3 Aviation Office for approval forty-eight (48) hours prior to the requested time period.

- (1) During non-rotational periods, single aircraft may deviate from minimum lighting requirements, traffic permitting, if coordinated and approved by Desert Radio AIC.

(2) Multiple aircraft operating as a single flight (formation flight), during non-rotational periods, may deviate from minimum lighting requirements, traffic permitting, if coordinated and approved by Desert Radio AIC.

c. Player aircraft lighting. Minimum lighting for aircraft tactically participating in a rotation by type.

All Aircraft Anti-collision lights/strobes – OFF

UH-1 Position lights – OFF NVG Position lights – Position 3

UH-60 Position lights – OFF IR Position lights – DIM

CH-47 Position lights – OFF NVG Position lights – Position 3

OH-58 Position lights – OFF NVG Position lights – Position 3

AH-64 Position lights – OFF IR Formation lights – Full Bright

NOTE: The minimum levels defined above do not preclude aircraft from operating at higher lighting levels based on operational considerations. Requests for lighting less than as defined by “Minimum Lighting” shall be submitted to 521D TOC (Eagle 7) for approval. The level of lighting will be specified in the request. Consideration should be given to ambient light levels, crew experience, and airspace congestion when determining requested NVG position or NVG formation lighting levels.

d. Call Signs. Unaided aircraft within the low-level structure will add the word “Unaided” to their call sign.

3-7. Noise Abatement.

a. The high volume of air traffic operating within the R-2502N/E, occasionally generates noise complaints. Aircrews should take precautions to avoid over flights of private properties and communities. Aircrews operating outside the R-2502N/E or other authorized training areas will operate at or above 500 feet AGL and will avoid all structures and personnel by a 500 foot slant range. Aircraft noise complaints are directed to the Fort Irwin Public Affairs Officer (DSN: 470-4511, COM: 760-380-4511). The PAO and G3 Aviation Office will conduct an investigation to resolve noise complaints and forward findings to the Complex Control Board of R-2508. The

following areas are designated no fly areas below 2000 feet AGL. Aircrews will remain at or above 2,000 feet AGL or avoid the sites by at least one (1) nautical mile, except during landing and takeoff from designated airfields/heliports. Approaches and departures will be IAW published procedures and/or appropriate PPR guidance.

Description	Location	Generic Location
House	NU 205192 34 53 N, 116 46 W	2 miles NNE KDAG
House	34 52 N, 116 40 W	6 1/2 miles East KDAG
Ranch	35 53 N, 116 09 W	9 miles SE Shoshone Airport
Housing,	NU 199802 35 04 N, 116 46 W	West side of Coyote Lake
House	35 04 N, 116 53 W	West side Fort Irwin Rd

TOWNSHIPS OF:

- Barstow, CA
- Daggett, CA
- Lenwood, CA
- Yermo, CA
- Newberry Springs, CA
- Helendale, CA (Silver Lakes)

b. The following areas are depicted on VFR sectional charts. Aircrews will remain at 3,000 feet AGL or higher when crossing these areas. Planned deviations may be made following prior coordination with the R-2508 Complex Coordination Facility (See AP1/A) and approval from the appropriate land agency.

- (1) Death Valley National Monument.

(2) Domeland Wilderness Area, John Muir Wilderness Area.

(3) Kings Canyon National Park, Sequoia National Park

(4) Mojave Wilderness Preserve

(5) R2515 Wilderness areas

3-8. **No-Over flight Areas.** Aircrews will not over fly the following areas:

a. Fort Irwin cantonment area, excluding the MPH, which begins at NV 261014 to NV 298034 to NV 299012 to NU 258993 to beginning. Over flight allowed above 10,000' MSL.

b. Ammunition supply point (ASP), (vicinity NU 286980). Aircrews will not over fly any of the fenced area. Aircrews should also avoid over flights of temporary ASP's located at various field sites per ACO/(L)-NOTAM. Note the SDZ on the aviation hazard map is conical with over flight authorized above 10,000' MSL.

c. Equestrian center and riding area located at NV 244024.

d. Goldstone Deep Space Communications Complex which begins at NV 066212 to NV 119212 to NV 119162 to NV 219022 to NU 219982 to NU 164982 to NV 164050 to NV 132050 to NV 132082 to NV 067082 to beginning. Fixed Wing over flight is 15,000' with coordination.

e. Tiefert Mountain Helipad located at NV 404045 (Not applicable to NTC tenant aircraft).

f. Granite Mountain vicinity NV 366233 (Not applicable to NTC tenant aircraft).

g. All antenna sites, weather sensors, cell towers, and instrumentation sites are OFF LIMITS.

h. Environmental, cultural, and administrative OFF LIMITS areas listed in NTC Regulations 350-3 and on ITAM aviation map overlays may be over flown but landings are prohibited.

3-9. **Bicycle Lake Army Airfield (BLAAF).** BLAAF (figure 3-1) is located on a dry lakebed 2.5 miles Northeast of the Ft. Irwin cantonment area. Field elevation is 2,350 feet MSL. The airfield is surrounded by mountainous terrain and is extremely conducive to "brownout" conditions.

NOTE: Rotary wing flight paths provide an expected traffic flow but do NOT dictate final landing or takeoff directions. The PC is ultimately responsible for selecting the landing/takeoff directions and termination point or go around decision.

a. BLAAF Facilities. The airfield has two (2) semi-improved runways, which are closed to Army fixed-wing aircraft. Lights are available, upon request, on runway 22/04 and the helicopter landing pad located adjacent to the transient parking ramp. The area is subject to flooding after rain. BLAAF Flight Operations is located in building S-6212, on the southeastern side of the airfield. The G3 Aviation Office and SWO are located in building S-6212. Bivouac and vehicle parking areas are limited and must be coordinated with the G3 Aviation Office in building S-6212. Care should be taken to keep vehicles clear of the path of aircraft departing/arriving and to avoid trampling vegetated areas. **Conduct of emergency procedure training is prohibited in the parking area. Emergency procedure training may be accomplished on the helipad at BLAAF.**

b. Parking.

(1) Transient ramp. The ramp is located adjacent to BLAAF Operations. There are five (5) parking pads with six-point tie-downs each. Aircraft will not ground-taxi or land on any asphalt portion of the ramp. The airfield manager may reserve pads based on operational requirements. The ramp meets standard clearance criteria for UH/AH/OH helicopters in accordance with TM 5-803-4. Cargo helicopters are prohibited from parking on the ramp and will avoid hovering near lighter

helicopters when going into the hot refueling pads. Pads 3 & 4 are reserved for Eagle Team O/C aircraft. Pad 5 is reserved for the Ridge Runner contract aircraft.

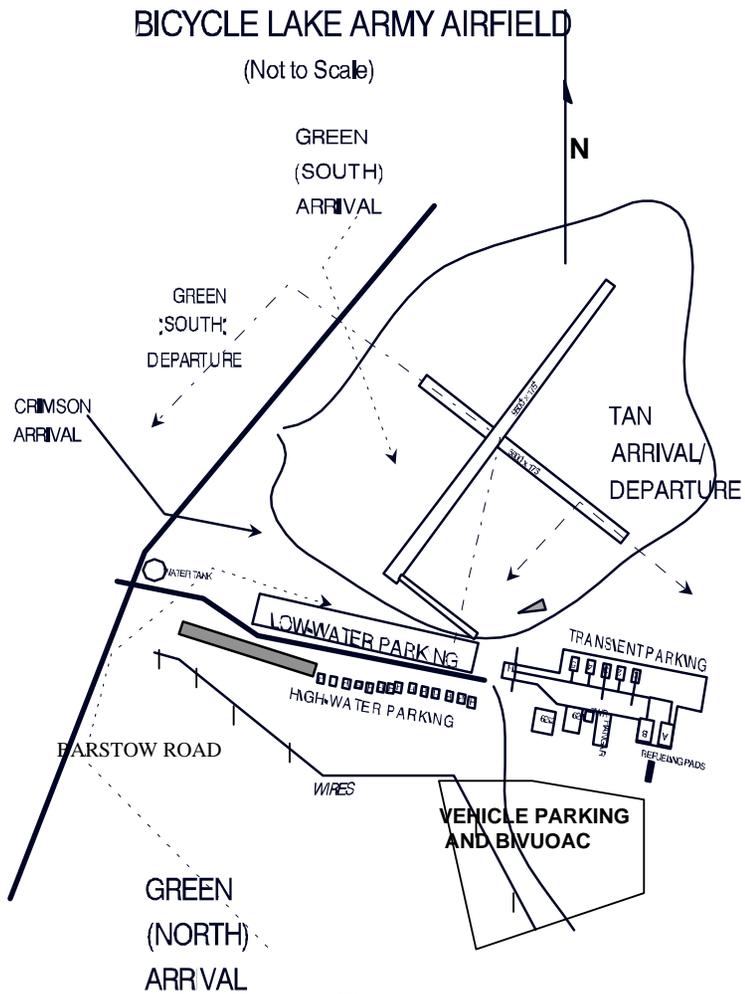


Fig 3-1

(2) High-water pads. There are fifty (50) pads located on the southern portion of the airfield. The pads are to the

south of and parallel to the east-west paved road leading to the airfield. The pads are numbered from east to west. Thirty pads have tie-down points. The airfield does not provide mooring equipment. Aircrews must use caution to avoid the power lines located immediately south of the parking area. Units should provide their own tactical lighting system to ensure safe night operations. Units should establish internal control procedures to control aircraft movement in and around the parking area. The pads are used to install MILES/AGES II equipment on aircraft. The airfield manager may reserve pads based on operational requirements. Non-government vehicles are restricted from driving on or around the high-water pads.

(3) Low-water parking area. The parking area is located on the southern portion of the airfield. It is to the north and parallel to the east-west paved road leading to the airfield. The parking area does not have tie-down points. The area is not recommended for Category II aircraft or night operations, because of extreme "Brownout" conditions. Units should provide their own tactical lighting system, to ensure safe night operations. Additionally, units should establish internal control procedures to control aircraft movement in and around the parking area. The airfield manager may reserve the parking area based on operational requirements. . Non-government vehicles are restricted from driving on or around the low-water pads.

c. POL Services.

(1) Fuel. Fuel service, hot or cold JP-8, is available in accordance with DOD FLIP and/or NOTAM. Non-tenant aircraft must possess a US Military Aircraft Identaplate (DD Form 1896) to receive fuel services. Rotational units must, prior to deployment, provide a DODAAC and APC to receive any fuel. Hot fuel is available only on pads A or B.

(2) Due to area constraints, all aircraft will land with the aircraft fuel port facing the above-ground fuel storage tanks (Bryant System). CH-47s may only hot refuel one at a time. UH-60s will park westerly on Pad A and westerly or southerly on Pad B.

(3) Hot Refueling. Aircraft will land on Pad A or Pad B. Aircraft anti-collision light OFF, all weapons systems SAFE, and only EMERGENCY radio transmissions will be made. The "Fire Guard" will be positioned to see both the Pilot and Refueler. Fire Guards will not pressurize fire extinguishers unless there is an emergency. During night refueling, night vision devices will not be used during refuel, aircrews will turn on landing/search (white) light in the fully retracted position, and position lights will be on steady bright. At the discretion of the PC, the OH-58 aircraft landing light may be positioned vertically through the aircraft main rotor blades to minimize glare.

(4) Cold refueling. Aircraft will be completely shut down with blades tied down or rotor locks engaged. During night cold refueling, POL personnel will provide lighting.

(5) Fuel Personnel. Hot refueling requires three personnel IAW FM 10-67-1. Cold refueling requires two personnel. An aircrew member(s) may be needed to meet these requirements and will be available for cold refuel.

(6) Passengers will marshal in the marshalling areas provided. No passenger or crew changes are authorized in refuel. These activities shall be accomplished prior or after refuel. No other personnel should approach the refuel area while an aircraft is present.

(7) FARPs. FARPs will not be established at BLAAF.

d. Crash-Rescue/Fire. Emergency agencies are located in the cantonment area. Request assistance from an emergency agency by contacting Desert Radio AIC or Range Control.

e. Procedures.

NOTE: Non-tenant aircraft and fixed wing aircraft shall comply with procedures included in the current PPR information packet.

(1) Arrivals. Aircraft arriving from Green Route northbound or from Crimson Route will enter the airfield from

GREEN 5. Aircraft arriving from Green Route southbound from ACP 19 will exit the route at GREEN 6 and proceed directly to the airfield. From Tan Route continue to fly northwest to the approach end of runway 31 before turning to land. Airfield landing is at pilot discretion. Aircraft landing at night for fuel or transient parking will land to the helipad and hover to requested area.

(2) Departures. Aircrews departing via Green Route southbound will fly to the intersection of the runways, then fly 310 degrees, or as westerly as necessary to avoid over flight of an active range and cross Barstow Road before proceeding southbound. Tan route may depart towards Tan 1. All other departing aircrews will fly toward the center of the airfield and transition directly to the approved ACP/CCP of the intended route of flight as soon as practicable.

3-10. Main Post Helipad (MPH).

WARNING: Although the MPH is a designated restricted area, unauthorized equipment or personnel (including children) occasionally enter the area. Aircrews must use extreme caution during all operations and take appropriate measures to safety.

The MPH is located north and adjacent to Weed Army Community Hospital at NV 286025 (figure 3-2). MPH elevation is 2,480 feet MSL. It is a limited-use VFR helicopter landing pad that is suitable for both day and night operations. The primary use is medical evacuation missions. All non-tenant aircraft require a PPR and use is restricted to VIP flights (O-6 or above) with no more than thirty (30) minutes of transient parking. **Emergency procedure training is prohibited in the parking area.** Emergency procedure training may be conducted on the helipad at the MPH.

a. MPH Parking. The eastern side is reserved for USAAAD and SOKOL parking. The three (3) painted pads located on the southwest portion of the MPH are reserved for the CG, medical evacuation, and COG aircraft. Transient VIP aircraft will park on the northwest side of the MPH.

b. Arrival and Departure. The standard arrival direction is southwest. The standard departure direction is northeast. All pilots landing/departing the MPH will ensure the aircraft is no lower than 50 ft AGL when crossing adjoining streets. Aircrews will ensure arrivals and departures are coordinated with “Desert Radio.”

(1) Arrivals and departures should be made in accordance with standard directions. Aircrews may deviate from standard directions for high winds. The Pilot-in-Command is responsible for determining a safe departure or arrival direction based on conditions. *Aircrews will not, however, over fly buildings within the immediate area and will remain at 200’ as long as possible to reduce effects on post housing.* Takeoffs and landings will be made from the “H”. Multi-aircraft operations are limited to two aircraft.

(2) Aircrews performing a standard departure should proceed in the direction of GREEN 5 a sufficient distance to clear post housing prior to initiating any procedural turns. Non-standard (High Wind) departures will depart from the “H”, direct to the intersection of 4th St and Inner Loop Rd, right to a 300 degree ground track, direct to Green Route. Avoid over flight of family housing.

(3) Aircrews performing a standard arrival should turn final at a point that will avoid conflict with other aircraft traveling along Green South. Aircrews arriving northbound on Green route may turn base after ACP Green 4, avoiding over flight of buildings. Aircrews performing a nonstandard arrival will utilize the reciprocal of the non-standard departure route (Para 3-10b(2)).

(4) Ground Operations.

(a) All wheeled aircraft will ground taxi to/from the “H” and parking areas.

(b) **Aircraft will not extend ground run times due to both air quality (hospital/clinic) and noise abatement.**

(c) Vehicles are prohibited inside the chains without USAAAD CDR approval.

(d) Aircrews should ensure all personal and military items are secure at all times. Wind and rotor wash can cause unsecure items to become extreme safety hazards.

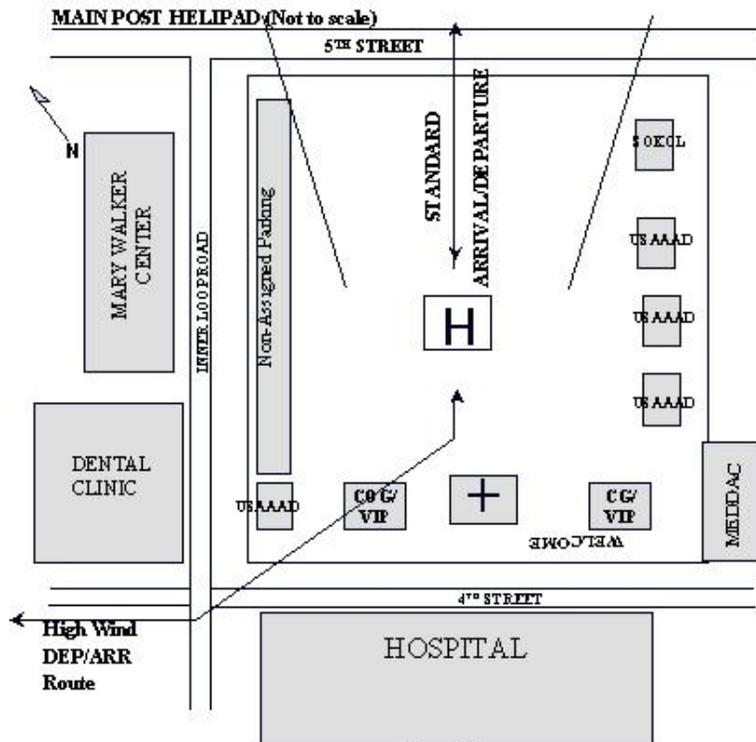


Figure 3-2

3-11. **Barstow Daggett Airport.** Barstow Daggett is an uncontrolled airfield. There is dedicated crash-rescue monitoring 123.00 or contact through "Hawk 86" on 46.70. Several units and contractors use portions of the airport through lease agreements. It is located 29 miles south of the Fort Irwin cantonment area.

a. Facilities. Use of the maintenance and hangar areas requires direct coordination with the NTC Aviation Company Commander, COM: (760) 380-0200/0205 or DSN: 470-0200/0205.

b. Parking. Non-tenant aircraft require a PPR thru the NTC AVCO Commander to park on the military ramp at the airport. "Hawk 86" FM 46.70.

c. Services. Contract fuel service is available in accordance with DOD FLIP.

d. Procedures.

(1) Arrivals. Aircrews arriving from the north or east should proceed from the "Truck Stop" on Interstate 15 (34 55N/116 45W) at or above 2600 feet MSL and remain north of the high tension wires until reaching the most western hay barn (NU 186598) north of the airport mid-field. From this point, enter a left downwind for runway 04, or a right downwind for RWY 22. non-tenant units are restricted from landing to the military ramp. Non-tenant units will land to runway 04/22.

(2) Departures. Aircrews taking off from the transient ramp will be held responsible for noise complaints from any housing area. Giving wide separation and use of greater than normal climb angles is recommended. Announce intentions on CTAF. Remember civil traffic flow is generally left traffic. Aircrews departing the runways are expected to fly to the departure end before maneuvering. Aircraft transitioning to NTC should over fly the hay barn at (NU 186598) in North traffic, thence via direct to "Truck Stop" on Interstate 15 (34 55N/116 45W) at or above 2600 feet MSL and continue to Fort Irwin. Aircraft departing to other destinations should use FAA traffic pattern departure procedures.

e. Noise sensitive areas. This is a noise sensitive area. Aircrews will not over fly the housing area located on the west side of the airport or the civilian housing surrounding the airfield.

3-12. **Marine Corps Logistics Base (MCLB).** Aircrews may be required to land at the Marine Corps Logistics Base either at the Nebo Landing Zone or the Yermo Landing Zone. Prior Permission Request (PPR) is required for operations at Nebo/Yermo. POC for PPR is MCLB EOC, DSN 282-6422/Com (760) 577-6422. After Hours: Pager (760) 577-66111.

NOTE: Detailed procedures for aircraft operations at MCLB are available at BLAAF Operations.

a. Locations.

(1) The Nebo Helipad is located at NU 041590 - 34 53N/116 57W.

(2) The Yermo Helipad is located at NU 112615 - 34 52N/116 52W.

b. Services. Limited emergency response services.

c. Procedures.

(1) Arrivals and Departures

(a) Arrivals and departures to and from the Nebo Helipad will be flown at 090 degrees or 270 degrees, respectively.

(b) Arrivals and departures to and from the Yermo Helipad will be flown to and from the intersection of Interstate 15 and Daggett Road, NJ 104620.

(c) Aircrews will not over fly the base rifle/pistol range, NV 053567, at an altitude of less than 2000 feet AGL. Additionally, aircrews will make every reasonable effort to avoid over flight of any buildings within the immediate cantonment area.

3-13. **Helicopter Landing Areas.** Rotary-wing aircraft may land anywhere within authorized training areas on the Fort Irwin Reservation, unless otherwise prohibited. Areas that are

- depicted as "OFF LIMITS" on the Fort Irwin Special Maps (training or aviation) are only restricted from landings, not from over flight IAW NTC Regulation 350-3.

(a) Ammunition Supply Point (ASP) Helipad (NU 292984). A PPR is required. Aircrews may select arrival and departure routes that do not over fly the ASP or interfere with the low level route structure. However, the flight advisory agency may prescribe an arrival or departure route based on operational requirements.

(b) Live Fire C2 VIP Helipad (NV475273, "DELTA 9"). "DELTA 9" is a single aircraft landing pad for passenger drop-off/pick-up only (06 and above). Aircraft will not shutdown at "DELTA 9." Aircraft remaining at the C2 facility after passenger drop-off will be repositioned to the "DELTA 4" staging helipad until passenger pick-up times. Aircraft may be shutdown at "DELTA 4." Aircrews operating into/out of the C2 Live Fire facility will coordinate all aircraft movements directly with Live Fire Control, when active. Aircrew members will receive a day orientation of the C2 landing pads ("DELTA 9/DELTA 4") prior to conducting night/NVG operations at the C2 facility. Landing within 150 meters of C2 facility building is prohibited.

(c) Live Fire Bunker Helipad (NV 469277, "DELTA 4"). Aircrews may select arrival and departure routes that do not impede safe flight operations. A flight advisory agency may prescribe an arrival or departure route based on operational requirements. There is parking for two aircraft on the Helipad.

(d) Goat Mountain Helipad (NV 494295, "DELTA 7"). Aircrews may select arrival and departure routes that do not impede safe flight operations. A flight advisory agency may prescribe an arrival or departure route based on operational requirements. There is parking for three aircraft on the Helipad.

- 3-14. **Under Wire Flight.** Under-flying wires is not authorized within the R-2502N/E.

- 3-15. **Inadvertent Instrument Meteorological Conditions (IIMC).** Aircrews experiencing IIMC should execute

procedures in accordance with the Aircrew Training Manual, climb to 8,500 feet MSL and contact Joshua Approach Control or Los Angeles Center to declare an emergency. These agencies will provide instructions concerning a suitable recovery airfield.

3-16. Static displays and aerial demonstrations. Army Regulation 360-61, Community Relations, governs the use of Army aircraft for static displays and aerial demonstrations. Direct all requests to use Army aircraft in support of community relations activities to the Fort Irwin Public Affairs Officer (PAO), (DSN: 470-4511, COM: 760-380-4511). Address written inquiries to Commander, NTC and Fort Irwin, Attention: AFZJ-PAO, Fort Irwin, California 92310-5000. Approved request will be coordinated through the G3 Aviation Office.

3-17. Environmental Training Areas. The NTC has a myriad of extreme environmental conditions and terrain that challenge aviation operations. Unit commanders will ensure all aircrew members complete environmental training prior to departing BLAAF for the field. As a minimum aircrews will conduct flight training in day and NVD desert landings and takeoff techniques. Internal static load training will be conducted with each unit that will be lifted. If external loads are to be transported, desert takeoff and landing flight training will be conducted in the mode of flight that the loads will be lifted. Units can coordinate pre-rotation training areas through the 52ID TOC. Areas are available to conduct environmental flight training and orientation flights. Units are responsible for controlling aircraft density in the areas provided.

3-18. Rotational Aviation Unit Restrictions.

a. Units may deploy directly to BLAAF prior to participating in rotational training. Units must coordinate arrivals with BLAAF Operations for PPR. Coordination information should include arrival dates and times, type and number of aircraft, and specified parking requirements for vehicles and aircraft at the airfield. Units are responsible for internal logistical support at the airfield. Units should establish internal control measures to control air traffic within the parking area. The unit must deploy all assets to a field site no later than D-Day of the

rotation. Units may leave general support/VIP aircraft at the airfield. The airfield will not be used as a rear trains area or maintenance facility during the rotation.

b. Rotational aircraft will not depart the R-2502N/E during rotational training periods without approval from an Aviation Trainer Division O/C. Any aircraft equipped with a Fort Irwin owned Multiple Integrated Laser Engagement System (MILES) or Range Data Measurement System may not depart the R-2502N/E except for flights directly to/from the Barstow-Daggett Airport.

c. Rotational units may deploy directly to BLAAF after completing the rotational training exercise and prior to returning to home station. Units will coordinate with the Aviation Trainer Division prior to departure from the tactical training area and notify BLAAF Operations prior to arrival at the airfield.

3-19. **Miscellaneous.**

a. Coyote Lake Valley. Coyote Lake Valley is located directly to the south of the Fort Irwin military reservation (NU 219882). Two (2) low-level military training routes (VR-1217 and VR-1218) and high-tension power lines that traverse the area east to west. Transitioning aircraft will remain at or below 3500' MSL. Prior to crossing, aircrews should check with Riverside Radio for the status of the military training routes. Aircrews will contact and monitor Desert Radio within 10 NM of Southgate for traffic advisories. Aircraft transitioning from/to Barstow-Daggett Airport should monitor 123.00 and "HAWK 86" FM 46.70 to ascertain transitioning aircraft status.

b. Ultra-light operations. Ultra-lights occasionally fly in the vicinity of Calico Lake and Barstow Daggett Airport. Aircrews should use caution in these areas.

c. CS and other non-lethal agents. CS may be integrated into smoke generator mixtures. Aircrews should use caution and anticipate possible contact.

d. Red smoke grenades/red star clusters. Red pyrotechnics denote actual emergencies and will not be used for training.

e. Flight hazards not depicted. Any hazards not depicted on the NTC hazards map, located in BLAAF Flight Operations will be reported to BLAAF Flight Operations (DSN: 470-4320, COM: 760-380-4320).

f. Property damage. Aircrews should report any significant damage of installation property, such as prominent wash-outs, road erosion, rock/mud slides, or garbage to any flight advisory agency.

g. HIRTA. The chance of encountering electromagnetic interference within the R-2502N/E is remote. Suspected encounters will be reported by AAAR to the unit safety officer. A copy of the AAAR will be sent to the Installation Aviation Safety Officer at BLAAF.

h. Chaff. The discharge of live chaff munitions from aircraft operating within the R-2502N/E is prohibited. The discharge of simulated chaff munitions from aircraft operating within the R-2502N/E is authorized within approved tactical maneuver areas after and with the coordination of an Operations Group O/C.

i. Flares. The discharge of live or simulated self-protect flares from aircraft operating within the R-2502N/E is authorized within approved tactical maneuver areas only during missions controlled by an O/C. The ACA may restrict the use of flares based on ground fire hazards. Fixed-wing aircrews will refer to Air Force Regulation 50-46, Weapons Ranges, for restrictions and limitations concerning the use of self-protect flares. The use of other aircraft discharged flares will be coordinated with the appropriate ACA at least forty-eight (48) hours prior to the actual mission.

j. Holes/ditches. Aircrews are requested to report the location of any observed unfilled holes, ditches, etc., (e.g. tank fighting positions, obstacles, etc.) to Range Control.

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Chapter 4

Medical Evacuation

4-1. The Fort Irwin USA Air Ambulance Detachment (USAAAD) provides Medical Evacuation (MEDEVAC) support for all organizations assigned, attached or training at the NTC and Fort Irwin.

a. MEDEVAC **Requests**. Requests for MEDEVAC support should be made by contacting:

(1) Range Control, 38.90 FM, DSN: 470-3878, or COM: 760-380-3878.

(2) UAAAAD medical emergency telephone hot-line, DSN: 470-3286, COM: 760-380-3286

(3) Any NTC flight advisory/following agency or O/C.

b. **Request Format**. Requests for MEDEVAC support should follow the standard nine-line format:

(1) Grid coordinates of landing site.

(2) Call sign and suffix of requesting agency. The requesting agency will remain on the Range Control frequency, 38.90 FM, and will contact the aircraft using the same frequency.

(3) Number of patients by precedence: Urgent, Priority, or Routine (Priority and Routine MEDEVACs will only be done on a case by case basis as a result of prior coordination).

(4) Special equipment required.

(5) Number of patients by type: Litter or Ambulatory.

(6) Types of wound, injury or illness.

- (7) Method of marking landing site.
- (8) Description of landing site.
- (9) Patient's status (military or civilian).

I Once communication with the aircraft is established, the pilot may request additional information such as:

- (1) Approximate size of the landing site.
- (2) Description of prominent obstacles or hazards, such as wires and antennas.
- I** (3) Approximate wind direction and speed.
- (4) Magnetic azimuth of the long axis of landing site.
- (5) Approximate angle of slope of the area.

c. **Landing Area.** The landing area is a critical portion of the entire MEDEVAC process. Requesting individuals or organizations should use the following three phase process to identify the landing area:

(1) Selection phase. Select an area that is relatively level and large enough to support a UH-60 aircraft, approximately 150 feet diameter or larger. The area should not contain hazards, such as wire, antennas, engineer tape, or other materials that can strike the rotor system or be susceptible to excessive dust.

I (2) Marking phase. Mark the area when the aircraft is within close proximity. Use red smoke, red star cluster, or VS-17 panel during daylight hours and chem lights or bean bag lights at night. If possible, a standard Y or NATO T should be formed. Never use flashing or high-beam lights. Clear the area of personnel and vehicles prior to the aircraft arrival.

(3) Control phase. Unit must maintain constant communication with the aircraft. Limit the number of personnel and vehicles within the area. Blowing dust and flying debris can

be hazardous. Personnel participating in the evacuation mission must wear eye and hearing protection. Allow the aircrew to escort patients and other personnel to and from the aircraft. Clear the area of personnel, vehicles, and loose equipment prior to the aircraft departing.

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Chapter 5

Safety

5-1. **General.** Risk Management must be the primary consideration in the planning and execution of every activity. The demands placed upon aviation units by the tactical scenario do not justify violating regulations, procedures or aircrew/aircraft limitations. An O/C may render an "Administrative Kill" for serious safety violations. NTC Regulation 385-95 governs the NTC Aviation Accident Prevention Program.

5-2. **Environmental Safety.**

a. Temperatures at the NTC vary greatly, often reaching 115 degrees Fahrenheit during summer days and dropping below freezing during winter nights.

b. Blowing dust and sand causes "brownout" conditions that present a safety hazard to all operations. Units should implement countermeasures to reduce "brownout" conditions, such as selecting FARP and landing zone locations that are away from dirt roads or trails. Dark desert terrain is usually more suitable for avoiding brownouts. Units should provide their own tactical lighting system for night operations during each phase of their rotation. Units should conduct academic training for desert and mountain operations, IAW TC 1-210 and FM 1-202, prior to deploying to the NTC.

c. Aviation Life Support Equipment (ALSE): ALSE requirements are listed in AR 95-1. During rotational training periods, aircrews are encouraged to carry the following additional items:

- (1) Additional potable water.
- (2) Extra rations for each crew member.
- (3) Lip Balm.

(4) Sunscreen with a minimum protection value of SPF 15.

5-3. Aircraft Emergency/Accident Procedures.

a. Notification. All aircraft accidents, forced landings, emergency landings, and precautionary landings (PL's) will be reported as soon as possible to Desert Radio AIC. Desert Radio will initiate the Pre-Accident Plan as necessary.

b. Rotational units will conduct a unit pre-accident plan rehearsal prior to departing BLAAF for the maneuver area.

c. Terminology (Also See DOD FLIP Flight Information Handbook).

(1) MAYDAY (Transmitted 3 times). Should be used when further flight is not possible or if an emergency landing is required. Time permitting, transmissions should include call sign, location, nature of emergency, fuel, and number of persons on board.

(2) PAN PAN (Transmitted 3 times). Should be used when further flight is inadvisable, but landing is not an actual emergency (i.e., "land as soon as practicable") or if a precautionary landing (PL) is made for other reasons. Aircrews will make a PL whenever there is a significant reduction in aircraft performance or handling; if any operating limitation has been exceeded not otherwise covered under "emergency landing"; or when encountering weather conditions below authorized minimums and exiting those conditions cannot be performed in a safe manner.

(3) CANCELLATION. Once the aircraft is safely on the ground and there is no injury or damage, the Desert Radio AIC should be notified so that emergency response actions can be completed.

c. Special Procedures. In the event of an aircraft accident the following actions will occur:

(1) Aircraft operations will be limited in the vicinity of the accident to those aircraft necessary for lifesaving actions, security, and investigation. Desert Radio AIC will coordinate the suspension of all conflicting administrative and tactical activities within the vicinity of the accident site to include the maneuvering of tactical ground units.

(2) All crewmembers and other individuals who may have contributed to the accident will be transported to a medical emergency facility for evaluation, regardless of appearance of injuries. This includes all Class A-C accidents/mishaps or as directed by the unit commander (IAW AR 385-40, Para 4-4(3)).

(3) Aircraft will not be moved following any mishap (except PL due to weather) until properly released. Aircraft may be released by the unit commander or his designated maintenance representative for PL's without injury or damage (Class D/E mishaps). The president of the accident investigation board is the only person who may release aircraft involved in Class A, B, or C accidents. The Fort Irwin Emergency Operations Center (EOC) is responsible for notification of *all* appropriate external agencies in the event of *any* Class A, B, or C aircraft accident.

(4) Soldiers should make every reasonable effort to obtain the names, addresses, and telephone numbers of civilian personnel, and a description of damage whenever an aircraft mishap involves civilian property. The NTC Public Affairs office will be notified as soon as possible whenever the mishap (including precautionary landings) involves civilian property.

(5) Installation Mishap notification procedures will be IAW the Installation Aviation Pre-Accident Plan.

5-4. **Explosive Ordnance Disposal (EOD).** Unexploded ordnance detonations are normally conducted during non-rotational periods. Each EOD vehicle is equipped with a bright red strobe light. Generally, the EOD vehicle will be approximately 500 meters from the detonation site. The vehicle will be pointed toward the direction of the shot (terrain permitting) with the red strobe light being lit only when a time

fuse is burning. Vehicles or aircraft who observe the EOD vehicle should note the direction of the shot and remain well clear in the opposite direction. Desert Radio AIC will provide aircraft with the following EOD avoidance information:

- a. Active ROZ information
- b. Grid coordinates

Chapter 6

Aircraft Maintenance

6-1. **General.** Maintenance Test Flights (MTF's) will be conducted under VFR conditions during daylight hours and in accordance with AR 95-1 and the appropriate ATM. Aircrews conducting MTF's will ensure positive two-way communications are established with Desert Radio AIC for the duration of the flight. MTF's conducted under other than these conditions require battalion commander approval.

6-2. **Maintenance Test Flight Areas (MTFA).** Positive communications with Desert Radio AIC will be maintained while conducting Maintenance Test Flights (MTF) in MTFA's.

a. Low altitude MTF's can be performed while traveling along an established SAAFR or while in closed traffic at Bicycle Lake Army Airfield (BLAAF). High altitude MTF's may be performed over BLAAF when coordinated through "Desert Radio AIC".

b. Rotational aviation units deployed will coordinate with the Aviation Trainer Division (Eagles) to conduct MTF's.

c. Coyote Lake Valley may be used to conduct MTF's at or below 3,500 feet MSL. Coyote Lake is located approximately six (6) kilometers south of the Fort Irwin military reservation. Aircrews experiencing difficulty maintaining positive communications may contact Flight Operations, NTC Aviation Co., 46.70 FM ("HAWK 86"), located at Barstow/Daggett Airport. Aircrews will announce call sign, type aircraft, location, altitude, and intentions prior to entering/departing the MTFA to Desert Radio IAW paragraph 3-5.

d. Aircraft requiring additional airspace for longer MTF's may utilize the airspace at or above 4000' MSL in a triangular area north of the I-15 freeway and south of the high tension power lines that parallel the I-15. MTFA is defined by grid

coordinates NU2280 6450 to NU 4800 7650 to NU 4800 8700 to start point.

6-3. Environmental considerations. Aircraft maintenance involves the use of many products that become hazardous waste materials when they are no longer suitable for their intended use. Failure to comply with Federal and state Laws can result in personal liability with judicial incarcerations and monetary fines up to \$50,000. All hazardous waste will be collected and turned in at the hazardous waste disposal point located at Building 630, (DSN: 470-x, COM: 760-380-x, 4762). The disposal point can loan empty fifty-five (55) gallon drums and five gallon containers for collection and disposal of hazardous materials. The NTC Rotational Unit Environmental Handbook does not list aviation materials. However, the items listed below are hazardous waste and must be collected and properly disposed of:

(1) Spent Synthetic Oils, MIL 23699/MIL-L-7808.

(2) Spent Hydraulic Fluid, MIL-H-5606/83282.

(3) Spent Engine Gas Path: Maintenance personnel must make every reasonable effort to prevent spent engine gas path from draining on the ground during engine flushes. Containers must be placed under the exhaust stacks and engine deck drain lines. The actual flush and first water rinse must be collected and turned in as hazardous waste. There are no aircraft wash racks with approved separation filters available at the NTC or Barstow-Daggett Airport.

(4) Contact the NTC environmental office for proper disposal of all other waste Petroleum, Oil, and Lubricant products.

Appendix A References

Department of Defense Regulation 4515.13-R, Air
Transportation Eligibility

Department of Defense Flight Information Publications

Air Force Regulation 50-46, Weapons Ranges and NAFB
Supplement 1 to AFR 50-46

Army Regulation 95-1, Flight Regulations

Army Regulation 95-2, Air Traffic Control, Airspace, Airfields,
Flight Activities, and Navigational Aids

Army Regulation 360-61, Community Relations

Army Regulation 385-40, Accident Reporting and Records.

Army Regulation 385-95, Army Aviation Accident Prevention

Field Manual 1-202, Environmental Flight

Field Manual 1-300, Flight Operations Procedures

Field Manual 1-303, Air Traffic Control Facility Operations and
Training.

Field Manual 3-52, Army Airspace Command and Control in a
Combat Zone.

Technical Manual 5-803-4, Planning of Army Aviation Facilities

Technical Circular 1-210, Aircrew Training Program

FORSCOM Regulation 350-50, Training at the National
Training Center

FORSCOM Supplement 1 to Army Regulation 95-1, Flight
Regulations

FORSCOM Supplement 1 to Army Regulation 95-3, Aviation:
General Provisions, Training, Standardization, and Resource
Management

R-2508 Complex Handbook

■ NTC Regulation 115-1, Climatic Meteorological Services

NTC Regulation 385-95, NTC Aviation Accident Prevention
Program

NTC Regulation 350-3, Training.

NTC Regulation 95-1, Installation Flight Procedures and
Regulations

NTC Airspace Control Orders (ACO)

■ NTC Exercise SOP (EXSOP)

NTC Rotational Unit Environmental Handbook

Air Warrior In-flight Guide.

Appendix B

Communication Control Points / Air Control Points

**** WGS 84 ****

<u>ACP/CCP</u>	<u>Location</u>	<u>Description</u>
SOUTH GATE**	NU 210902	Southern boundary at Barstow Road
EAST GATE **	NV 618174	Eastern boundary at East Range Rd
ACP 1	NV 474289	Southern base of hill 1203
ACP 2	NV 380297	South finger off hill 1214
ACP 3	NV 315291	Hill (knoll)
ACP 4	NV 237265	"Y" intersection of dirt road
ACP 5	NV 164273	Southern base of hill 1203
ACP 6	NV 068254	"Y" intersection of dirt road
ACP 7	NV 066082	Bend in road
ACP 8	NU 152992	Saddle between hills 1366 & 1375
ACP 9	NU 217917	Intersection of Barstow & dirt road
ACP 10	NU 297889	Bend of trail in saddle NE of hill 837
ACP 11	NU 405885	North base of hill 895
ACP 12E	NU 514946	S/E side of hill 655
ACP 12W	NU 504958	N/W side of saddle
ACP 13	NV 562026	"Y" intersection SW of Red Pass
ACP 14	NV 593119	Bend in dirt road
ACP 15	NV 592159	"T" intersection in road
ACP 16	NV 580207	"Y" intersection of dirt road
ACP 17	NV 542249	Bend in road
ACP 18	NV 484276	Cemetery
ACP 19	NV 369119	Crossroads (4 corners)
AMBER 1	NV 297155	Junction of tank trails
AMBER 1-E	NV 330178	"Y" intersection NW side hill 1109 (Used When ROZ 2B is active)
AMBER 2	NV 271186	"Y" intersection of dirt road
AMBER 3	NV 204201	Southern tip of Nelson Lake bed
BLUE 1	NV 397192	"T" intersection of MSR & dirt road
BLUE 2	NV 393208	"Y" intersection of dirt roads

BLUE 3	NV 425209	"Y" intersection of MSR & dirt road
BLUE 4	NV 484261	"Y" intersection of MSR & dirt road
CRIMSON 1	NV 143210	Intersection of numerous tank trails
CRIMSON 2	NV 194153	"Y" intersection and bend of road
CRIMSON 3	NV 256098	80 degree bend in dirt road
CRIMSON 4	NV 297084	"Y" intersection of dirt roads
GREEN 1	NU 227960	Painted rock pile
GREEN 2	NU 245978	MP gate
GREEN 3	NV 257021	NE end of "old" ASP
GREEN 4	NV 304009	Reservoir/golf course
GREEN 5	NV 307043	"Y" intersection/water tank
GREEN 6	NV 358089	Bend in MSR
ORANGE 1	NV 564117	Saddle NW side of hill 720
ORANGE 2	NV 520072	Southern tip of "finger"
ORANGE 3	NU 473987	North side of hill (tip of whale)
ORANGE 4	NU 372916	East edge of saddle
ORANGE 5	NU 292935	"Y" intersection of dirt trails
ORANGE 6	NU 258958	Intersection of dirt roads/trails
PURPLE 1	NV 357061	"Y" intersection of dirt trails
PURPLE 2	NV 427096	"Y" intersection of dirt roads/trails
SILVER 1	NV 556136	"Y" intersection/bend in MSR
SILVER 2	NV 439131	Intersection of roads with MSR
SILVER 3	NV 408117	Bend in MSR and intersection
TAN 1	NV 350028	Bend in dirt road
TAN 2	NV 356016	"Y" intersection dirt roads (3)

█ Note: ** Denotes compulsory reporting points.

Live Fire Control may use the following check points to expedite and control the routing of aircraft in and around the Live Fire Area. Aircrews not familiar with the live fire area should request regular routing along an established route.

DELTA 1	NV 359275	Triangle formed by 3 dirt roads
DELTA 2	NV 401252	Dirt road cut through saddle
DELTA 3	NV 439277	"Y" int. east end of lake bed
DELTA 4	NV 469277	Small hill top

DELTA 5	NV 472218	Small dry lake bed
DELTA 6	NV 487195	Saddle between hills 1234 and 1160
DELTA 7	NV 494295	Helipad (Goat Mountain)
DELTA 8	NV 529219	Dirt road through pass
DELTA 9	NV 475273	Live Fire VIP Helipad

Glossary

A2C2	Army Airspace Command and Control
ACA	Airspace Control Authority
ACM	Air Control Measure
ACO	Airspace Control Order
ACP	Air Control Point
AGES	Air-to-Ground Engagement System
AGL	Above Ground Level
AIC	Airspace Information Center
ALSE	Aviation Life Support Equipment
APG	Aviation Procedures Guide
ASO	Aviation Safety Officer
ASP	Ammunition Supply Point
ATC	Air Traffic Control
AT&A	Air Traffic and Airspace
AVCO	Aviation Company
BLAAF	Bicycle Lake Army Airfield
CCP	Communication Control Point
COG	Commander Operations Group
DOD	Department of Defense
DTOC	Division Tactical Operations Center
EOC	Emergency Operations Center
EOD	Explosive Ordnance Disposal
FARP	Forward Area Arming and Refuel Point
FLIP	Flight Information Publication
GP	General Planning
HIDACZ	High-Density Airspace Control Zone
HIRTA	High Radiation Transmission
IAO	Installation Aviation Officer
IFR	Instrument Flight Rules
ITAM	Installation Training Area Management
IMC	Instrument Meteorological Conditions
L-NOTAM	Local Notice to Airman
NATO	North Atlantic Treaty Organization
MEDEVAC	Medical Evacuation
MILES	Multiple Integrated Laser Engagement System
MOA	Military Operations Area
MPH	Main Post Helipad
MSL	Mean Sea Level
MSR	Main Supply Route

MTF	Maintenance Test Flight
NAVAID	Navigational Aid
NTC	National Training Center
NVD/G	Night Vision Device/Goggle
O/C	Observer/Controller
PAO	Public Affairs Officer
PL	Precautionary Landing
POL	Petroleum and Lubrication (Fuel)
PPR	Prior Permission Request
RON	Remain Over Night
ROZ	Restricted Operating Zone
SAAFR	Standard Use Army Aircraft Flight Route
SDZ	Surface Danger Zone
SOKOL	Bird of Prey (Russian)
SPF	Sun Protection Factor
SWO	Staff Weather Officer
TD	Training Day
VFR	Visual Flight Rules

**COMMONLY USED
FREQUENCIES**

Desert Radio Sectors

North of 04 Grid Line

41.65/302.30

South of 04 Grid Line

41.00/126.20/339.85

ROZ 1 - BICYCLE LAKE

ARMY AIRFIELD

41.50 /118.175 /281.45

PSMV 32.450

BARSTOW-DAGGETT

AIRPORT:

[123.00] UNICOM

[46.700] AVCO - "HAWK 86"

[47.00] DAG Crash Rescue

LEACH LAKE RANGE

[268.00 /381.10]

MEDEVAC/DUSTOFF

[38.475]

[421] RCS

**COYOTE TOWER (WHEN
USED - ROTATIONAL UNIT)**

[232.80 /139.25]

WX [38.60] Metro

RANGE CONTROL

[38.90]

SUNDANCE ADVISORY

[399.85 /398.15]

SPORT APPROACH

[132.75 /272.00]

**CHINA LAKE NAVAL AIR
STATION:**

[133.65 /348.70]

"JOSHUA APPROACH"

D/158TH (VCV)

[34.85] FLT OPNS

[148.6] [304.3]

LOS ANGELES CENTER

[132.50 /284.70]

**FREQUENTLY USED PHONE
NUMBERS**

**DSN: 470-xxxx,
COM: 760-380-xxxx,
ON-POST and to/from KDAG
4-xxxx,**

BARSTOW-DAGGETT AIRPORT
0231-AVIM QC
0232-COR
0203/0222 Crash Rescue
3496/3495 Crash Dispatch

**AVIATION TRAINER DIVISION
(EAGLES)**
4461-SENIOR AVN TRAINER
3055/7105 FLT DET CDR
4420/5090-OC'S (EAGLE NEST)
7105-ASO

NTC AV CO (380-xxxx, 4-xxxx)
0200-CDR
0217-ASO
0212- STANDARDS
0205/0206-FLT OPNS
0244-MAINT OFFICER
254-3140-FAX

4122-A2C2 OFFICER, BLDG
5090-TAF, BLDG 988

MEDEVAC (USAAAD)
3082-CDR
5424-ASO
3441/4849-FLIGHT OPNS
3285-FAX
3286 - **EVAC REQUEST**

OIL ANALYSIS LAB
3557-LAB

BICYCLE LAKE AAF
6156-Airfield Commander
(CONTRACTOR)
4326-AIRFIELD MANAGER
3902-ASO
4320-FLT OPNS
4330-POL
5605-AVN RESOURCE OFFICER
6368-FAX

DTOC
5323-A2C2 CELL LIZARD 16
4323-SUNDANCE
3592-FAX

RANGE CONTROL
4724-OIC
4321-SCHEDULING
3878-FIRING DESK

G3 AVIATION OFFICE
6156-Air Traffic and Airspace
4072-INSTL AVN ASO
6156-INSTL AVN STDS OFF
5852-AVN OPS OFF
6368-FAX

SAFETY OFFICE (NTC)
5564-DIRECTOR
4072-AVIATION SAFETY
5053-ROTATION UNIT REP
3750- AFTER HOURS (EOC)
5199-FAX

**NAVAL OBSERVATORY
MASTER**
762-1401-RECORDED

**EMERGENCY OPERATIONS
CENTER**
3750-EOC
1 877 870 9665

DAVIS MONTHAN AFB
DSN: 228-6588/6598/6599,
COM: (800) 451-8367

WEATHER NTC
5241-SWO
4328-FORECASTER
5584-FAX

D/158th AVN (VCV)
246-2870 - OPNS
246-2880 – Admin