

# Empire Challenge (EC) 08 Demonstration

## Special Instructions (SPINS)

### 1. Compliance

- a. Flight Safety is Paramount. Any aircrew violating the ACO and/or SPINS will be directed to terminate the day's flight operations related to EC08 and RTB. A subsequent violation will terminate any further participation in EC08.
- b. Once established on-station, there shall be no movement of orbits/ROZs or climb/descents without coordination with China Control.

### 2. Briefing and Mission Planning

- a. ***A representative from each aircrew shall call EC08 Flight Scheduling (dsn 939-1774) approximately 2 hours prior to take off to review planned activity, take-off and landing times, ARCTs, call signs, and to review any range restrictions for the day.***
- b. Aircrews will complete their own mission planning and obtain their own weather briefing prior to flight.
- c. There is an annual R-2508 range briefing requirement which is administered by the China Lake Airspace management office. This may be obtained anytime prior to your first EC08 flight by calling Sandra Ciriaco ([sandra.ciriaco@navy.mil](mailto:sandra.ciriaco@navy.mil)) at 760-939-5480.
- d. ***Any aircraft landing at China Lake/Armitage Field must call ahead for a PPR number, 760-5475 or DSN 437-5475***

### 3. Flight Schedule:

- a. Flight Schedule Updates:
  - i. The schedule will be updated daily and posted on the Empire Challenge web site each night. Any participant without access to the web site can request a copy by email by sending the request to [mjohnson@seicorp.com](mailto:mjohnson@seicorp.com).
  - ii. The schedule will also be available via ATO on CTAPS/TBMCS. The DFS will take precedence over any discrepancies between the DFS and the ATO.
- b. In Flight Retasking:
  - i. After takeoff any aircraft may be retasked by the CAOC Forward.
  - ii. Mission changes will be passed over UHF/VHF (265.8) by the CAOC Forward (Call sign HARRODS). Any change that requires a deviation

from pre-briefed orbit area or altitude must be coordinated between the Aircrew and the controlling agency.

- iii. Any changes to planned orbit areas, altitudes, or flight times must be coordinated prior to flight with EC 08 Flight Scheduling if possible, who will gain approval from the appropriate ATC agency before passing final approval to execute the new task. After takeoff any deviations must be coordinated with and approved by the controlling agency.

#### **4. Controlling Agencies**

- a. All aircraft operating in EC08 will interact with Controlling Agencies, as follows:
  - i. **Armitage field ATC:** Procedures for Operating under control of Armitage Field (NID) ATC will be SOP.
  - ii. **China Control:** A Military RADAR unit responsible for all aircraft operating within R-2505 and R-2524. They provide a flight monitoring service under VFR and will call traffic advisories as necessary (NOTE: All aircraft operating tactically within R-2524 must maintain UHF or VHF communications with China Control).
  - iii. **Inyokern Airport is an uncontrolled airport.** Takeoff VFR and contact China Control.
  - iv. **Joshua Control:** A civilian RADAR unit responsible for provision of ATC services within the R-2508 Complex outside R-2505 and R-2524.
  - v. **Empire Challenge 08 Flight Scheduling:** An Empire Challenge manned position responsible for coordinating all flight schedules and airspace requirements, and providing daily ops briefings (DSN 437-1774).
  - vi. **EC 08 CAOC Forward – call sign HARRODS:** **HARRODS** will be responsible for mission tasking and retasking. Aircraft may be able to contact **HARRODS** (DSN 939-1352 ) directly via UHF but any mission changes resulting in deviation from your expected routing must be coordinated by the aircrew with ATC.

#### **5. Communications**

- a. Aircraft will start up/taxi/depart on appropriate airfield frequencies
- b. Upon departure from China Lake or Inyokern, contact China Control on UHF 381.9, VHF 126.05.
- c. Aircraft departing from other locations will first be handed off by the Center to Joshua Control and may be subsequently passed to China Control.
- d. Aircraft are to maintain contact with China Control at all times while operating within R-2505 and R-2524.
- e. Once established with China Control, aircrews that are dual radio equipped are to check in with HARRODS on 265.8 to advise mission status and to receive any EC08 Operational Updates. Monitor HARRODS when possible. If not possible, advise HARRODS upon switching and return as soon as practical.

- f. Aircraft shall monitor China Control at all times for safety of flight
- g. Advise China Control prior to orbit entry.
- h. Upon mission completion, check out with HARRODS, contact China Control as state intentions.
- i. Lost communications procedures for aircraft being monitored by China Control (except UASs)
  - i. If no contact with China Control for 30 minutes, attempt contact China Control on 301.0 or GUARD.
  - ii. If no contact, continue orbit until able to exit R-2505 or R-2524 at the nearest point. Maintain VMC and attempt contact with Joshua Approach on 348.7/133.65.
  - iii. If no contact, squawk 7600 and return to base.
  - iv. UASs shall attempt to contact China control on 301.0 or 128.25

	UHF Primary	UHF Secondary	VHF
China Control	381.9	N/A	126.05
Joshua Control	348.7	N/A	133.65
HARRODS	265.8	N/A	126.05
Armitage Ground	360.2	N/A	N/A
Armitage Tower	340.2	N/A	120.15
Armitage ATIS	322.375	N/A	N/A
TACP/Fighter Frequency	362.625	N/A	N/A

## 5. **Command and Control**

- a. The CAOC-Forward (call sign HARRODS) is the primary forward C2 agency with no RADAR information or ATC authority. It is not responsible for safety of flight. It will operate from Michelson Labs room 136 has been allocated a specific UHF frequency **265.8**. Aircrews will continually monitor HARRODS if possible. If an aircraft must leave HARRODS for mission tasking they will advise HARRODS prior to leaving and must return as soon as possible. All aircraft must monitor China Control or Joshua Control at all times as directed.
- b. Mission tasking and retasking. Any mission changes resulting in deviation from your expected routing must be coordinated with the ATC facility which you are monitoring (China Control or Joshua Control).

## 6. **Departure Procedures**

- a. **For Aircraft Operating from Armitage Field (NID)**
  - i. Departure route (IAW NAWS Course Rules briefing)
  - ii. Aircraft shall maintain VMC. If unable, contact China Control for instructions
  - iii. T/O and initial climbout

1. RY03 and 08 – Turn Right to heading 160. Remain at or below 3000' until 6 DME
  2. RY26 and 32 – Make immediate Left turn heading 175. Cross the 4 lane Highway @ or above 3300'
  3. RY21 – Fly runway heading. Cross the 4 lane highway @ or above 3300', then turn Left heading 175. (NOTE: If "21 HOT", then make immediate Left turn heading 175. Cross the 4 lane highway @ or above 3300')
  4. RY14 – Make immediate right turn to avoid overflying mainside NAWS and City of Ridgecrest. Cross 4 lane highway @ or above 3300', then turn left heading 175
- iv. **To R-2524:** Once clear of the Class D airspace (5NM around NID) proceed south to 35° 30'N and turn left to heading 090, climbing to orbit altitude. Aircraft will only enter orbits at the assigned orbit altitudes. If required, enter an east-west holding pattern west of R-2524 and climb in VMC until reaching orbit altitude. Enter orbits west of R-2524 and maintain assigned altitudes at all times unless authorized. Aircrews may request an altitude change from China Control. If approved, exit R-2524 maintaining initial altitude in coordination with China Control, maneuver in VFR as appropriate and re-enter at the new assigned altitude, or as directed by China Control.

**b. For Aircraft Operating from Inyokern Airport (IYK)**

- i. Departure route from Inyokern Airport (IYK)
- ii. To R-2524 – Fly heading 197 climbing to assigned altitude. When south of R-2505, turn left heading 080 and proceed direct to R-2524. If not at orbit altitude by R-2524, establish an east-west holding pattern, remaining west of R-2524 until reaching assigned altitude.

**c. For Aircraft Operating from Other Locations**

- i. After checking in with Joshua Approach, contact HARRODS on 265.8 as soon as possible.
- ii. If operating in R-2524, after checking in with Joshua Approach, request handoff to China Control, otherwise continue monitoring Joshua Control.
- iii. Proceed to orbit area, China Control will advise aircrews to Contact HARRODS. Continue to maintain contact with China Control at all times.
- iv. Declare emergencies with Joshua Approach or China Control.
- v. Advise HARRODS when required to switch the second radio to an operational discrete frequency.
- vi. Declare emergencies with China Control.
- vii. Upon mission completion, check out with HARRODS, contact China Control for instructions.

## 7. **On Station Procedures**

- a. Aircraft shall maintain VMC at all times. If unable, contact China Control for instructions.
- b. All participating aircraft shall use the China Lake local altimeter setting.
- c. See ACO for assigned orbits and additional orbit information and instructions.
- d. Once at orbit altitude, request entry into the assigned orbit area from China Control and maintain assigned altitudes at all times unless authorized.
- e. Aircrews may request an altitude change from China Control. If approved, exit the restricted area, maintaining initial altitude in coordination with China Control, maneuver in VMC as appropriate and re-enter at the new assigned altitude (China Control may approved a direct decent if traffic permits).
- f. Those aircraft with fragged alternate altitudes must request an altitude change from China Control. If approved, exit the restricted area maintaining initial altitude in coordination with China Control, maintain VFR as appropriate and re-enter at the new assigned altitude.
- g. Upon mission completion, aircraft will exit the restricted area to the west and proceed as directed to the recovery location. Remain outside of R-2505 and R-2524.

## 8. **Recovery**

- a. **Upon mission completion**, contact China Control and proceed to your briefed recovery base. Exit R-2524 to the west or as directed by China Control.
- b. **Recommended routing from R-2524**
  - i. Proceed to NID 075/15
  - ii. NID Arrival Procedures (IAW NAWS Course Rules briefing)
  - iii. Initial contact NLT 15NM
  - iv. Do NOT overfly
    1. NAWS – base housing, main side buildings, etc.
    2. Cities of Ridgecrest and Inyokern
    3. “SKYTOP” – (NID110/06 – NID095/13) below 2500’ AGL
    4. MIDAS South – NID170/1.8
    5. Area “R” – NID055/2.2
    6. Cross Trona Road @ 4000’
  - v. Report Pt “B” (NID105/04) @ 3800’
- c. **Remain 2.2NM from NID when ranges are hot.**

## 9. **Emergency Procedures**

- a. Aircraft shall declare all emergencies with China Control or Joshua Approach.

- b. State intentions.
- c. A vector direct to the NID is available upon request
- d. All non-emergency aircraft shall follow China Control instructions.

## 10. ***UAS Procedures***

- a. Note: UAS procedures will be reviewed and refined with all operators, range safety and China Lake airspace prior to the first flights on 8 July 2008.
- b. Contact Empire Challenge Scheduling prior to flight each morning to confirm assigned operating area and any restrictions.
- c. Contact China Control prior to launch for approval. Remain within the assigned UAS ROZ at assigned altitude at all times unless directed to an alternative altitude by China Control.
- d. UAS may have restricted access during low level fighter/bomber operations. These restrictions will be briefed by EC08 Scheduling during each morning call-in. During the restricted times, move the vehicle to the maintenance ROZ or land as directed by China Control.
- e. **Operating from R-2524**
  - i. Lost Link Procedures
    - 1. Scan Eagle - Recover at the UAV facility
    - 2. Tighershark – Recover at the UAV facility
    - 3. Goldeneye - Recover at the briefed location
- f. UAS's without transponders must call China Control with a position report every 30 minutes.
- g. UAS's will not be airborne during any ECM activity unless a waiver has been granted by Range Control.

## 11. ***Tactical Aircraft Performing Strike Missions***

- a. Contact China Control as soon as possible to ensure all UAS are clear of the Fighter operating area if operating below 12,000' MSL.
- b. If fighters are below 12,000' MSL in R2524, all UAS will be moved to maintenance orbits as specified in the ACO (Keypad W5-W8 and E-4-E6). Fighter aircraft must then remain either north of 35° 30.0'N or south of 35° 24'N to ensure a 1 NM buffer zone from the UAS ROZ . If only the Cuddeback and Superior valley ranges are required, normal UAS activity may continue north of 35° 25'N.
- c. Low level block altitudes will be assigned to the maximum allowable on a given day.
- d. If not flying low level, fighters should expect a hard altitude clearance of 14,000' MSL.

- e. Expect clearance to the tactical hold points Chevy, identified in the ACO, prior to entry to R-2524.
- f. China Control may pass limited control to JTACs, AWACS, E2C or JSTARS. All aircraft must continue to monitor China Control at all times and any deviation in altitude or orbit location must be requested and approved by China Control.

## 12. ***Air Refueling***

- a. Air Refueling - aircraft shall contact China Control for tanking instructions.
- b. KC-135, KC-10 – no special communications procedures.
- c. Tanker Units are responsible for scheduling the air refueling track (Isabella if available) for their A/R times.

## 13. ***R-2524 Overflight Restrictions***

- a. With the exceptions of UAS's taking off and landing, no aircraft will overfly R-2524 below 1000' AGL.

NOTE: Any questions contact Sandy Ciriaco @ China Lake 760.939.5480 (DSN 437); sandra.ciriaco@navy.mil