APPENDIX A

R-2502N/E ENTRY AND EXIT PROCEDURES
FOR ROTOR-WING AIRCRAFT

NOTE: All rotor-wing pilots must receive an operations/safety briefing prior to conducting tactical aviation operations within the R2502. Contact the Installation Aviation Safety Officer to coordinate scheduling of the operations/safety briefing (DSN: 470-4072/3902; COMM: 760-380-4072/3902).

Arriving from Southern California Logistics Airport (VCV): Depart VCV traffic pattern and fly directly to the Mojave River Valley. Minimum route altitude of 500' AGL between VCV and CCP South Gate. Follow the river north avoiding built up areas and stockyards. Remain east of the community of Silver Lakes. Continue along the river, avoid overflight of the house on the hill at 34°47.01'N 117°16.52'W. Continue past the bridge at 34°53.09'N, 117°04.55'W, (the bridge is new and not depicted on the current sectional chart, Appendix H). 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 34°56.50'N 117°01.30'W, then follow the road to Fort Irwin. 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 35:04:40'N, 116:51:50'W 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 areas for caution listed below.

Arriving from Barstow-Daggett Airport (DAG): Proceed north and cross Coyote Lake Valley to CCP South Gate. . Traffic outbound from Ft. Irwin will fly the reciprocal of the route. See areas for caution listed below.

Coyote Valley Areas for Caution: The Coyote Lake Valley contains two low-level jet routes (VR1217 and VR1218, see Appendix H) and there are 200' uncharted power lines that cross from east to west almost directly under VR 1217 at 35°03.00'N 116°53.45'W. Prior to crossing Coyote Lake, aircraft will state their intentions and monitor UHF frequency 315.90 for traffic advisories.

CCP South Gate: South Gate is marked by two tanks on static display at grid NU210902. Next to the two tanks is a sign that says "Welcome to Fort Irwin". South Gate is your entry point and a mandatory communication control point (CCP). Contact "Desert Radio" on one of the Desert Radio South frequencies (See appendix I) prior to passing South Gate inbound.

Green Route: The Green Route is one of the twelve permanent SAAFR's (Standard Use Army Aircraft Flight Routes) on Fort Irwin. This route begins at CCP South Gate and follows Barstow road northbound, except for the main cantonment area, all the way up to the center of Fort Irwin (see Appendix C). Follow Barstow road until you see the MP shack and visitors center, this is ACP (Air Control Point) "Green-2". At Green-2, turn northeast and proceed to the waste treatment ponds (known as ACP Green-4). Avoid overflight of the Ammunition Supply Point (ASP) compound located at grid NU285980. From Green-4, turn northwest and proceed to the large, silver water tank (known as ACP Green-5). Use caution for occasional heavy bird activity between Green-4 and Green-5, mostly concentrated around the Water Treatment Ponds and the Post Landfill (NV309027).

Landing at Bicycle Lake Army Airfield (BLAAF): From GREEN-5, follow Westbrook Avenue eastbound to your assigned parking area at the Airfield (See Appendixes D and E). For better radio reception, you should switch to one of the "ROZ 1" frequencies (see Appendix I).

Landing at the Ammunition Supply Point (ASP) Pad: The helipad is located at grid NU292984. Aircrews will exit/enter the Green route between Green-2 and Green-4 and proceed to/from the helipad without overflight of the ASP compound (See Appendix C).

Landing at the Main Post Helipad (MPH): The helipad is located north and adjacent to Weed Army Community Hospital at grid NV286025. It is a limited-use VFR helicopter landing pad that is suitable for both day and night operations. The primary use is for aeromedical evacuation missions. *All rotational 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.* Due to housing and medical facilities near the pad, a "Standard" and a "High Winds" arrival/departure procedure has been established (See Appendix G). Regardless of the wind conditions, you are expected to fly the standard procedure unless Desert Radio approves your request to use the high wind procedure.

Standard Arrival/Departure Procedure: The standard arrival direction is from the northeast. The standard departure is to the northeast. You may turn left-base for the helipad after passing Green-4, however you must avoid overflight of buildings. Arrivals and departures will ensure the aircraft is no lower than 50' AGL when crossing 5th Street.

High Winds Arrival/Departure Procedure: Based on the wind conditions, the Pilot-in-Command is responsible for determining a safe arrival/departure direction. *Aircrews will not, however, over fly buildings within the immediate area and will remain at 200' AGL as long as possible to reduce effects on post housing.* Takeoffs and landings will be made to the "H". Multi-aircraft operations are limited to two aircraft. High Wind departures will depart from the "H", direct to the intersection of 4th Street and Inner Loop Road, right to a 300 degree ground track, direct to the Green route.

WARNING: Although the Main Post Helipad is a designated restricted area, there is nothing to prevent unauthorized equipment or personnel (including children) from entering the ramp. Aircrews must use extreme caution during all operations and take appropriate measures to ensure personnel remain clear of running aircraft.

APPENDIX B

R-2502N/E ENTRY AND EXIT PROCEDURES
FOR C-130 AND C-17 AIRCRAFT

1. Enter Restricted Area R-2502 via the Daggett (DAG) VORTAC 337° radial and proceed to Bicycle Lake Army Airfield at 19.2 NM. (See Appendix H) Minimum Safe Altitude (MSA) along this route is 5,600' MSL. Contact "Desert Radio" prior to entering the restricted airspace (approximately 9 NM from DAG VORTAC on the 337° radial), then proceed to and report, left downwind for runway 22.

2. Local procedures require the Fort Irwin Fire Department to position at least one vehicle on the airfield for your arrival and departure. They will be positioned near the road entrance to the Runway 04 hammerhead, or on runway 13/31 near the midfield intersection. If you have the ability to contact "Desert Radio" 20-30 minutes prior to landing, it would help ensure that the fire department is in position.

3. Runway 22 is the preferred runway for landing and runway 04 for departure (See Appendixes E and F).

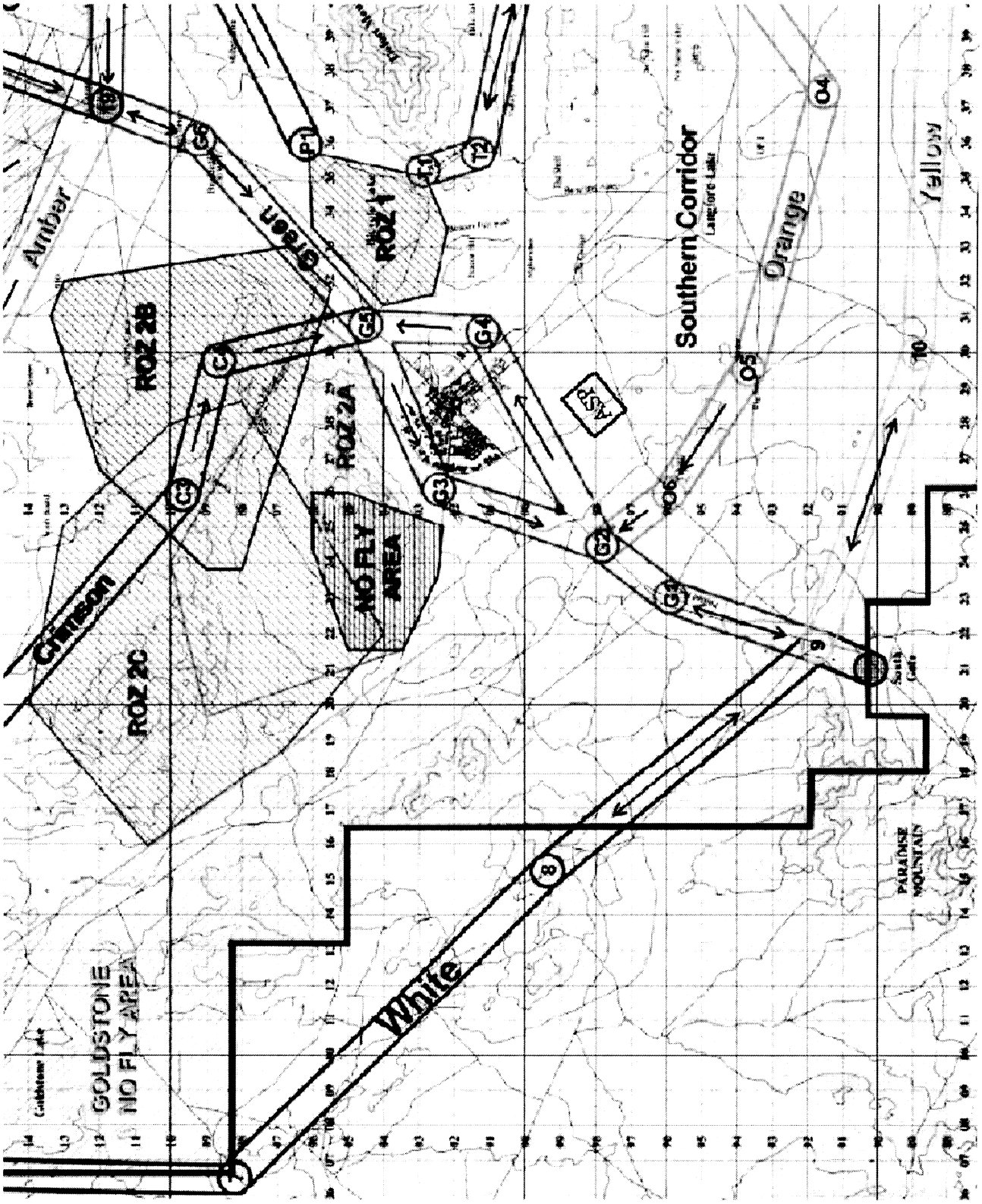
4. Due to the Fort Irwin small arms and tank ranges located northwest of Barstow Road (see Appendix F), it is preferred to keep all traffic patterns southeast of runway 22/04. If traffic patterns to the northwest of the runway is desired or necessary, please notify "Desert Radio" as soon as possible so that they can attempt to shut down any ranges for your landing. Altitude for both the rectangular and overhead patterns is 3,900' MSL. Warning: High terrain east (Tiefort Mountain 5,063' MSL) and south (Radio Hill 2,854' MSL) of Bicycle Lake Army Airfield.

5. Straight-In approaches for runway 22 are authorized. Initial Point (IP) is on the extended centerline at 4.5NM. (Downward sloping terrain could cause approach illusions).

6. Parking, loading or off-loading is usually done in the hammerhead at the approach end of runway 04.

7. Runway 04 is the preferred departure runway due to terrain (Radio Hill to the south, 2,854' MSL). Again, due to the ranges northwest of Barstow Road, depart via a climbing right turn to the southwest (See Appendix E), intercept the DAG VORTAC 337° radial and track outbound until exiting R-2502. For Runway 22, depart via a climbing left turn to intercept the DAG VORTAC 337° radial and track outbound until exiting R-2502.

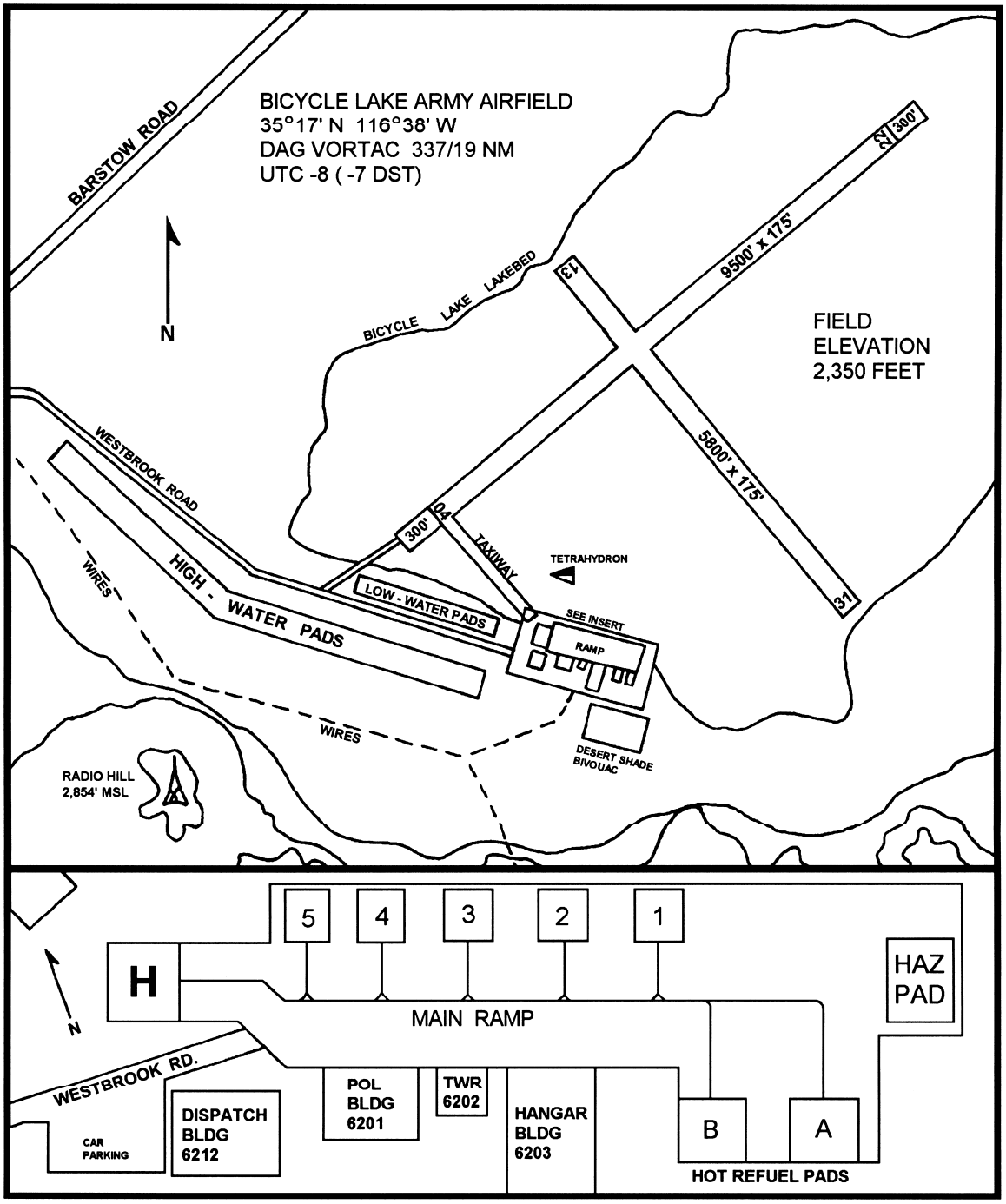
APPENDIX C



Amber
Green
ROZ 1
ROZ 2B
ROZ 2A
ROZ 2C
Crimson
NO FLY AREA
Southern Corridor
Langford Lake
Orange
Yellow
ASP
White
GOLDSTONE NO FLY AREA
PARADISE MOUNTAIN

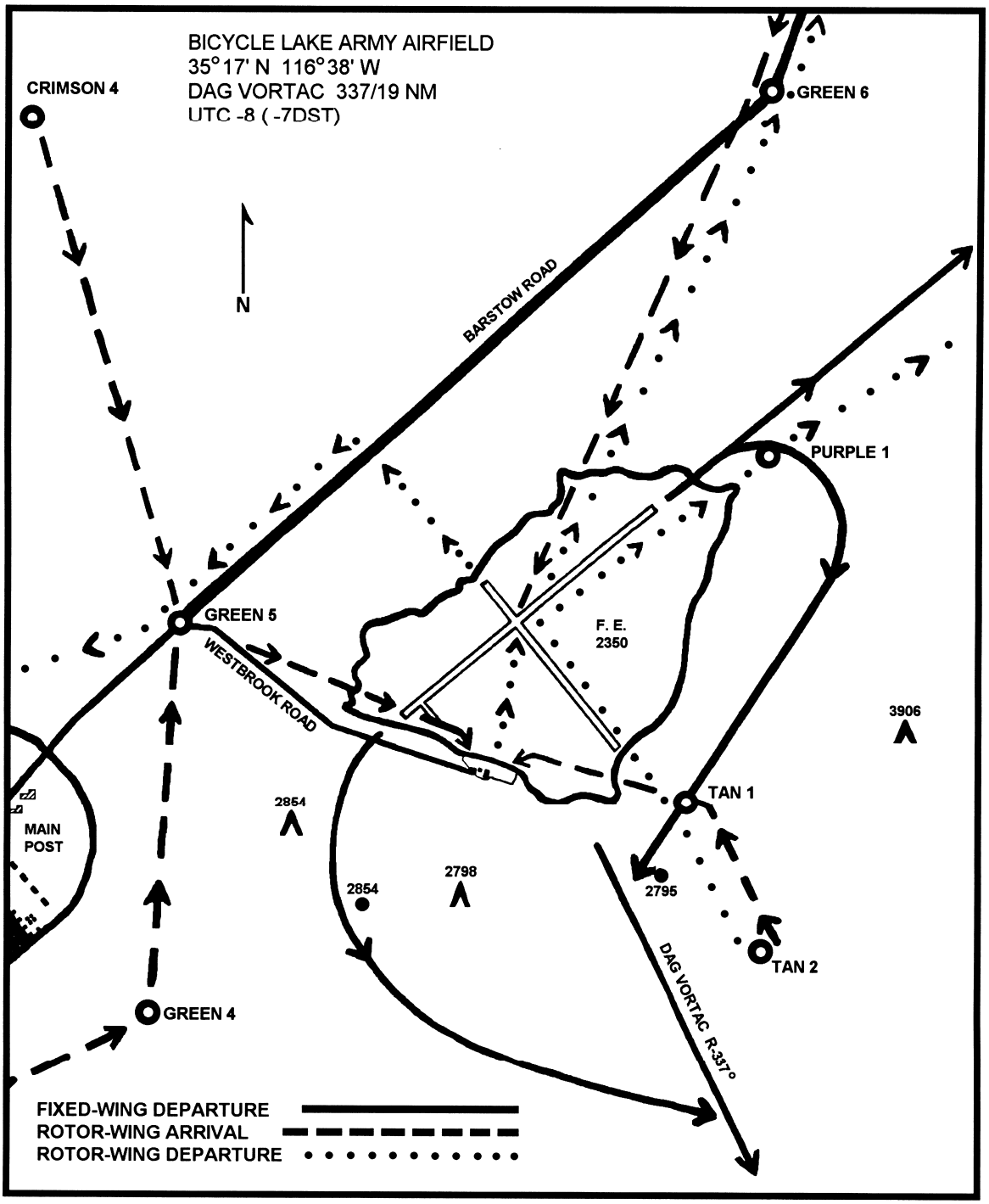
APPENDIX D

BICYCLE LAKE ARMY AIRFIELD



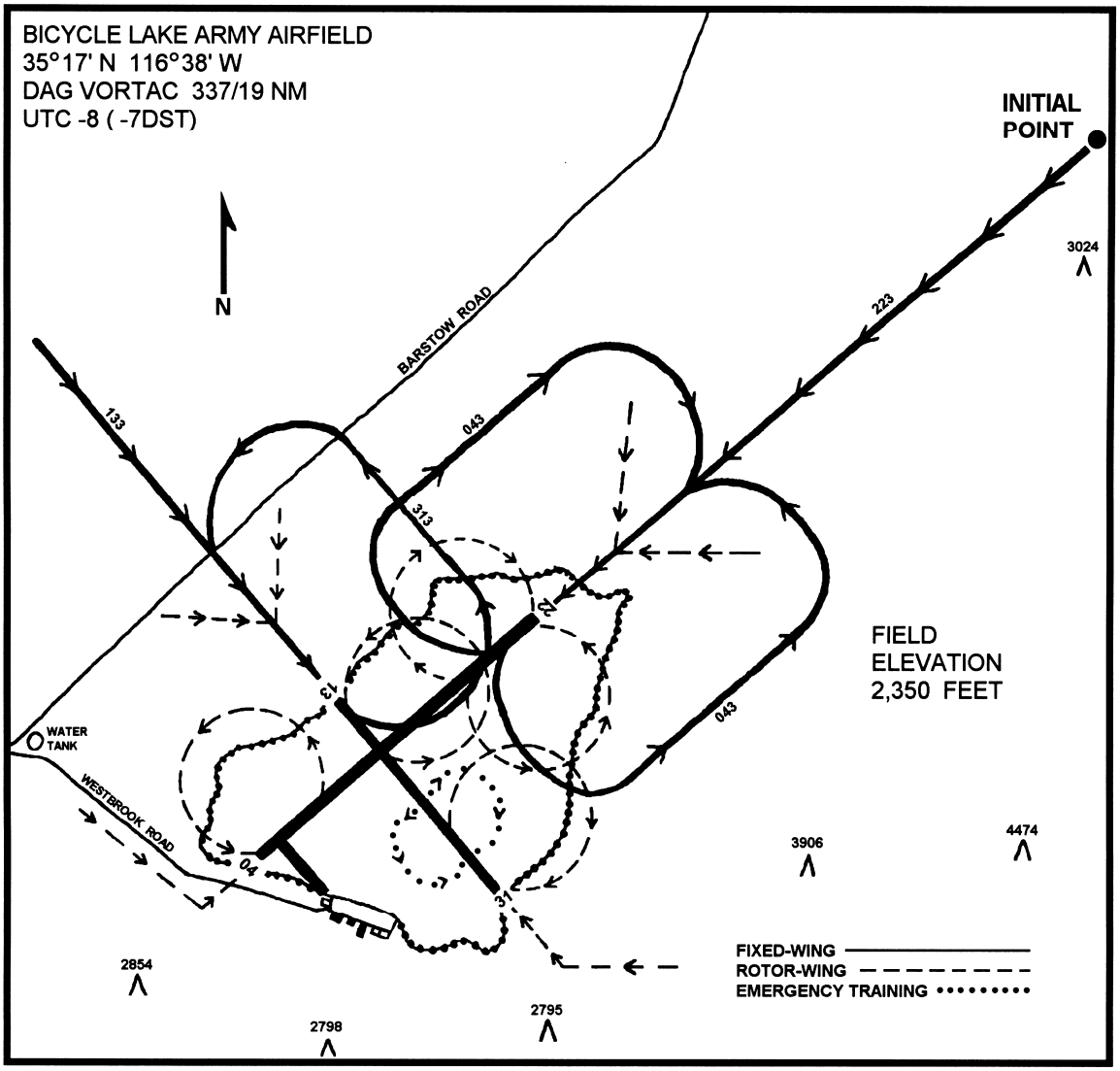
APPENDIX E

LAUNCH AND RECOVERY ROUTES



APPENDIX F

AIRFIELD TRAFFIC PATTERNS



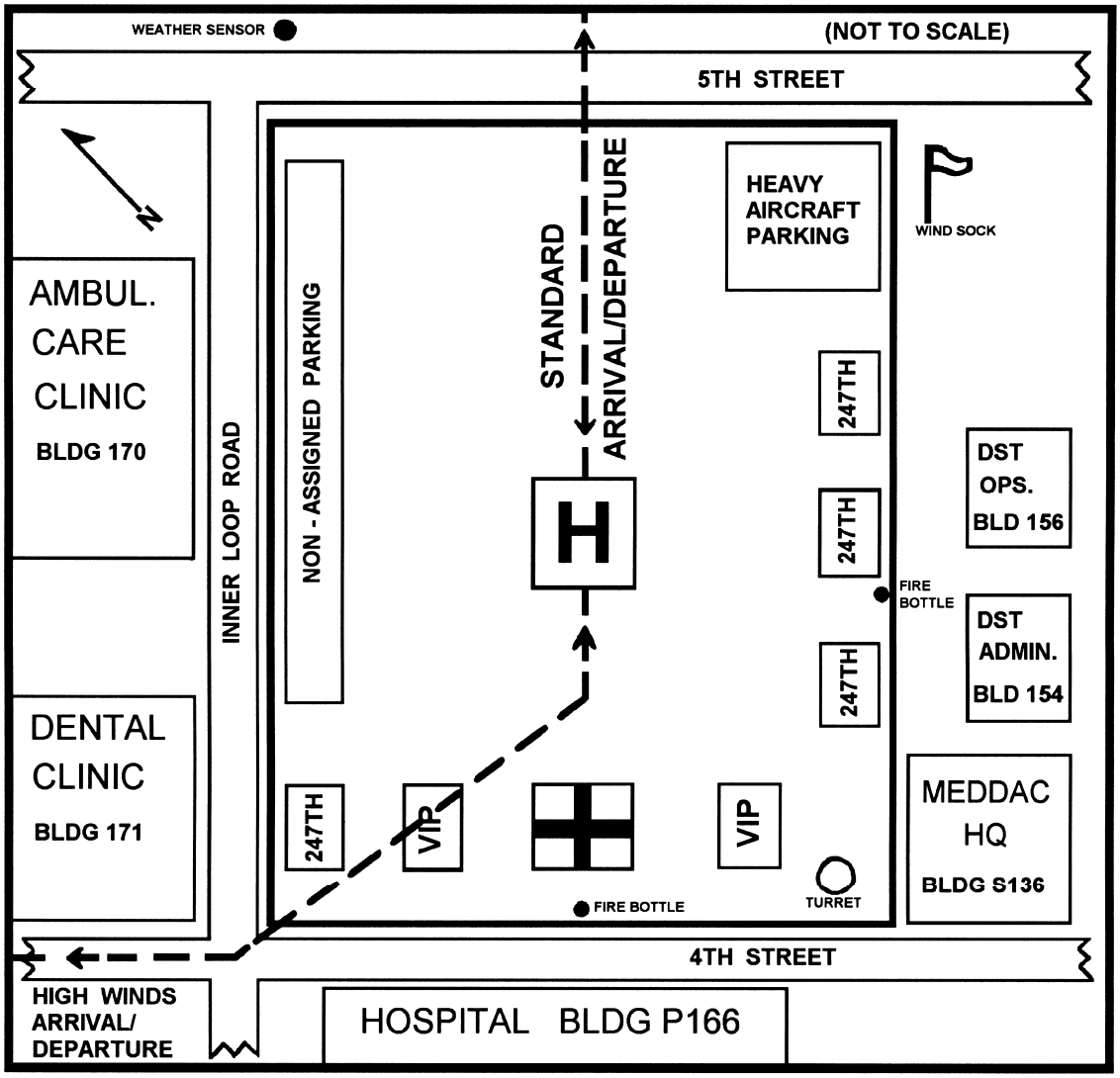
Caution: Downward sloping terrain could cause approach illusions. Fixed-wing approaches to runways 04 and 31 are NOT recommended due to high terrain.

Warning: High terrain east (Tiefort Mountain 5063' MSL) and south (Radio Hill 2,854' MSL) of the airfield. Active Live-Fire ranges west of Barstow Road.

Fixed-wing: 3,900 feet MSL. Rotor-wing: 3,100 feet MSL.
Rotor-wing (NVG Operations): At or below 2,600 feet MSL.
Emergency Procedure Training Maneuvers: At or below 3,400 feet MSL.

APPENDIX G

MAIN POST HELIPAD

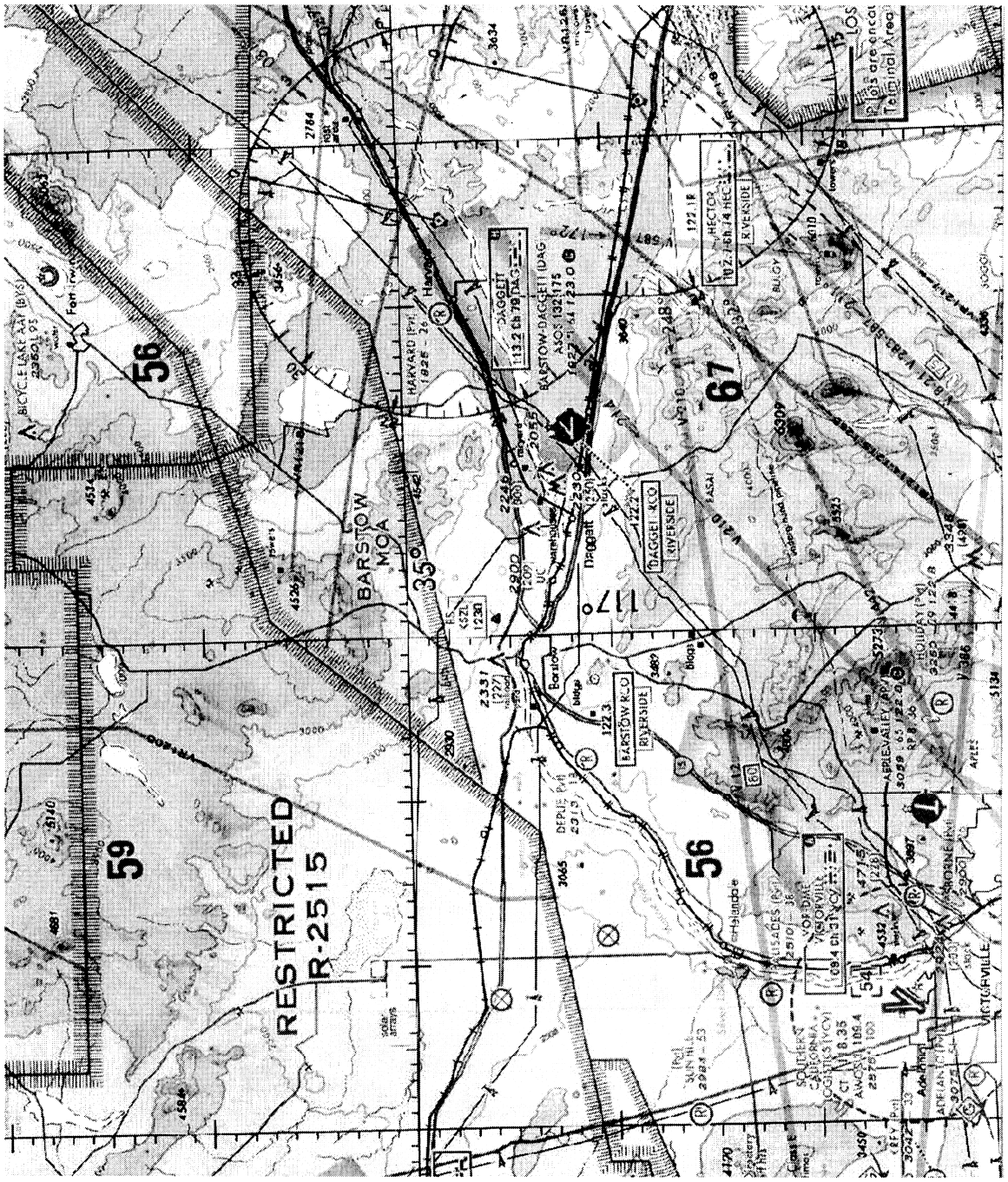


Main Post Helipad: 35° 16' N / 116° 41' W Grid: NV 286025 UTC: -8 (-7 DST)
Field elevation: 2,480 feet MSL Lighting: Helipad and Wind-sock
Launch and Recovery Route: Green route to Green 5; enter standard arrival/departure route. Use caution crossing 5th Street, cross above 50 feet AGL.

WARNING: Although the Main Post Helipad is a designated restricted area, there is nothing to prevent unauthorized equipment or personnel (including children) from entering the ramp. Aircrews must use extreme caution during all operations.

APPENDIX H

LOS ANGELES SECTIONAL AERONAUTICAL CHART
Expires July 11, 2002



NOTE: The chart depicted above is for illustration purposes only. Always check the current edition of the Los Angeles Sectional Aeronautical Chart.

Appendix I

DESERT RADIO AFFS FREQUENCIES	
NORTH OF 20 GRID LINE	
FM	41.65
VHF	134.10
UHF	302.300
WITHIN ROZ 1 AND BETWEEN 00 & 20 GRID LINES	
FM	41.50
VHF	118.175
UHF	281.45
SOUTH OF 00 GRID LINE	
FM	41.00
VHF	126.20
UHF	339.85

DESERT RADIO AFFS FREQUENCIES	
NORTH OF 20 GRID LINE	
FM	41.65
VHF	134.10
UHF	302.300
WITHIN ROZ 1 AND BETWEEN 00 & 20 GRID LINES	
FM	41.50
VHF	118.175
UHF	281.45
SOUTH OF 00 GRID LINE	
FM	41.00
VHF	126.20
UHF	339.85