





# R-2508 Joint Policy & Planning Board



**Rear Admiral  
Michael T. Moran**



**Brigadier General  
Carl E. Schaefer**



**Major General  
Theodore D. Martin**

## Briefing Requirement

**“All JPPB sponsored units operating within the R-2508 Complex shall receive an annual face-to-face refresher training brief on Complex Operations and Procedures from the CCF or their sponsoring JPPB Commander (e.g. Navy/Marine Corps units are sponsored by the Commander, NAWCWD).**

**This brief shall address scheduling procedures; safety concerns and will stress overflight sensitivities.”**





# R-2508 Annual Users Briefing

## Concept of Operations

When the SUA is Activated

- VFR
- See and Avoid
- Non-Exclusive Use
  - Transponder – Mode C
  - Accept Advisory Service
  - Active vs. Inactive Monitoring





# R-2508 Annual Users Briefing

## IFR Procedures

Not Authorized when SUA is Active

What to do if you encounter an  
IMC Condition...

- Advise Joshua Approach
- Expect IFR Clearance
  - On Top or Vectors to VMC
  - IFR Separation applied  
between IFR Aircraft only





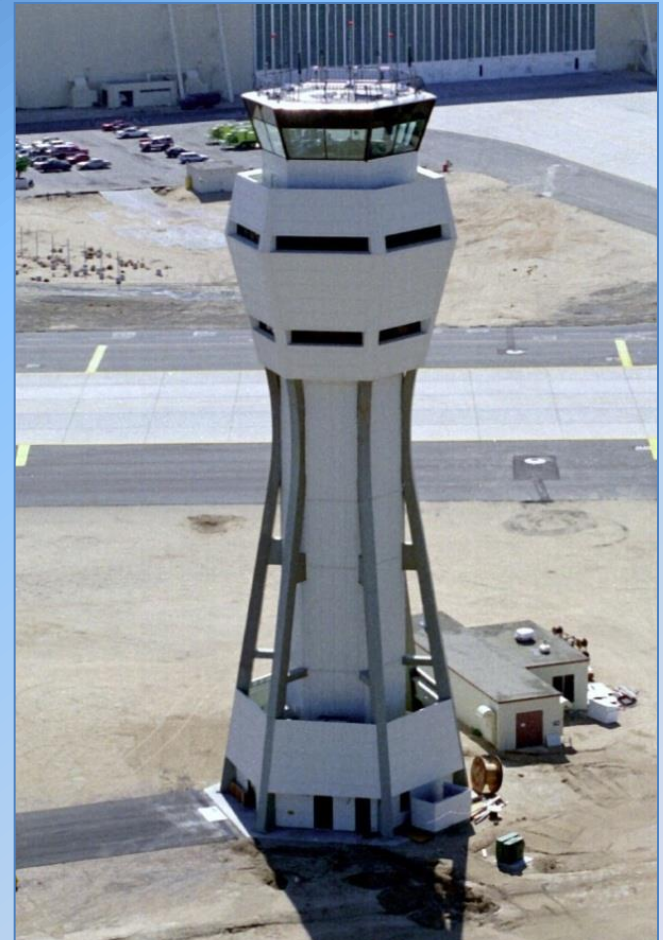


## R-2508 Annual Users Briefing



## R-2508 Air Traffic Control (ATC) and Military Radar Unit (MRU) Services

- **Joshua Control Facility, “Joshua Approach”**
  - Traffic & boundary advisories, mission support
  - VFR and IFR Services as applicable within MOAs, ATCAAs, R-2508, and Released Internal Restricted Areas
- **China Control & SPORT MRU’s**
  - Traffic & boundary calls and mission support services for China Lake (R-2505, R2506 & R-2524)
  - Edwards (R-2515 Barstow & Buckhorn MOA/ATCAA)
- **Desert Radio, Airspace Information Center**
  - Mission support in R-2502N, R-2502E & R-2502A





## R-2508 Annual Users Briefing



### Check in Procedures & Situational Awareness

- **Receive Clearance:** Contact Joshua Approach prior to Complex entry and exit. Initial contact shall include a request for a **Complex Clearance and Altitudes**.
- **Provide SA to ATC:** During check-in, **pilots should state their intentions and planned work area using plain language**.
- **Receive SA from ATC:** Joshua Approach should respond with **Work Area Clearance**, relevant **Traffic Information**, and, workload permitting, **work area saturation information**.
- **ATC traffic calls** are based on observed aircraft positions, headings, altitudes and radar limitations. **Rapid changes** in heading or altitude **may not be observed by ATC in time** for the information to be issued in a timely manner. **Aircrews** are encouraged to **Alert ATC** when conducting **rapid heading and/or altitude changes**.





# R-2508 Annual Users Briefing

## Restricted Areas:

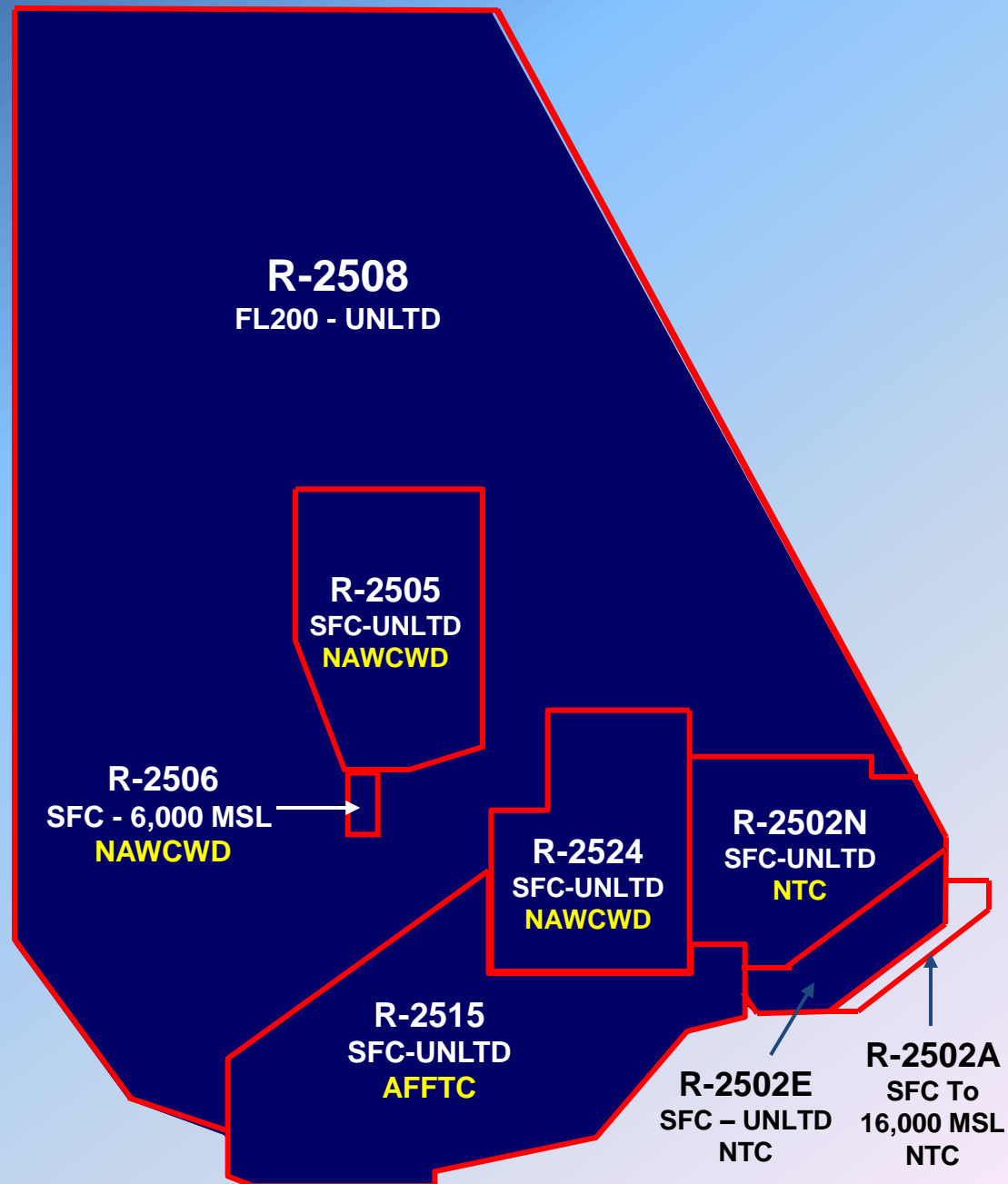
- Schedule R-2508 with CCF
- Schedule Internal Restricted Areas with Using Agency and CCF To Transit MOA/ATCAA Airspace

## Using Agencies:

R-2505, R-2506, R-2524: NAWCWD

R-2515: 412TW

R-2502N, R2502E, R-2502A: NTC







# R-2508 Annual Users Briefing

## MOA & ATCAA Airspace

Military Operations Areas & Air Traffic  
Control Assigned Airspace

## JOSHUA APPROACH

### Frequencies:

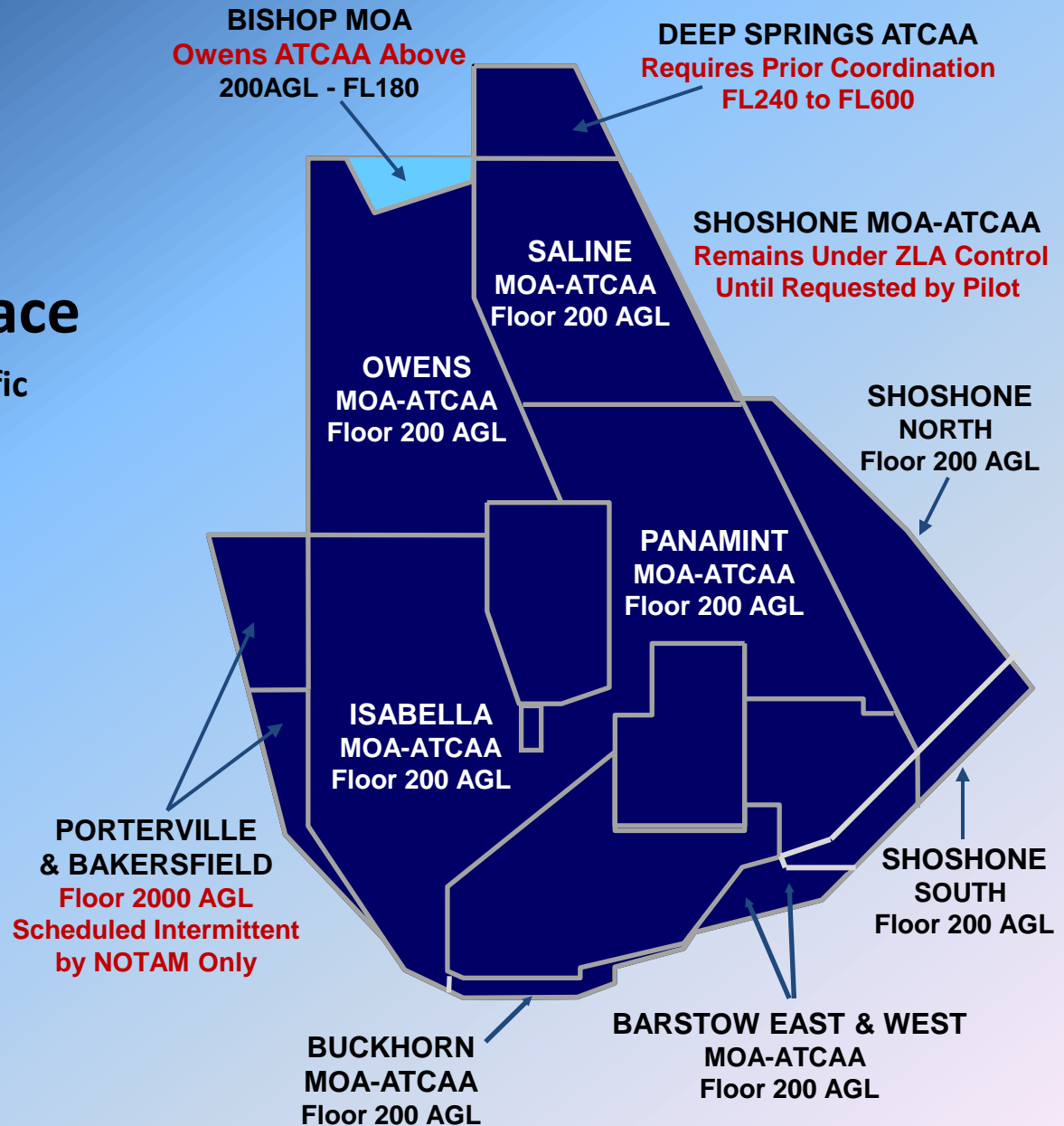
Joshua Primary ATC: 348.7/133.65

Isabella: 335.6/134.05

Owens: 322.3/126.55

Saline: 256.8 123.95

Panamint: 291.6/120.25





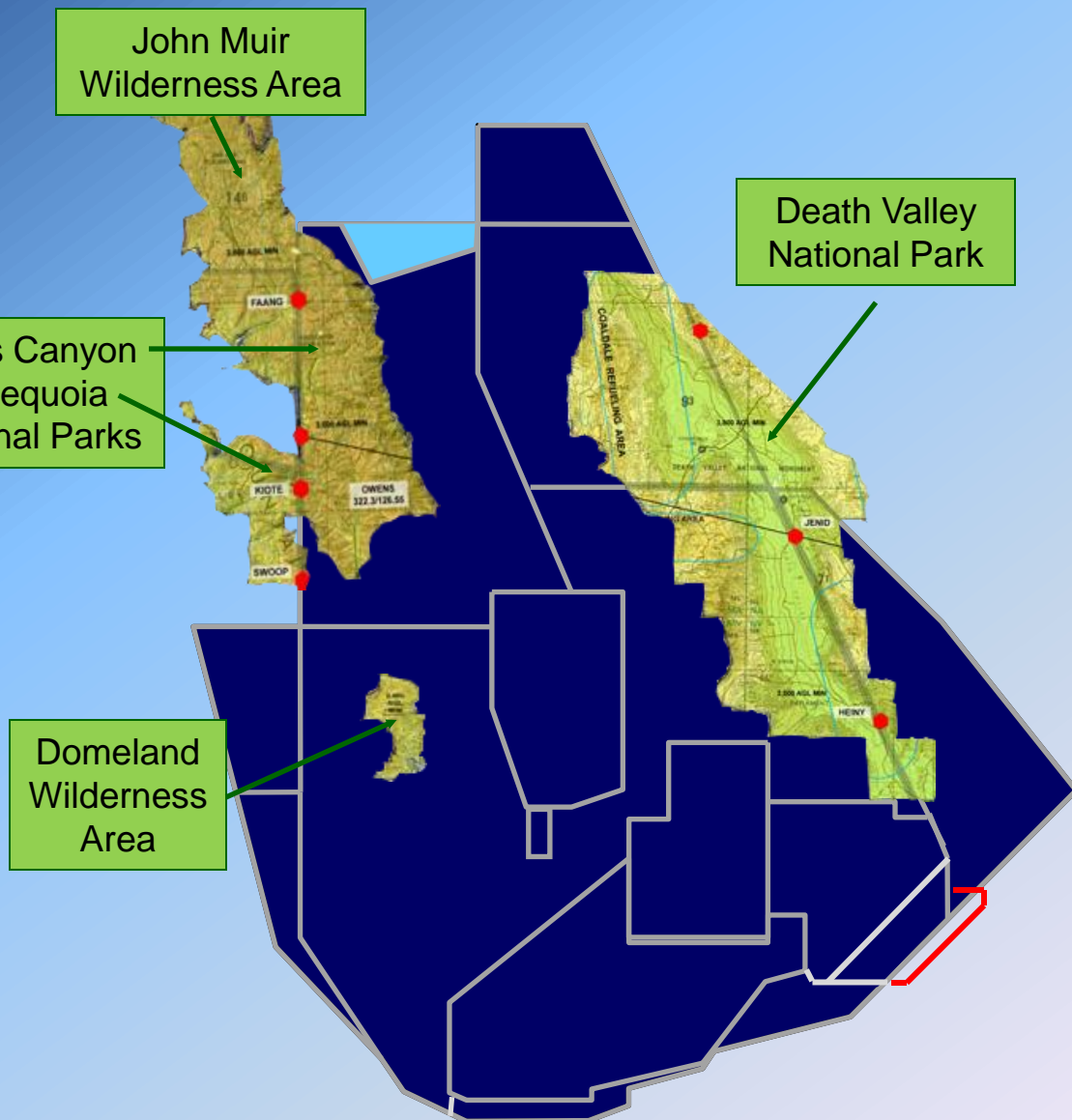


## R-2508 Annual Users Briefing

# Overflight Restrictions of Parks & Wilderness Areas

Floor of MOA over National  
Parks and Wilderness Areas  
Published Altitude: **3,000 AGL**

- FLIP AP1 California
- FAA JO 7400.8



Remain at least 3,000 feet both Laterally and Vertically  
from National Parks and Wilderness Areas...  
3,000 feet from Canyon Walls and Saddles



## R-2508 Annual Users Briefing

# SEKI



- Sequoia and Kings Canyon National Parks (SEKI)
  - All participating aircrews maintain an altitude of **18,000** feet or above over SEKI unless specifically scheduled lower through CCF.
    - Annotate “**SEKI**” in Remarks Section of R-2508 Complex Airspace request Form.
  - Unscheduled operations below FL180 over SEKI are authorized only for safety of flight considerations.
  - At no time will any participating aircraft descend below 3,000 feet AGL within the boundaries of SEKI except in an emergency situation. Lateral separation from SEKI is 3000 feet.



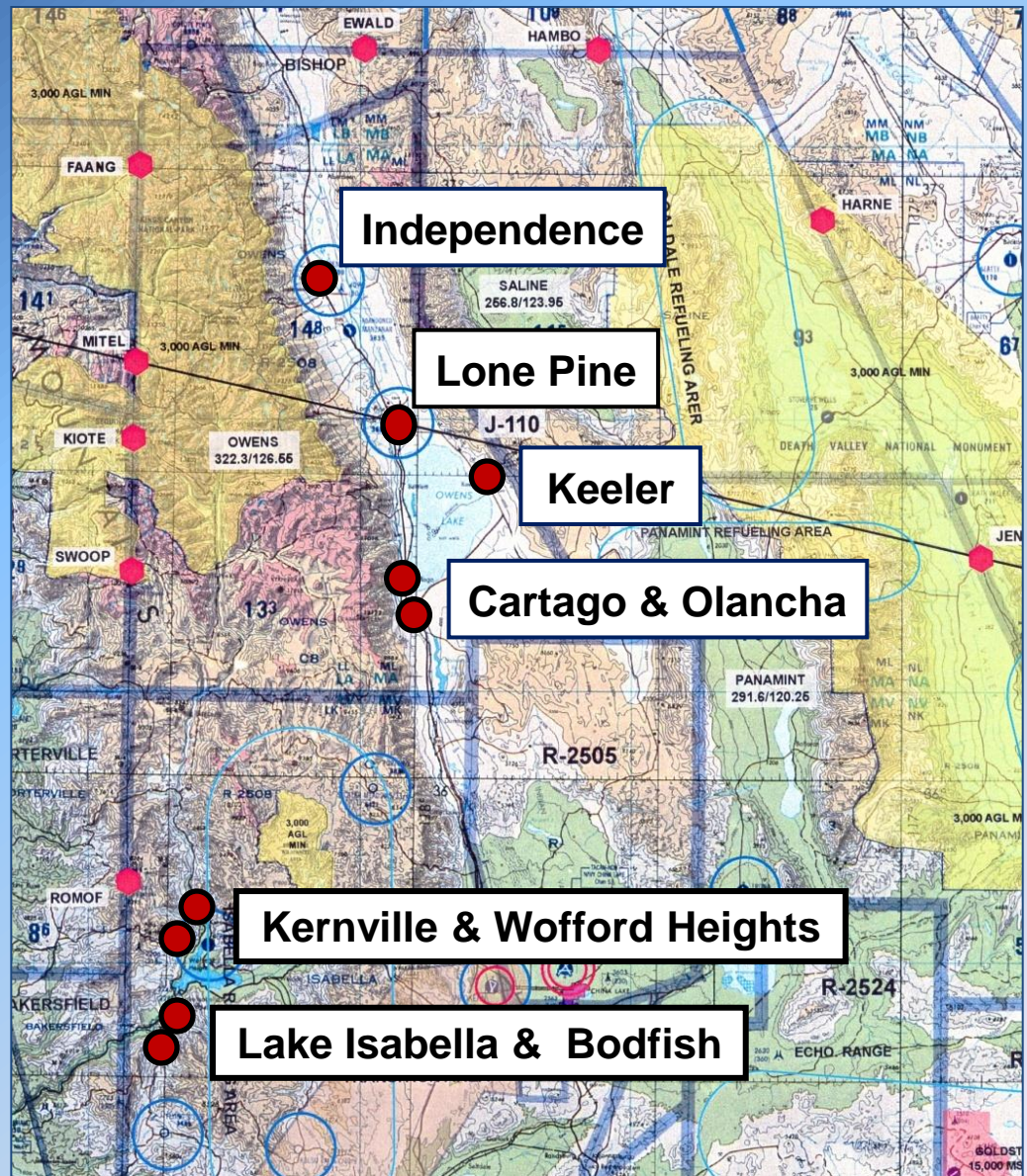




## R-2508 Annual Users Briefing

### Noise Sensitive Areas

**All Communities** within the R-2508 Complex are considered “noise sensitive areas”. Noise sensitive areas must be avoided by 3000’ AGL. The only exception to the 3000’ restriction is while operating on an approved test plan.







## R-2508 Annual Users Briefing

### Noise & Low Level Complaints

#### Areas of Highest Concern:

- Kernville
- Wofford Heights
- Lake Isabella
- Bodfish

Source of most Sidewinder  
LL Noise Complaints





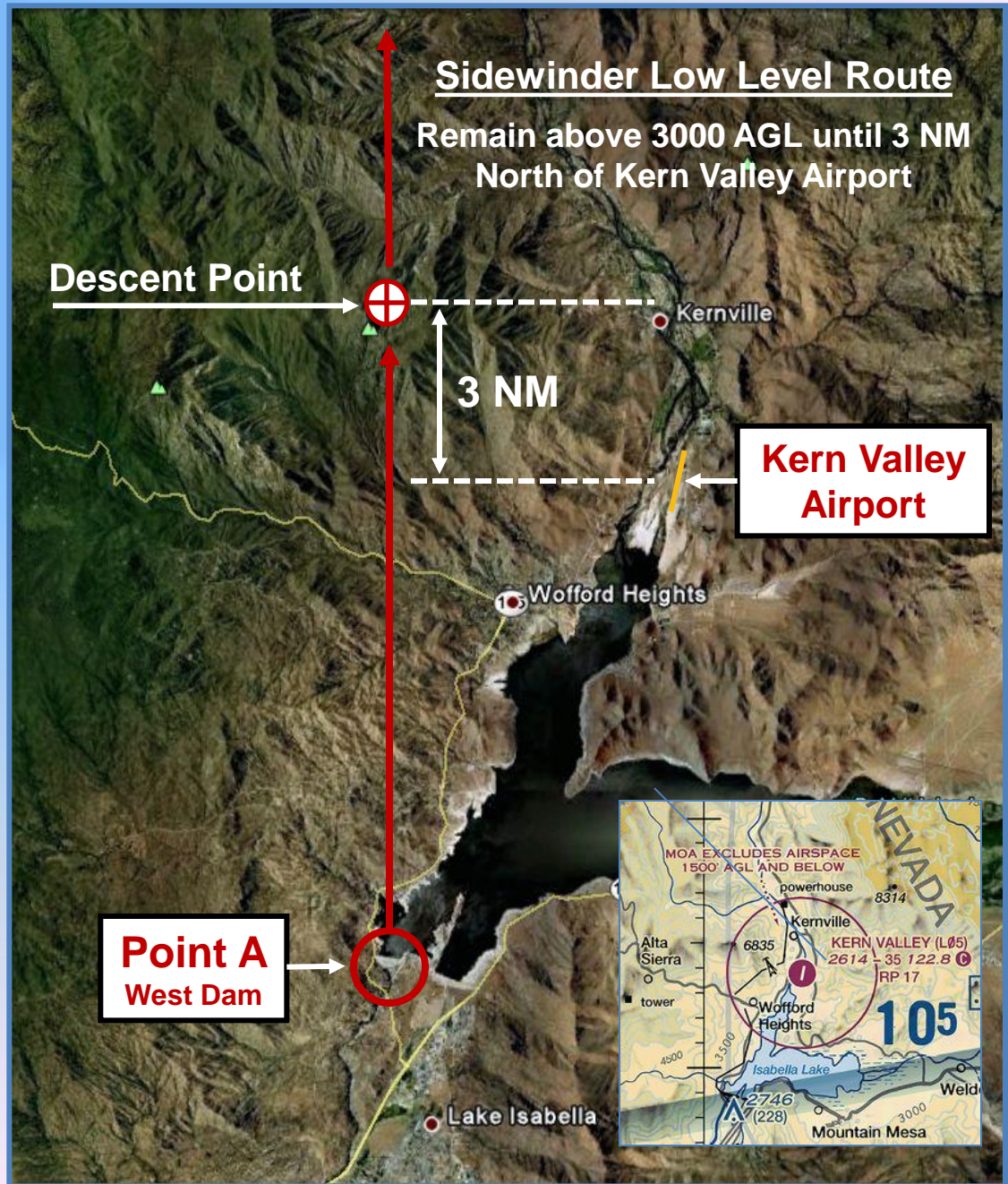


# R-2508 Annual Users Briefing

## Noise & Low Level Complaints

### Sidewinder Low Level Point Alpha to Descent Point

Remain above 3000 AGL  
until 3 NM North of Kern  
Valley Airport to avoid  
Lake Isabella and  
surrounding Communities







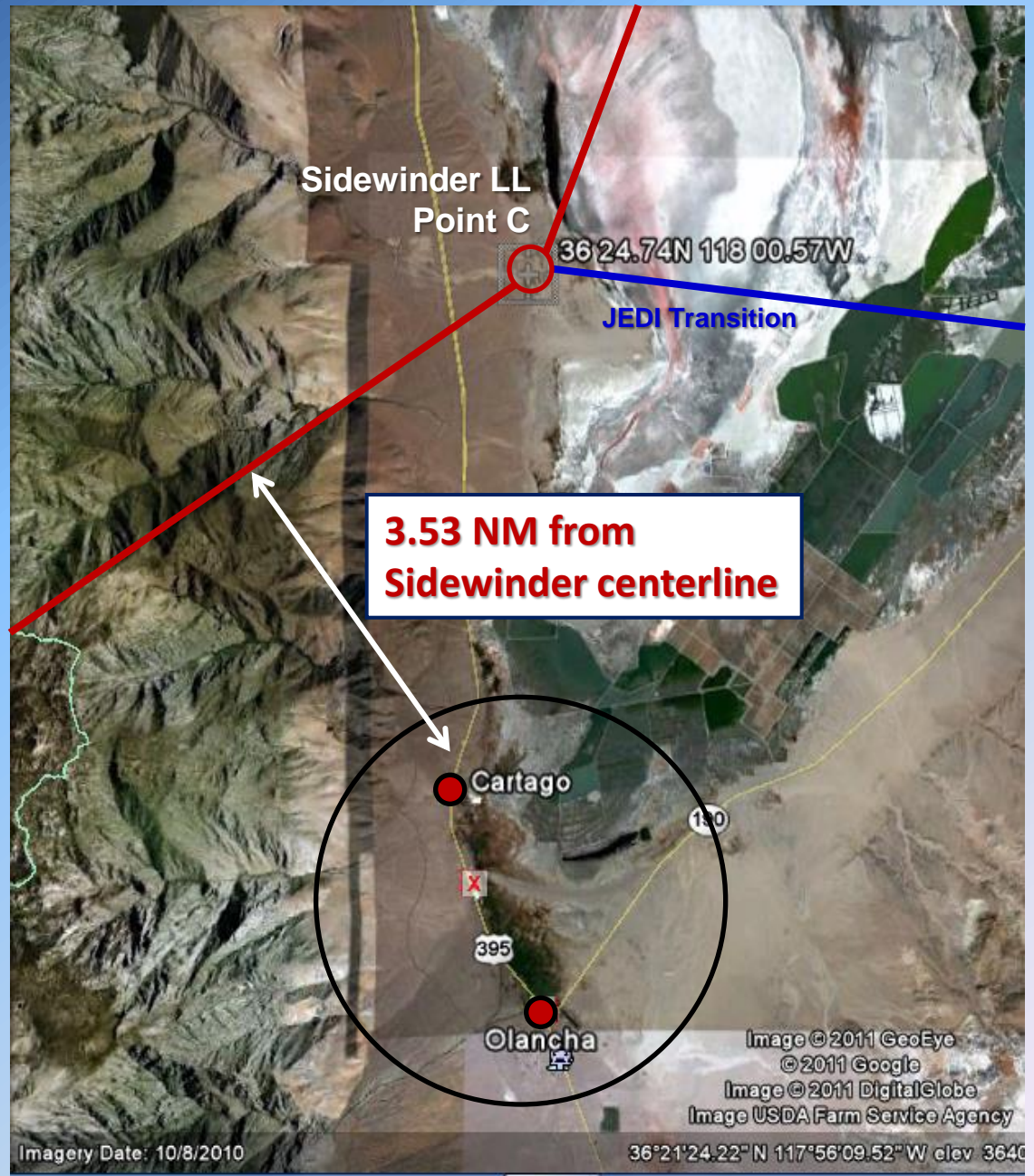
# R-2508 Annual Users Briefing

## Noise & Low Level Complaints

### Areas of Highest Concern:

- Cartago
- Olancha

Source of most Owens Lake area  
noise complaints 3.53 NM from  
Sidewinder LL centerline





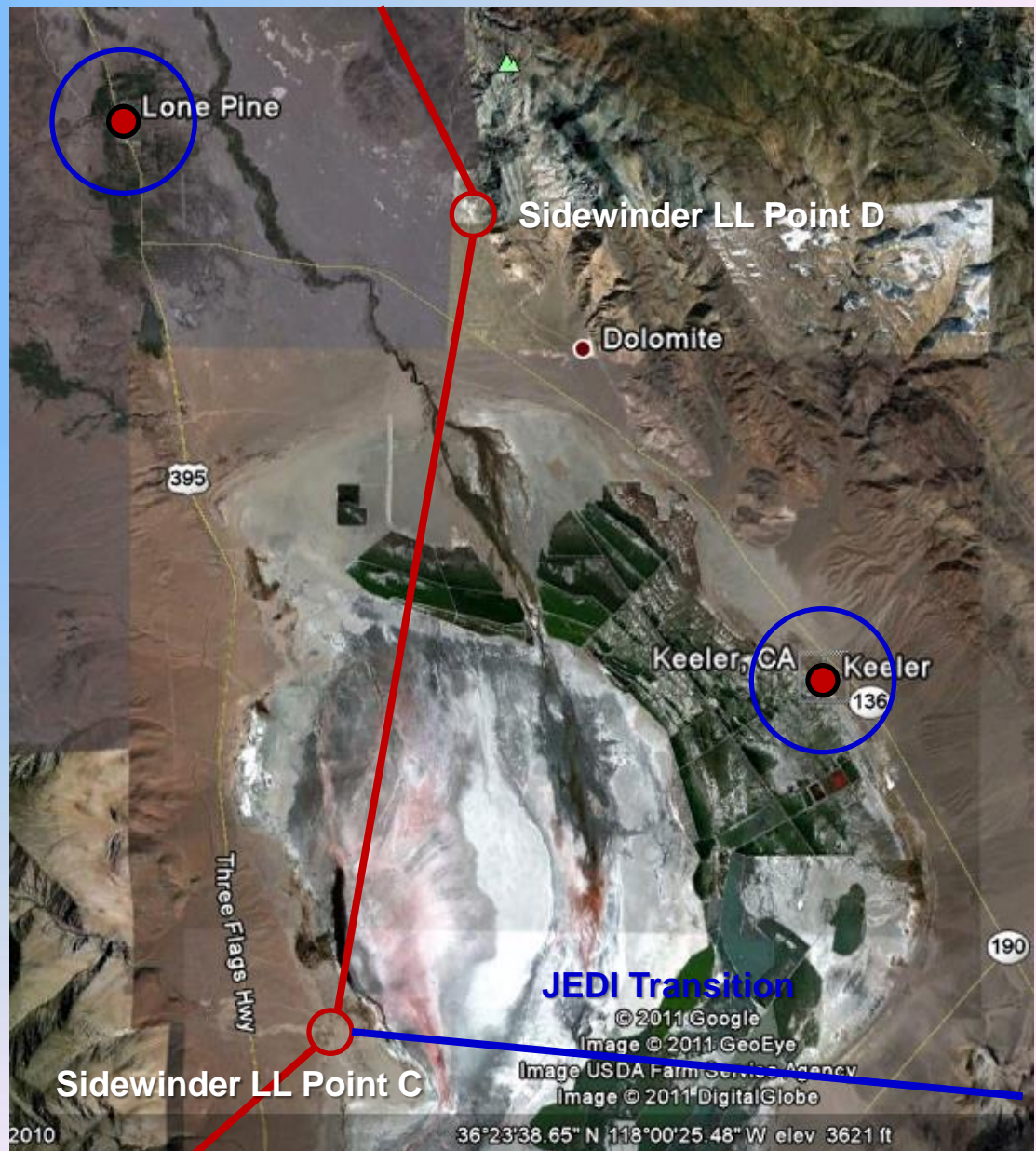


## R-2508 Annual Users Briefing

### Noise & Low Level Complaints

Other Owens Valley areas  
of Concern...

- Lone Pine
- Keeler



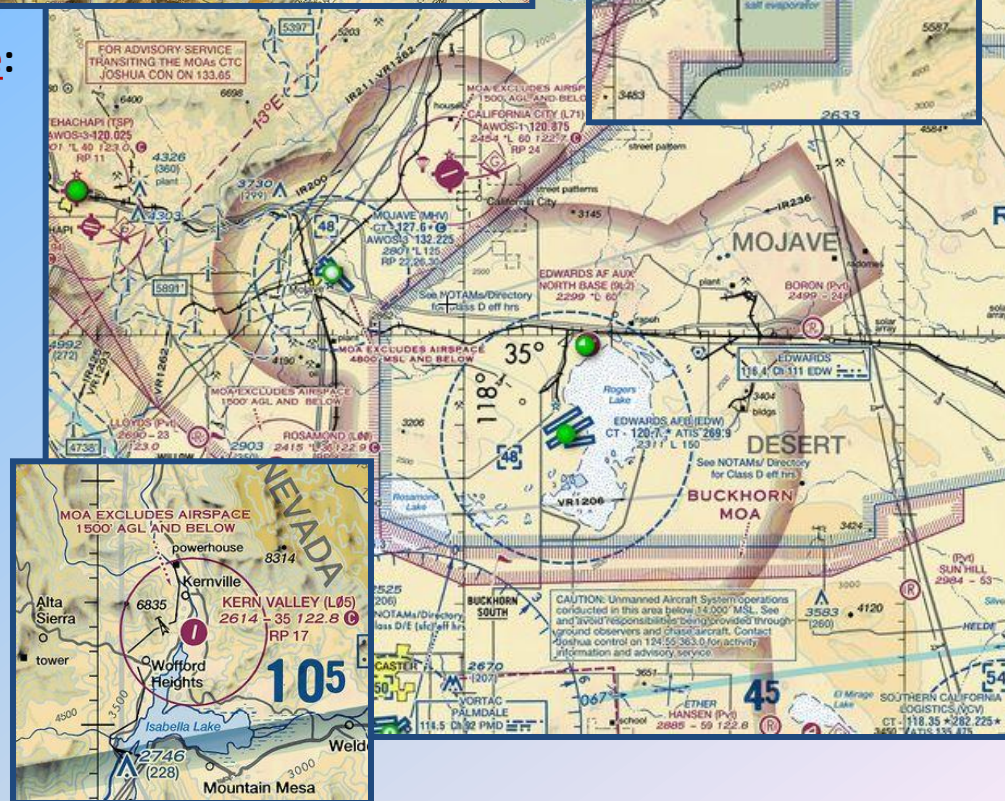
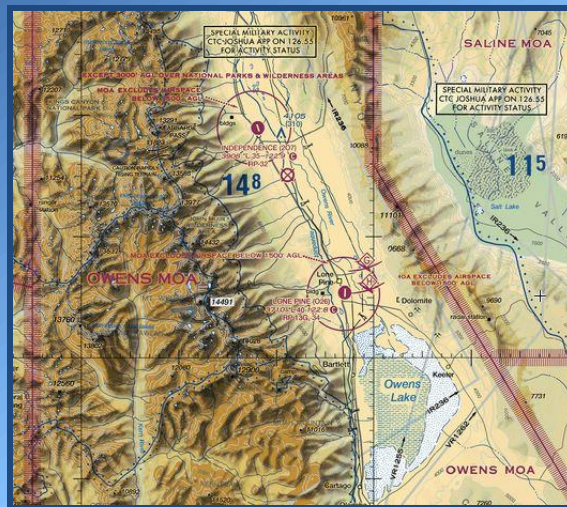




# R-2508 Annual Users Briefing

## Overflight Restrictions

- **Published Civil Airports:**  
1,500' AGL or 3 NM
- **Mojave Air & Space Port Class D Airspace:**  
4,800' MSL and below
  - National Test Pilot's School
  - Aircraft & Space Systems development, testing & modifications
  - Airborne Tow operations
- **Community Overflights:** 3,000' AGL unless operating on an approved test plan
- **Temporary Flight Restrictions (TFRs)**
  - Land Management Activity
  - Fire-fighting Support Aircraft





## R-2508 Annual Users Briefing

# TFR Incursions

**SMOKE FROM FIRES  
STAY AWAY!**  
Check NOTAMS Prior  
to Step  
Check R-2508 Daily  
Brief Sheet



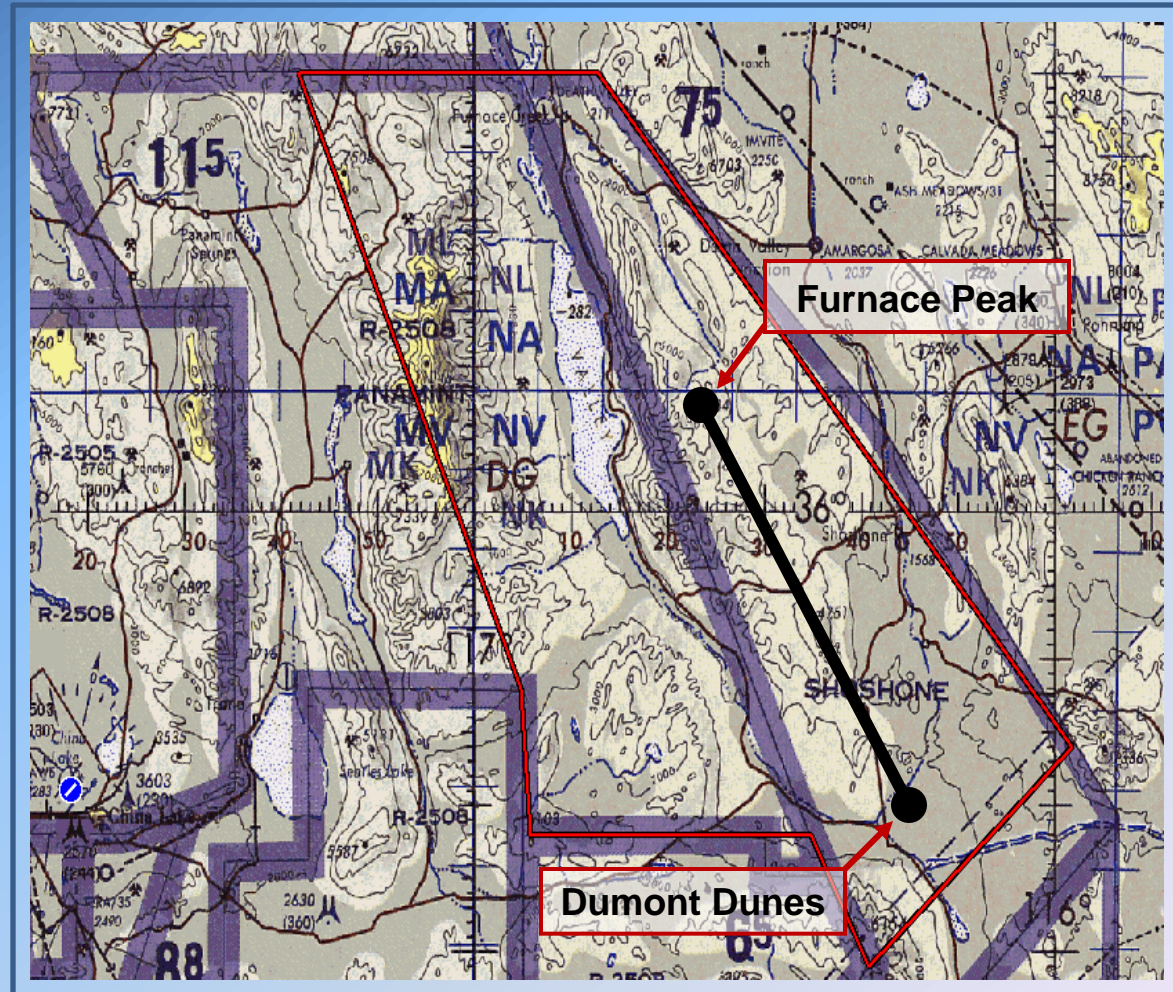




# R-2508 Annual Users Briefing

## Skull Corner...

- Used by the 412TW for ACBT
- Eastern half of Panamint MOA and ATCAA, Shoshone MOA and Shoshone North ATCAA from 200' AGL to FL 500
- Only one 412TW user scheduled for Skull Corner at any one time.
- Shoshone airspace released to ZLA until the ACBT flight is airborne and requests activation.
- Skull Corner Cap Points are -  
Furnace: 36°11'27"N 116°39'51"W,  
Dunes: 35°40'.59"N 116°13' 10"W



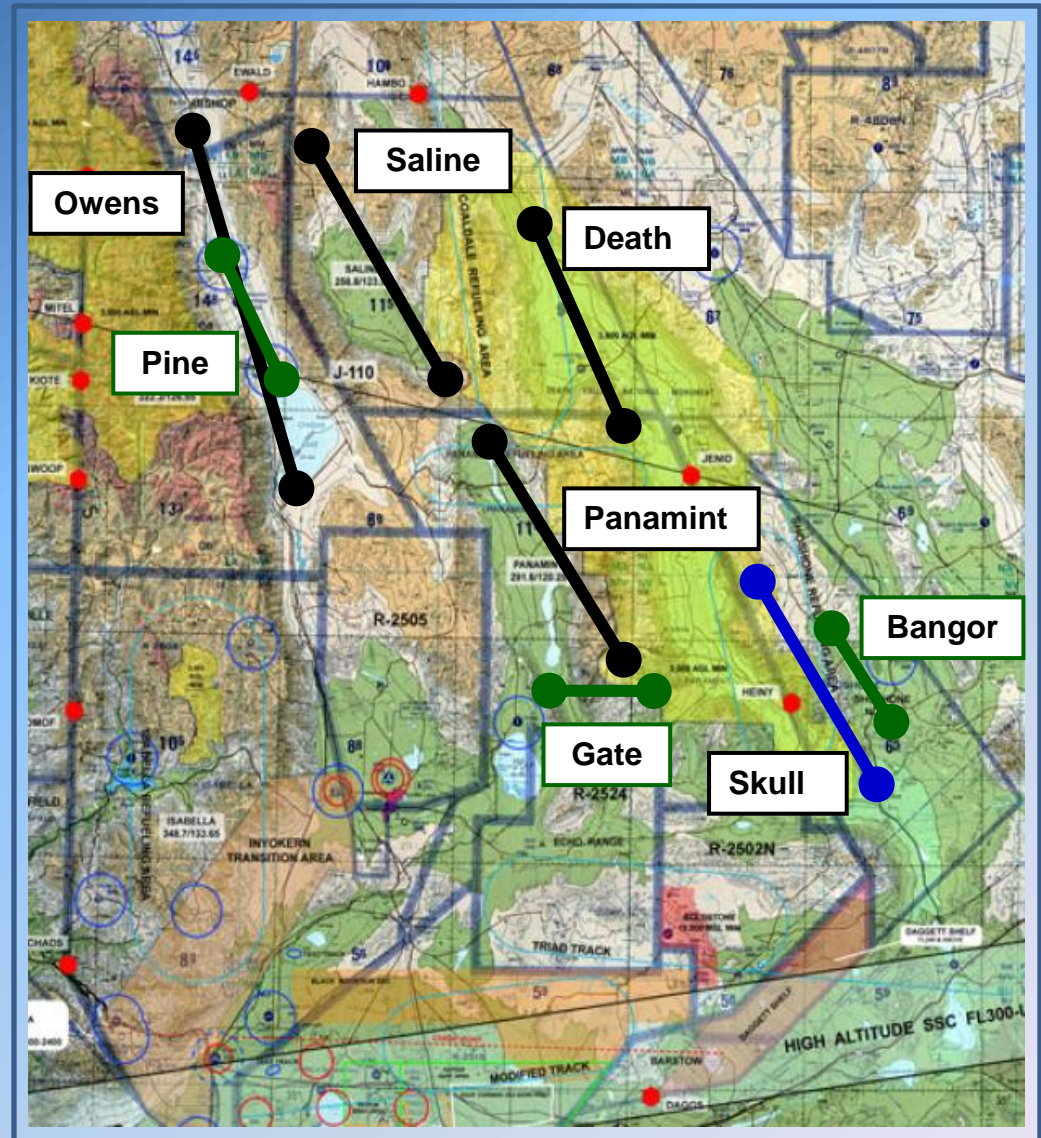




## R-2508 Annual Users Briefing

### Caps Points

- Used for staging and mission deconfliction.
- Aircraft transiting across working areas shall avoid aircraft actively conducting test or training whenever possible.
- NAS Lemoore - SFWP
  - Owens, Saline, Death, Panamint
- LSV - Green Flag West
  - Pine, Gate, Bangor
- 412 Test Wing
  - Skull







# R-2508 Annual Users Briefing

NAS Lemoore/Fresno ANG

## Ingress/Egress Routes

### • NAS Lemoore

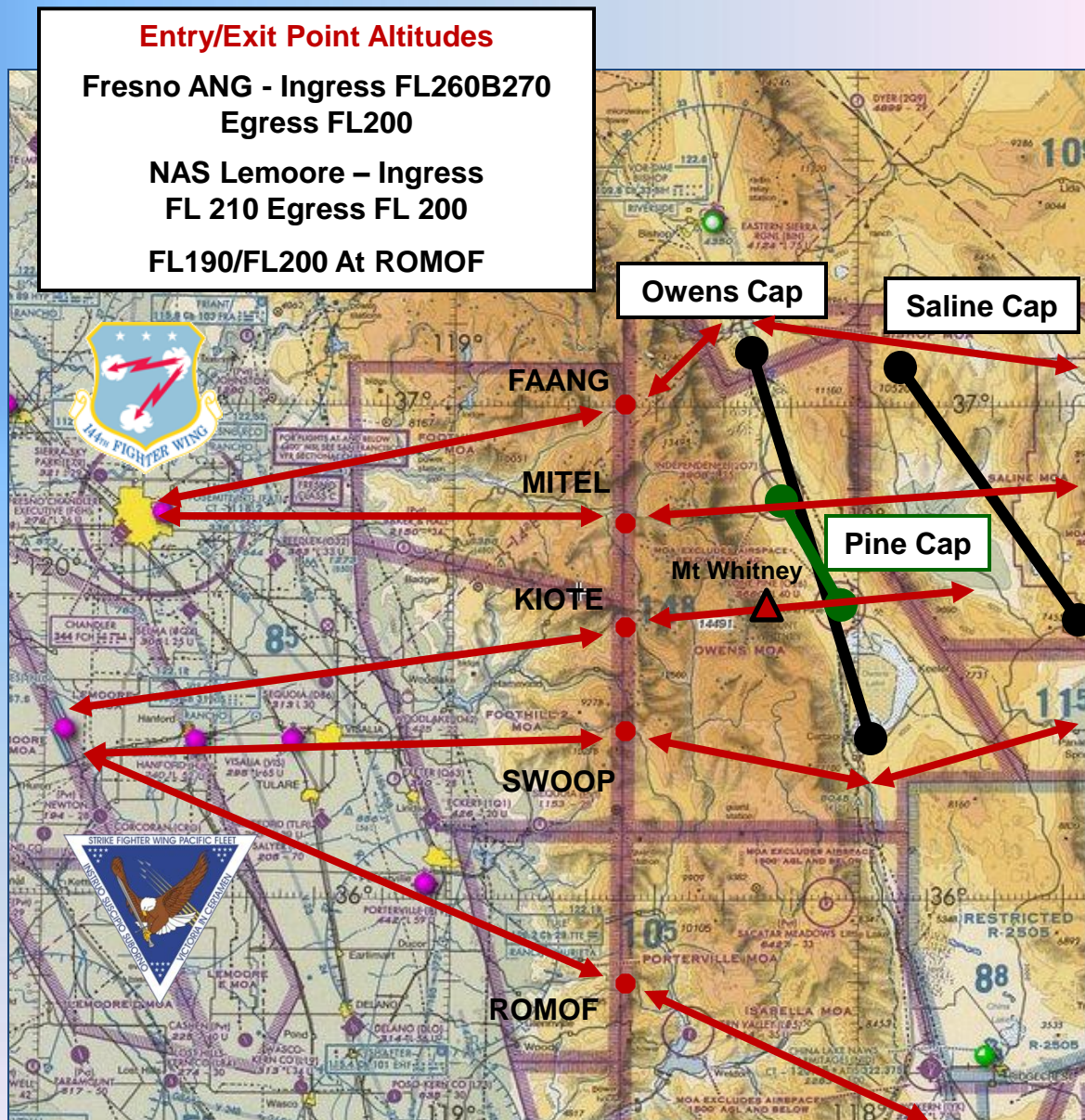
- Entry/Exit via KIOTE & SWOOP
- Entry/Exit via ROMOF for Superior Valley at FL190/200 to avoid Isabella AR (ARISB)

### • Fresno ANG

- Entry/Exit via FAANG & MITEL
- Use FAANG to avoid Cap Points when active

### • Other Uses

- Be aware of heavy East/West traffic flow across Owen Valley
- Avoid Mt Whitney area



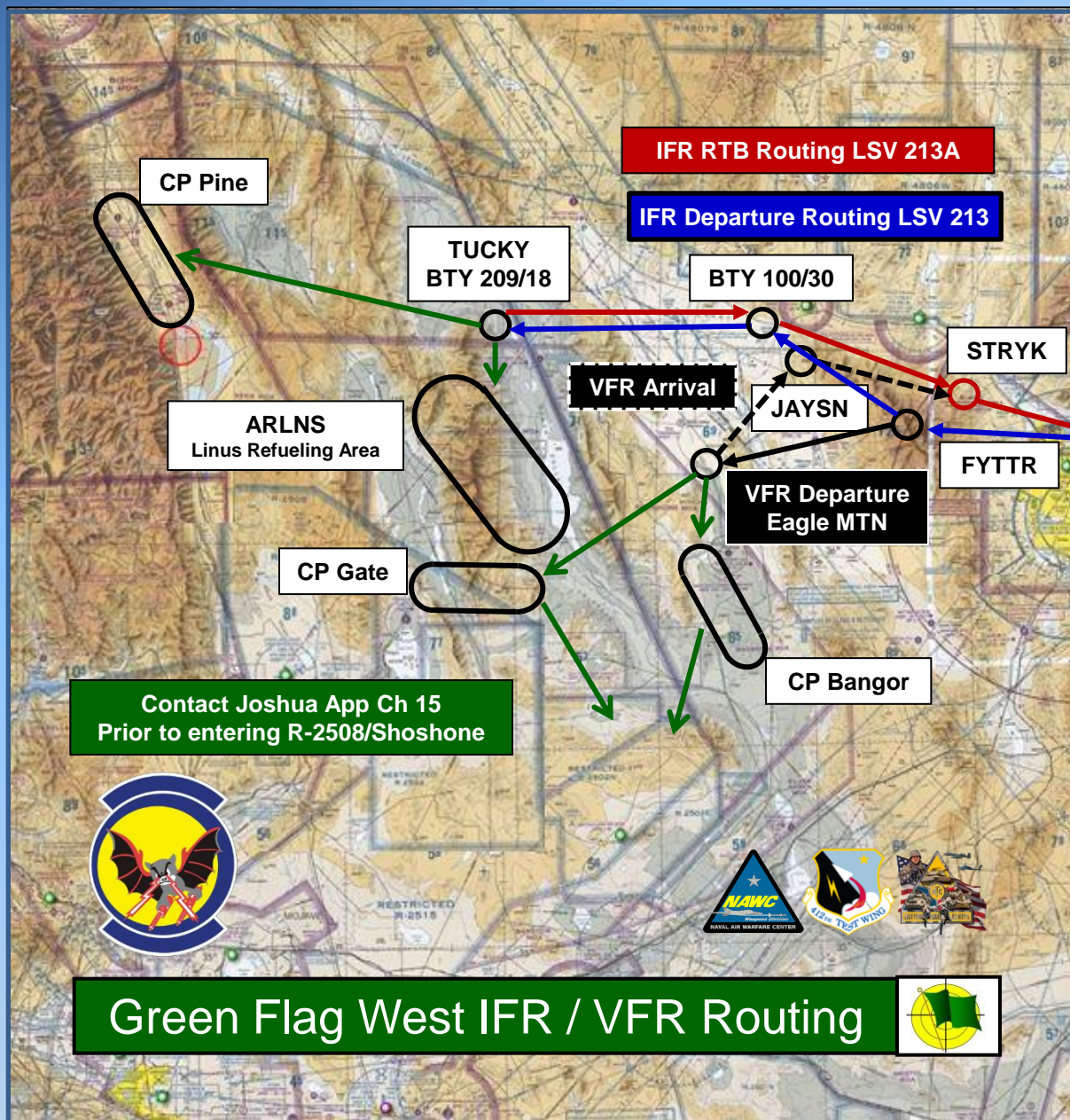




# R-2508 Annual Users Briefing

## Green Flag West

- **IFR Departure Routing...** via FYTTR..BTY 100/30..TUCKY
  - **IFR RTB Routing...** via TUCKY..BTY 100/30...STRYK
- 
- LSV VFR Departure Routing FYTTR..Eagle Mountain
  - LSV VFR RTB Routing Eagle Mountain..JAYSN..STRYK
- 
- Refueling Area LINUS (ARLNS) 22K'
  - Lone Pine CAS Orbit Hold at 21K' then operate 20K' to 200 AGL in Owens MOA/ATCAA



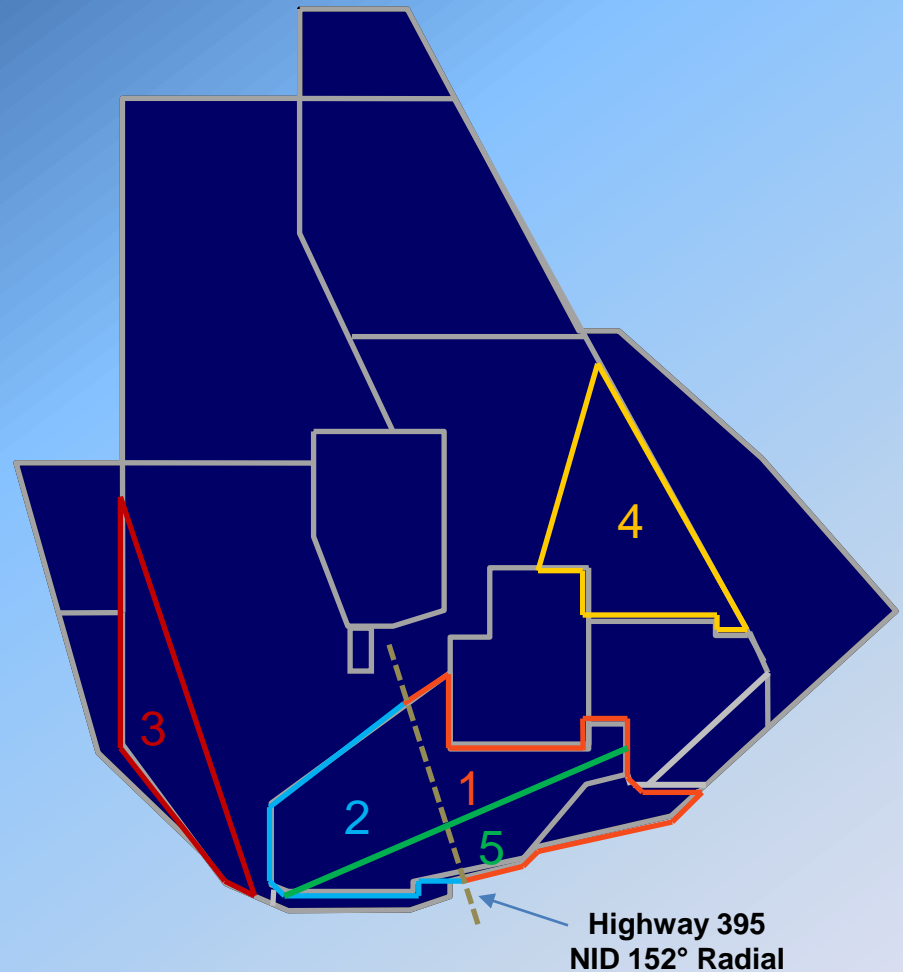


## R-2508 Annual Users Briefing

### Special Activity Areas...

#### Weather Areas

- Area 1:** Eastern Half of R-2515 Divided by Highway 395
- Area 2:** Western Half of R-2515 Divided by Highway 395
- Area 3:** Isabella MOA/ATCAA West of the PMD 330° Radial
- Area 4:** Panamint MOA/ATCAA East of the BTY 182° Radial
- Area 5:** R-2515 South of the FIM 049° Radial & Barstow MOA/ATCAA



### What Users Should know...

- WX Areas exist in the Southern Portion of the Complex
- WX Areas are Released to ZLA for Air Carrier WX Avoidance
- Joshua/SPORT will keep users updated on areas activated
- If you're unfamiliar with WX Area locations advise Joshua or SPORT and request assistance in WX Area avoidance.





# R-2508 Annual Users Briefing

## Special Activity Areas

- CR Briggs Mine “Blasting”  
35° 56' 17"N/117° 11' 09"W
- Flying Rock to Unknown  
Altitudes
- Blasting Times – Unless  
otherwise coordinated, 1000-  
1230L and 1600-1730L Daily
- Avoid when flying low level in  
southern Panamint Valley





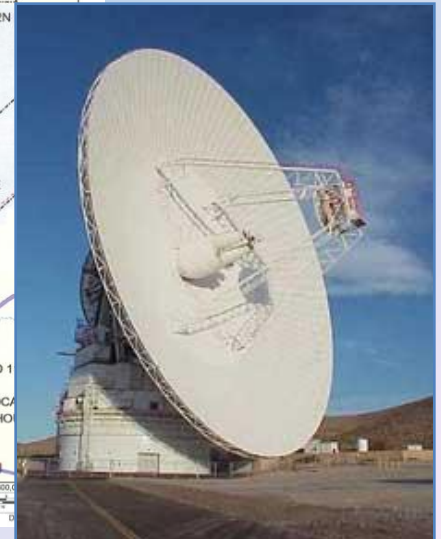
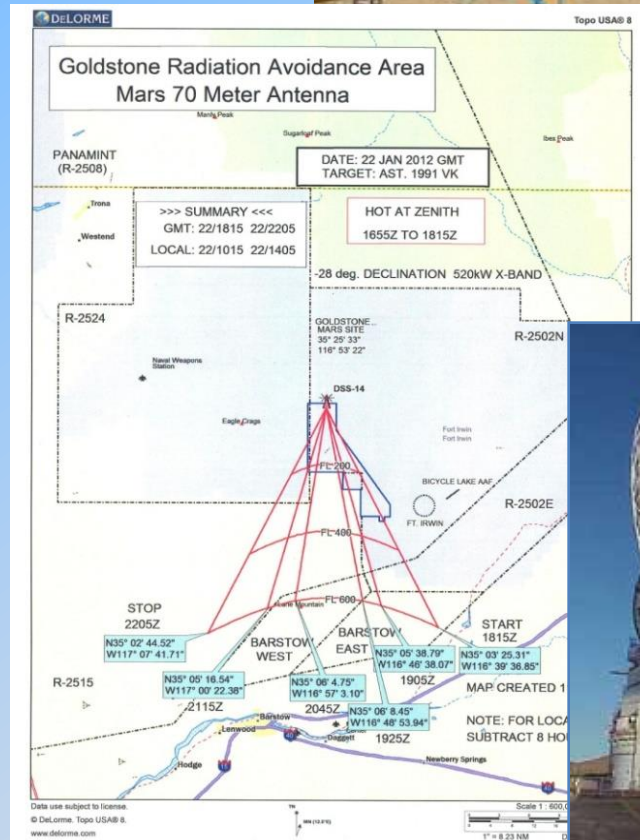


# R-2508 Annual Users Briefing

## Special Activity Areas

### NASA Goldstone Facility

- **Overflight Restriction**
  - 15,000 MSL or Higher as Scheduled
  - Goldstone provides ATC/MRU with radiation map to identify affected area, altitudes, and times when 70 meter dish is radiating
- Joshua, SPORT, China Control and Desert Radio will advise Users of Affected Areas





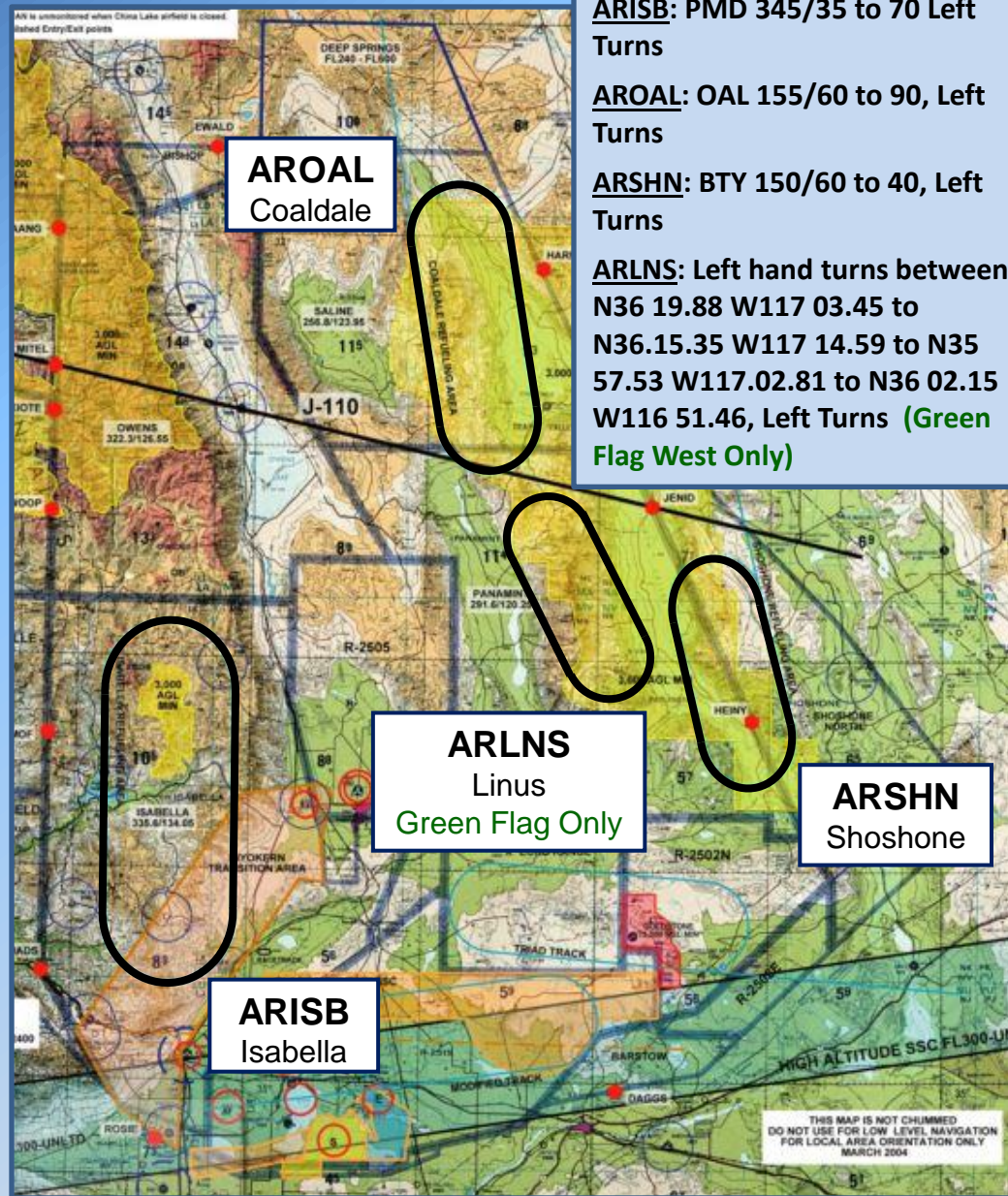


# R-2508 Annual Users Briefing

## Special Activity Areas

### Air-Refueling Operations:

- Refueling areas are **NOT exclusive-use airspace** and are **NOT PROTECTED** from other Complex aircraft operating in the area.
- Avoid observed tanking operations by a minimum of **2,000 feet vertically** and **5 miles laterally**.







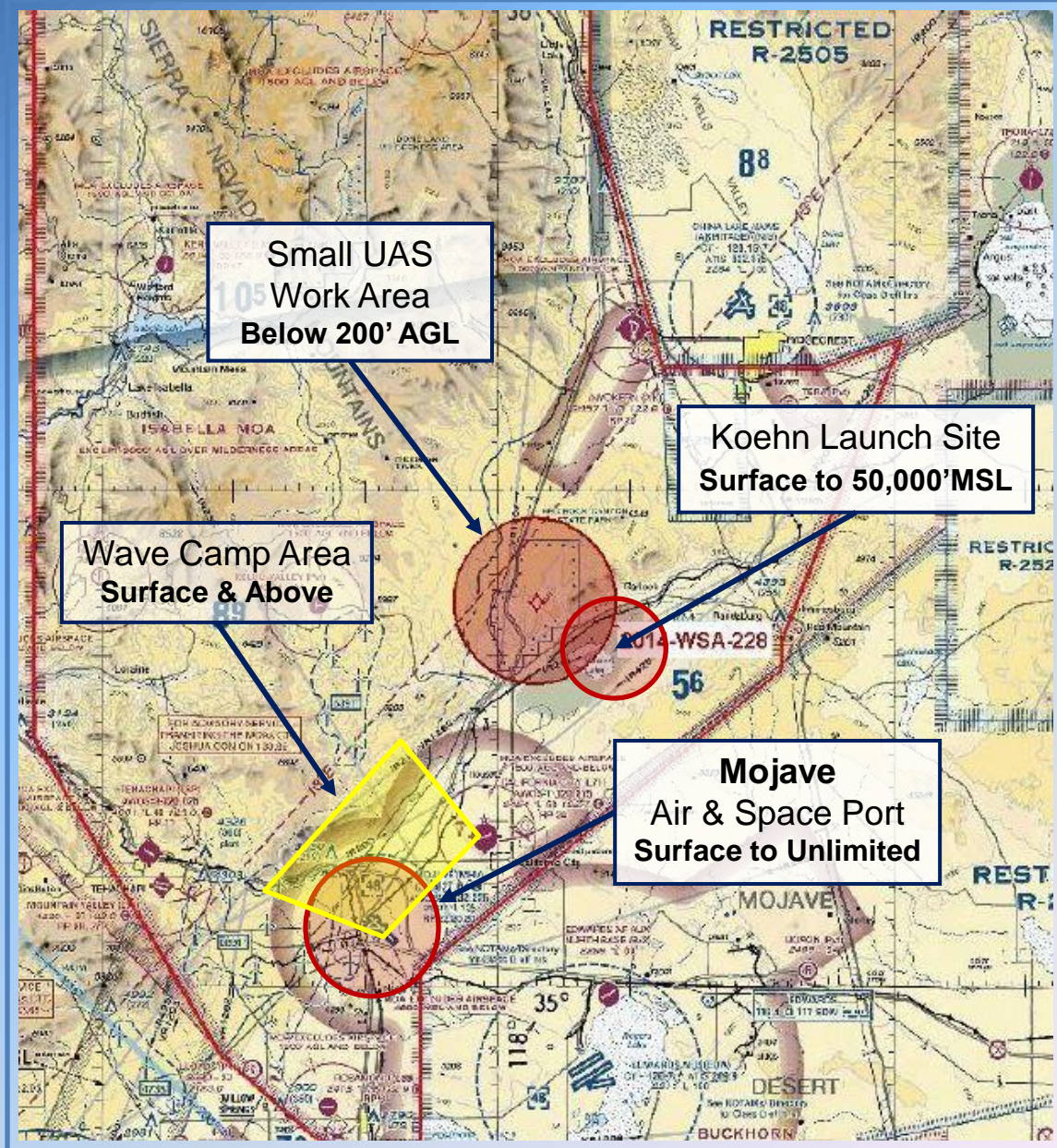
# R-2508 Annual Users Briefing

## Special Activity Areas

- **Small UAS Work Area**
  - Surface up to but not including 200' AGL
  - Underlies IR211 and VR1262
- **Koehn Dry Lake: Launch Site**
  - Launch Altitudes to 50,000' MSL
  - Safety observers provided
- **Wave Camp Area: Concentrated Glider Activity - All altitudes**
  - Transponder Equipped above FL180

**Mojave Air & Space Port:**  
Experimental aircraft & rocket research,  
development, Test & Evaluation activity,  
and Aircraft refitting

- Class D: Surface to 4,800 MSL



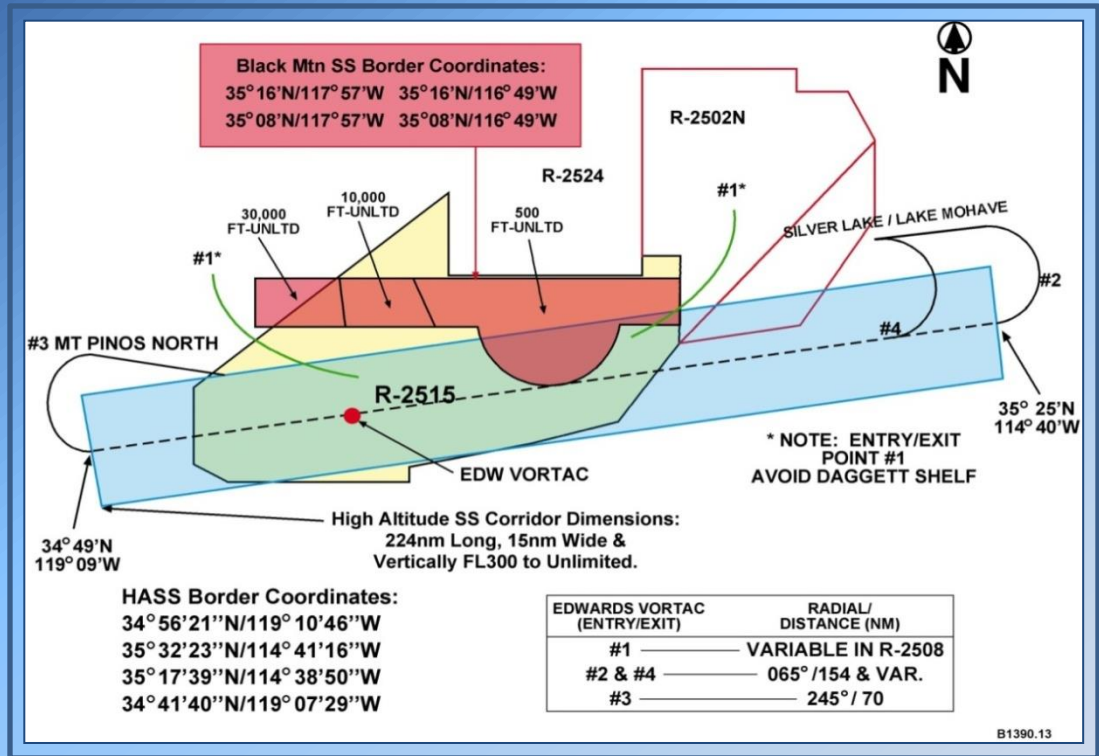




# R-2508 Annual Users Briefing

## Special Activity Areas

- Supersonic Areas
- Black Mountain Supersonic
  - Tiered Bottom
  - SPORT must be open
- High Altitude Supersonic
  - At or Above FL300
  - Entry/Exit 1 within R-2515
    - Avoid Daggett Shelf
  - Other Entry/Exit Point usage Requires Prior Coordination with SPORT and Center



## Supersonic operations

- Only in authorized supersonic areas
- Refer to R-2515 in-flight procedures (412TW 13-100) regarding use of High Altitude and Black Mountain areas, additional information available through the Edwards Airspace Management Office DSN 527-2515 or 277-2515
- Schedule Supersonic Operations with 412TW Center Scheduling. Same Day: DSN 527-3940 next day or beyond DSN 527-4110. Include in Remarks Section of CCF Airspace Request Form.

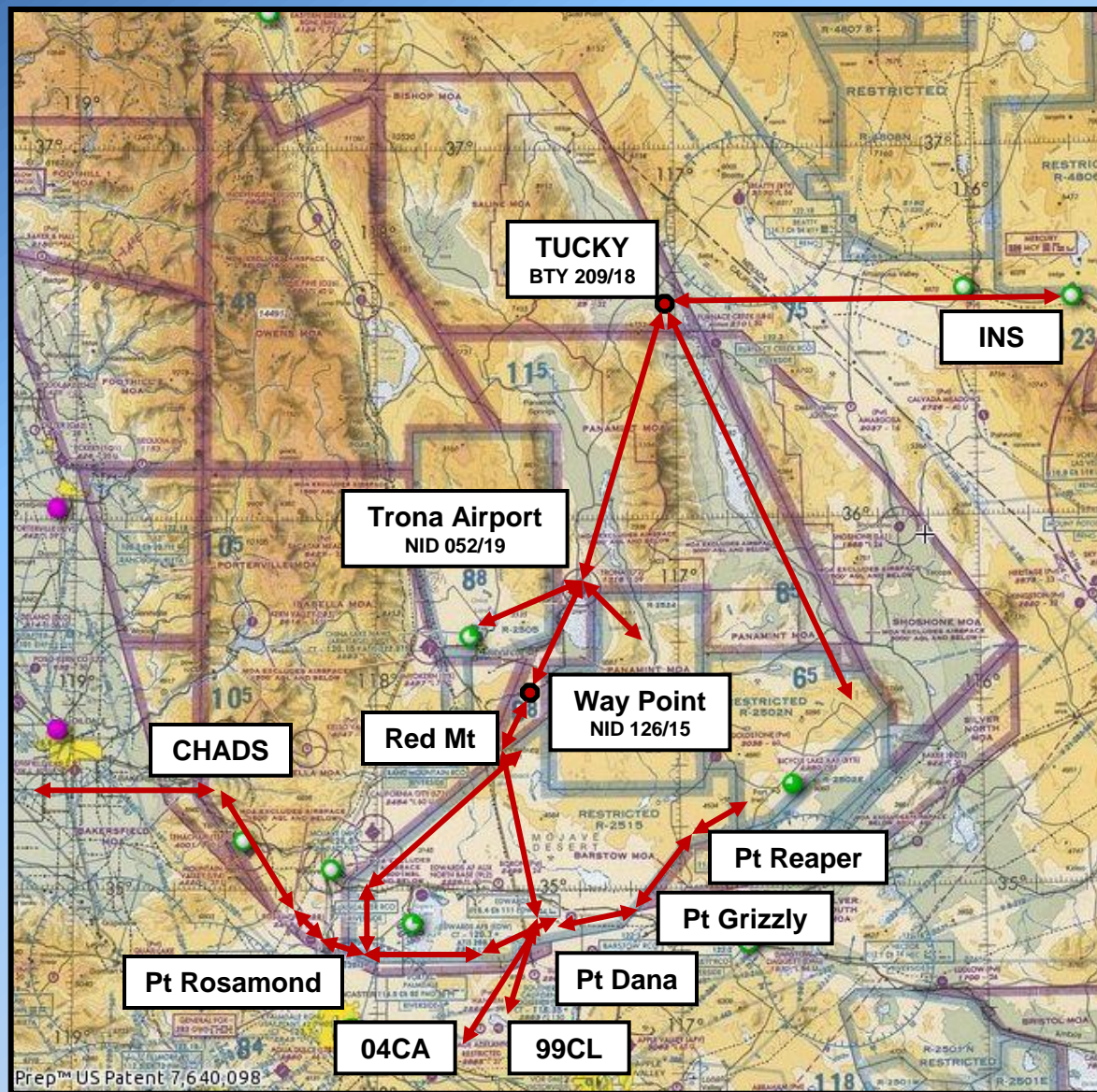




# R-2508 Annual Users Briefing

## UAS/RPA Transition Routes

- INS..TUCKY..R2502
- INS..TUCKY..Trona Airport
  - From Trona: Transition to R2505, R2524, Red Mountain, R-2515, 99CL, or 04CA
- Southern Transition Route
  - Point Grizzly, Point Dana, Point Rosamond, CHADS
- All Transitions flown at FL190 or FL200 Correct Altitude for Direction of Flight







## R-2508 Annual Users Briefing

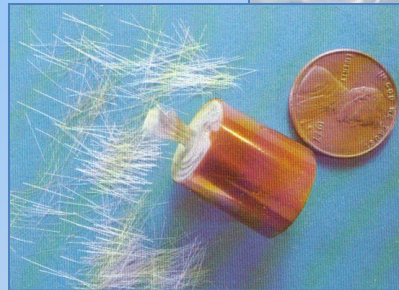
# Chaff & Flares

## Chaff/ECM

- Requires specific frequency management approvals (usually via unit)
- Notify CCF of Chaff/ECM activity when scheduling airspace (remarks section)
- Additional (internal) range rules may apply

## Flares

- Internal restricted areas ONLY & requires specific Using Agency approval





# R-2508 Annual Users Briefing

## Low Level Procedures

For sustained flight below 1,500' AGL

- Requires notification/check-in with JOSHUA Approach
- Operating frequency - 315.9 MHz, NOT Monitored by ATC/MRU
  - Use as Unicom for blind transmissions, pilot to pilot only
- State Call sign, type aircraft, location and intentions
- Provides cross frequency communication capability with Land Management Agencies



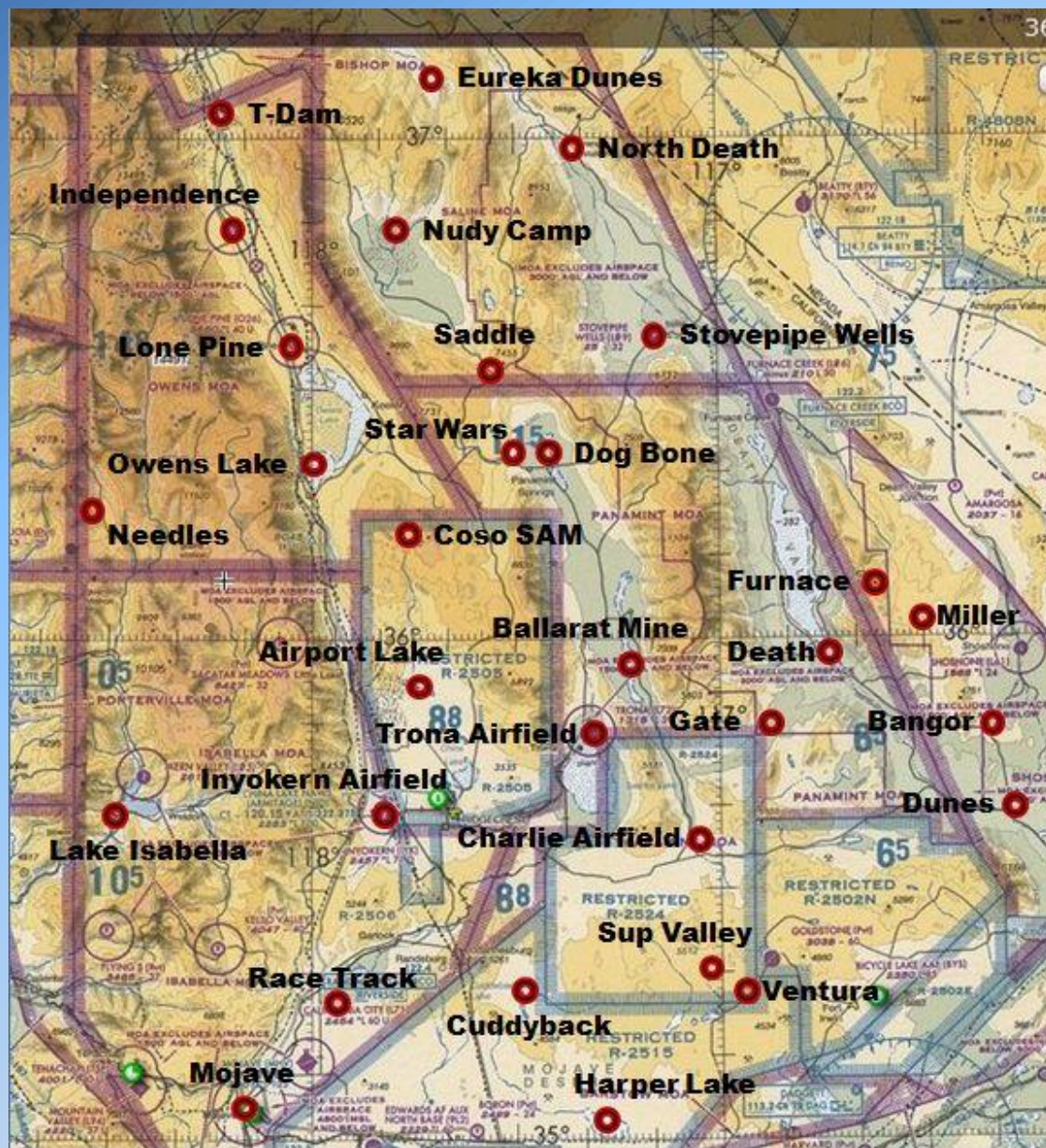




# R-2508 Annual Users Briefing

## GEO Reference Points

- Easily identifiable ground reference points used to describe aircraft position during low level flight operations on frequency 315.9
- Detailed list of these locations, names and latitude/longitude position listed in R2508 Users Handbook paragraph 5.2.1





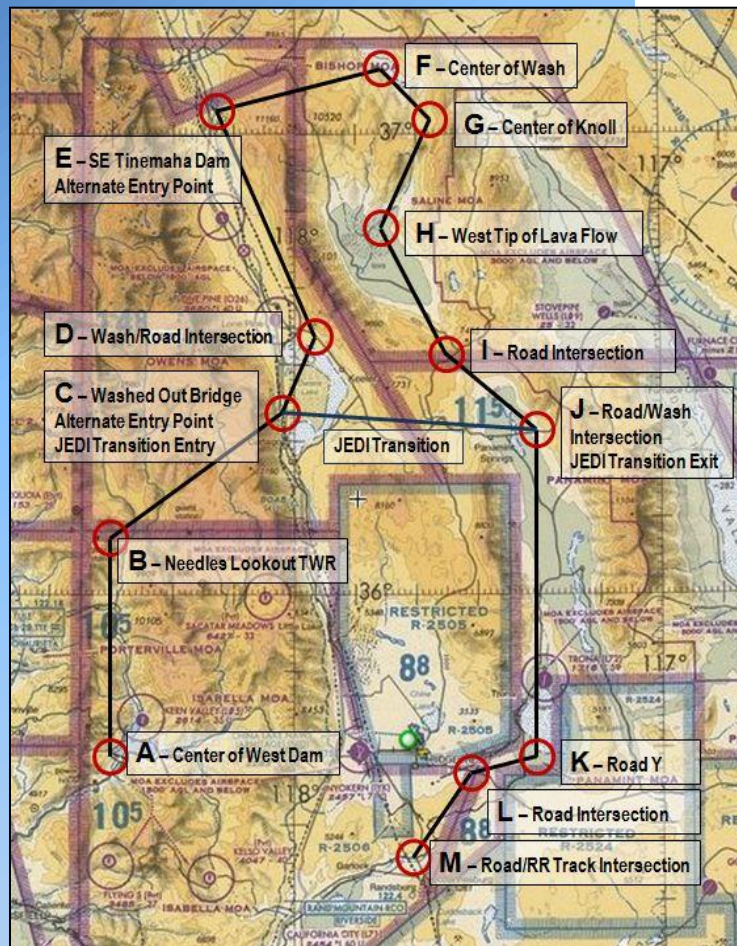


# R-2508 Annual Users Briefing

## Sidewinder

### Low Level with JEDI transition

- All points must be flown in a clockwise direction, sequentially i.e. A, B, C... M, or C, D, E... O, etc. Opposite Direction Flight Prohibited
- Preferred alternate entry via points C or E
- JEDI Transition: Proceed East from Point C to Point J
- Annotate "Sidewinder" in remarks section of R-2508 Airspace Request Form.



### SIDEWINDER LOW LEVEL (Rev 2) 11 Feb 2015

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

The SIDEWINDER and JEDI Transition are not published MTRs.

#### ROUTE DESCRIPTION:

PT	Lat/Long	Pt Description/Elevation
A	N 35 38.75 W 118 28.94	Cr of West Dam/2575
B	N 36 06.60 W 118 29.12	Needles Lookout Twr/8107
	36 24.74 118 00.57	Washed Out Bridge/3615
	36 35.61 117 58.53	Wash/Road Int/3635
	37 02.88 118 12.79	SE Tinemaha Dam/3894
	37 09.18 117 46.19	Center of Wash/2956
	37 02.17 117 37.09	Center of Knoll/4738
	36 47.95 117 45.69	West Tip Lava Flow/1352
	36 30.84 117 34.05	Road Int/6109
	36 20.69 117 21.08	Road/Wash Int/2093
	35 39.34 117 21.62	Road Y/1624
	35 36.61 117 31.56	Road Int/2480
	35 25.40 117 40.32	Road/RR Int/2785

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

DTH - 2 NM either side of centerline.

#### Operating Procedures:

Entry Procedure: Prior to entry notify Joshua of intentions and planned Entry/Exit point. Above 800 AGL and prior to route entry make intentions call on Low Level Common (315.9). Give way to any traffic already established on the route prior to entry.  
To B remain above 3000 AGL until 3 NM North Kern Valley Airport to avoid Lake Isabella and surrounding communities.

- (3) Alternate Entry: This is a procedural control and traffic may enter at any point. Preferred alternate entry points are C and E.
- (4) Alternate Exit: This is a procedural control and traffic may exit at any point. Preferred alternate exit points are H and K.
- (5) All aircraft operating on the Sidewinder/Jedi Transition will utilize the R-2508 low altitude common frequency 315.9. When entering low level environment transmit in the blind call sign, number and type of aircraft, and intentions. Monitor 315.9 until exiting low altitude regime. Repeat calls entering new areas, or crossing ridge lines.
- (6) Slower aircraft (i.e. C-12, T-34) may be on the route at the same time. Use caution for airspeed variations that may exist between aircraft. Aircraft being overtaken has the right of way.
- (7) To mitigate the risk of opposite direction traffic, offset right of centerline when transiting saddles between valleys. Rising terrain may mask advisory calls.
- (8) Avoid all noise sensitive areas by 3000' AGL or 3000' laterally. Avoid all airports along route by 1500' AGL or 3 NM.
- (9) Point B to C, avoid the extremely noise sensitive areas of Olancha and Cartago.
- (10) Point C to D, avoid the extremely noise sensitive areas of Keeler and Lone Pine. Caution: intensive hang glider activity in the vicinity of Dolomite and northeast shore of Owens lake.
- (11) Caution: high migratory bird activity between F and H during day light hours.
- (12) **CAUTION:** Possible merging traffic from aircraft on Jedi Transition (approaching from west via Point C). Sidewinder users offset east of Point J for deconfliction. Sidewinder users make mandatory radio call approaching Point J "Call sign, Sidewinder, approaching Point Juliet". Make calls on 315.9.
- (13) Point J to K, 198' multi unit towers N35°53'797 W117°17'558. Avoid Trona Airport by 1500' AGL or 3 NM.
- (14) Point K to M. Watch for traffic northbound to China Lake initial at 4000' MSL.
- (15) Point L to M, route transits underneath instrument procedure at NID (arc and final approach). Use caution if exiting route prior to point M.
- (16) Conflicts: A to L: IR-236; B to D: VR-125; E to I: VR-1205-1255-1262; I to L: VR-1262, IR-200; K to M: IR-200-211.

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

Route Map, Route  
Description, and Standard  
Operating Procedures  
Published in  
R-2508 User Handbook  
and EAFBI 13-100







## R-2508 Annual Users Briefing

# Lights Out & Targets of Opportunity

### Lights-Out Operations

- May be conducted within internal restricted areas
- Within R-2508 IAW Unit/CCB LOP

### Do Not Select Targets of Opportunity

- Highlighting test aircraft may result in a security violation or interruption of an expensive test





# R-2508 Annual Users Briefing

## R-2508 Complex Daily Brief Sheet

- What's going on the next day
- Link 16 & SADL Status Advisories
- UAS Transitions
- Unusual/Special Operations
- Future Operations



### R-2508 COMPLEX DAILY BRIEF SHEET

DOES NOT INCLUDE ACTIVITIES SCHEDULED WITHIN  
INTERNAL RESTRICTED AREAS  
R-2508 Website <http://www.edwards.af.mil/r-2508.asp>

R-2508 CC  
LARGE FORCE EX

R-2508 Complex	ALTITUDE
050300Z - 050445Z	FL290
110130Z - 110315Z	FL290
120130Z - 120315Z	FL290
130130Z - 130330Z	FL290

### R-2508 COMPLEX DAILY BRIEF SHEET

DOES NOT INCLUDE ACTIVITIES SCHEDULED WITHIN  
INTERNAL RESTRICTED AREAS  
R-2508 Website <http://www.edwards.af.mil/r-2508.asp>

1-2-3 FEBRUARY 2014

LINK 16 and SADL STATUS 3 FEB 14		
Edwards US	Edwards Allied	Rogers Peak US
Link 16: <b>Operational</b>	Link 16: <b>Operational</b>	Link 16: <b>Down</b>
SADL: <b>Down</b>		
Troubleshooting/Coordination & After Hours Requests: DSN: 525-7514, COMM: (661) 275-7514. Email: <a href="mailto:412tw_ljcc@edwards.af.mil">412tw_ljcc@edwards.af.mil</a> . Operating Hours: M-F 0800L-1700L.		

### SCHEDULED REFUELING OPERATIONS

DATE/TIME (Z)	AREA	ALTITUDES	UNIT
011745Z - 012000Z	ARISB	FL180 - FL210	TOPS/EDW

### SPECIAL ACTIVITIES/OPERATIONS

#### AMATEUR ROCKET LAUNCHES

Multiple unmanned rocket launches on Saturday, February 1st. Launch operations are from 8:00 am to 5:00 pm PST (1600Z to 0100Z), to a maximum altitude of 30,000 feet MSL. The launch location is North-East of Koehn Dry Lake, Edwards VOR EDW 336° Radial 23 NM (EDW336023), Latitude 35° 21' 12" North, Longitude 117° 48' 25.80" West, and 3 nautical mile radius.

### FUTURE OPERATIONS



GRAY BUTTE TO R2505/NID	ALTITUDE	RETURN	ALTITUDE	CALL SIGN
050815Z - 050845Z	FL200			VEGAS07

\*\* INDICATES CHANGES  
For more detailed information concerning any of the above information, contact the R-2508 Central Coordinating Facility at DSN: 527-2508, COMM: (661) 277-2508.

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CREECH TO 02N	ALTITUDE	RETURN	ALTITUDE	CALL SIGN
031730Z-031800Z	FL200	040200Z-040230Z	FL190	REAPER 1
031530Z-031600Z	FL200	040500Z-040530Z	FL190	GRIM 1
041730Z-041800Z	FL200	050200Z-050230Z	FL190	REAPER 1
041530Z-041600Z	FL200	050500Z-050530Z	FL190	GRIM 1
051730Z-051800Z	FL200	060200Z-060230Z	FL190	REAPER 1
051530Z-051600Z	FL200	060500Z-060530Z	FL190	GRIM 1

\*\* INDICATES CHANGES  
For more detailed information concerning any of the above information, contact the R-2508 Central Coordinating Facility at DSN: 527-2508, COMM: (661) 277-2508.





# R-2508 Annual Users Briefing

## IFR Flight Planning

- Flight Plans should be filed with 2 separate legs...
- Leg 1: Departure point, route of flight, R-2508 entry point, R-2508 as destination.
- Leg 2: R-2508, R-2508 exit point, flight route, destination airport/fix
- Do not file a delay in the Complex
- Filing a delay may result in the loss of the second half of your flight plan
- May result in extensive delay in receiving IFR Clearance out of area



The image shows two FAA flight planning forms. The top form is DD Form 175, MAY 86, titled 'FLIGHT PLAN'. It includes sections for 'BASE OPERATIONS USE', 'REMARKS', 'FUEL ON BOARD', 'SIGNATURE OF APPROVAL AUTHORITY', 'DUTY PILOT', 'CREW/PASSENGER LIST', 'WEATHER', 'TIME STARTED', 'DEPARTURE TIME', 'CRUISING ALTITUDE', 'DEPARTURE POINT', 'STOPOVER', 'PILOT BRIEFING', 'VNR', 'EST. TIME ENROUTE', 'DESTINATION (Name of airport and city)', 'ALTERNATE AIRPORT(S)', 'COLOR OF AIRCRAFT', 'PILOT'S NAME, ADDRESS & TELEPHONE (OPTIONAL)', 'DESTINATION CONTACT (TELEPHONE)', 'FSS ON ARRIVAL', and 'FSS ON DEPARTURE'. The bottom form is FAA Form 7233-1 (6-22) Electronic Version (Adobe), titled 'CLOSE VFR FLIGHT PLAN WITH'. It includes sections for '1. TYPE', '2. AIRCRAFT IDENTIFICATION', '3. AIRCRAFT TYPE/SPECIAL EQUIPMENT', '4. TRUE AIRSPEED', '5. DEPARTURE POINT', '6. DEPARTURE TIME', '7. CRUISING ALTITUDE', '8. ROUTE OF FLIGHT', '9. DESTINATION (Name of airport and city)', '10. EST. TIME ENROUTE', '11. REMARKS', '12. FUEL ON BOARD', '13. ALTERNATE AIRPORT(S)', '14. PILOT'S NAME, ADDRESS & TELEPHONE (OPTIONAL)', '15. NUMBER ABOARD', '16. COLOR OF AIRCRAFT', '17. DESTINATION CONTACT (TELEPHONE)', and '18. FSS ON ARRIVAL'. Both forms include a 'CIVIL AIRCRAFT PILOTS' section with a warning about filing a VFR flight plan to avoid a civil penalty under the Federal Aviation Act of 1958.



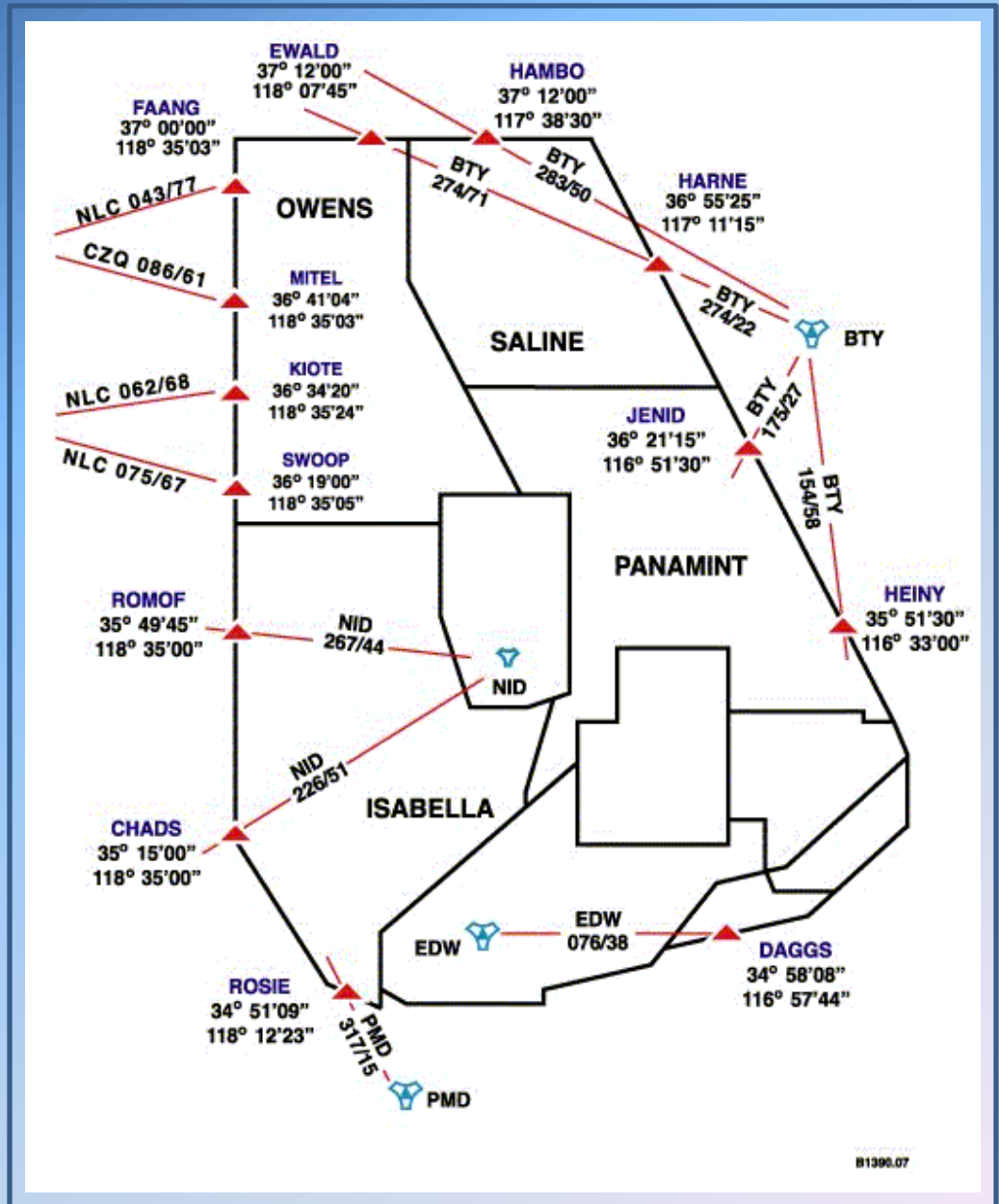
# R-2508 Annual Users Briefing

## Entry/Exit Points

### Flight Plan Entries...

- Use Complex entry/exit points during flight planning to alert Joshua/Center of your intentions.

\*NID TACAN is unmonitored when China Lake airfield is closed.



B1396.07







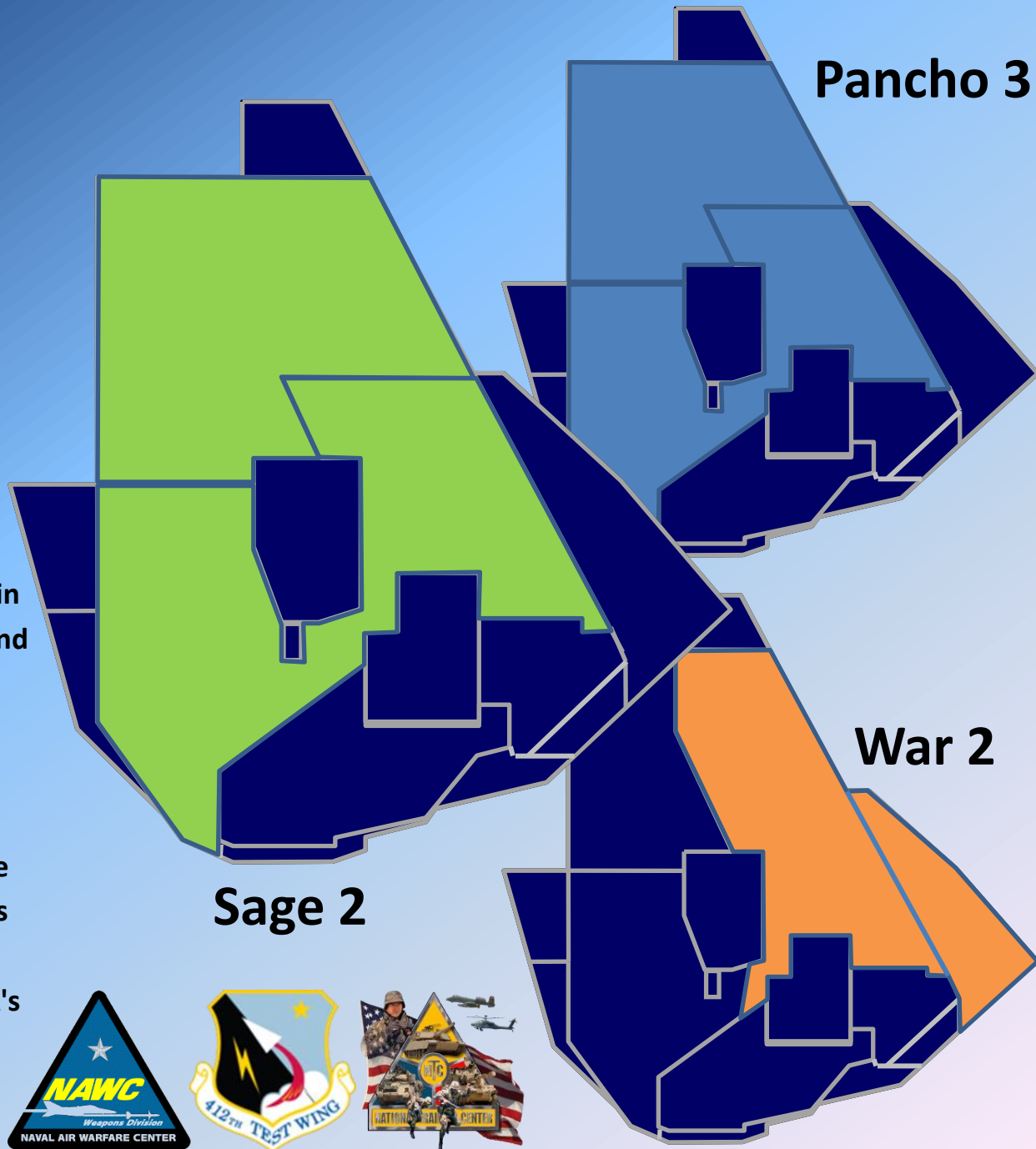
## R-2508 Annual Users Briefing

### Complex Clearances

**SAGE 2:** Isabella, Owens, Saline, and Panamint, FL290 and below

**PANCHO 3:** Clearance to operate within Isabella and Panamint work areas at and below FL500, and Owens and Saline work areas at and below FL290... **Only EDW, NID, and PMD based aircraft are authorized a PANCHO 3**

**WAR 2 Clearance:** Clearance to operate in the Saline and Panamint Work Areas at and below FL290, Shoshone MOA, and Shoshone North and South ATCAA's at and below FL230.





# R-2508 Annual Users Briefing

## R-2508 Scheduling

CCF Office Hours - Monday thru Friday  
0600-1800L, excluding holidays

- Schedule NLT 1600L Day Prior
- Schedule NLT 1600L Friday for Weekend Operations
- After hours schedule changes: Call CCF  
After Hours Number 1-866-805-2851







# Scheduling

## Why CCF Needs your Airspace Request Form NLT 1600L Day Prior (Friday for Weekends)

## Airspace Activation, Release and Recall Information is sent to Los Angeles Center NLT 1700L

## Off Station Users “Must be briefed & schedule R-2508 through CCF”

## Late scheduling could result in Mission Loss or Delay





# R-2508 Annual Users Briefing

## Scheduling

- Scheduling data used to Generate ATC Flight Plan Information and Flight Progress Strip for Joshua
- Flight Strip is Your Ticket for entry into the Complex
- Use R-2508 Complex Airspace Request Form and Submit via Email
- Units will receive return acknowledgement
- Changes to received schedules MUST be called in, emailed to CCF
- Include internal restricted areas as scheduled with Using Agency



AGR011		2145	S, T, SHN, Ø2N, Ø2E, SHS,	29Ø			
F16	LSV		SH				
1F3Ø3824G33891							

RADER51		153Ø	I, Ø, S, T, BI	29Ø			
F18	NLC						
1F3Ø3456G33851							

XPERT11		15ØØ	I, Ø, S, T	35Ø			
F18	NLC						
1F3Ø3486G33852							







# R-2508 Annual Users Briefing

## What's Available

# Online...

- R-2508 Daily Flying Schedule posted online Monday Thru Friday at 0700L
- Includes Work Areas and Mission Profiles as provided on R-2508 Airspace Request Form
- Access requires .mil email address and CAC log on



UNCLASSIFIED

Site Actions Browse Page

R-2508 Complex Enhanced Advisory Service

Home

Libraries  
AFKN\_Docs

Lists  
Announcements  
Calendar  
Links  
Tasks

Discussions

Recycle Bin  
All Site Content

Image Viewer

To link to an image, open the tool pane and then type a URL in the Image Link text box.

Welcome to your site

AFKN\_Docs

<input type="checkbox"/> Select	Type	Name	Modified	Modified By
	Folder	R-2508 24 Hour Schedule	5/23/2013 21:23	Blankenship, Andrew D CTR USAF AMC AMC/AFLCMC ESC HIB ADM
	Folder	R-2508 Daily Brief Sheet	5/23/2013 21:23	Blankenship, Andrew D CTR USAF AMC AMC/AFLCMC ESC HIB ADM
	Folder	R-2508 Documents	5/23/2013 21:23	Blankenship, Andrew D CTR USAF AMC AMC/AFLCMC ESC HIB ADM
	Folder	R-2515 Documents	7/2/2013 11:05	SANDERS, MARVIN D CIV USAF AFMC 412 OSS/OSCC
	Folder	Sidewinder Low Level Route	5/23/2013 21:23	Blankenship, Andrew D CTR USAF AMC AMC/AFLCMC ESC HIB ADM
	Image	SAMPLE dd2875	8/13/2013 11:00	SANDERS, MARVIN D CIV USAF AFMC 412 OSS/OSCC

+ Add document

## AFNET EIS SharePoint Account for CCF Online Information - 24 Hour Schedule & Daily Brief Sheet:

<https://cs3.eis.af.mil/sites/MC-OP-00-08/default.aspx>

Non-USAF agencies must setup an AFNET EIS Sharepoint Account.

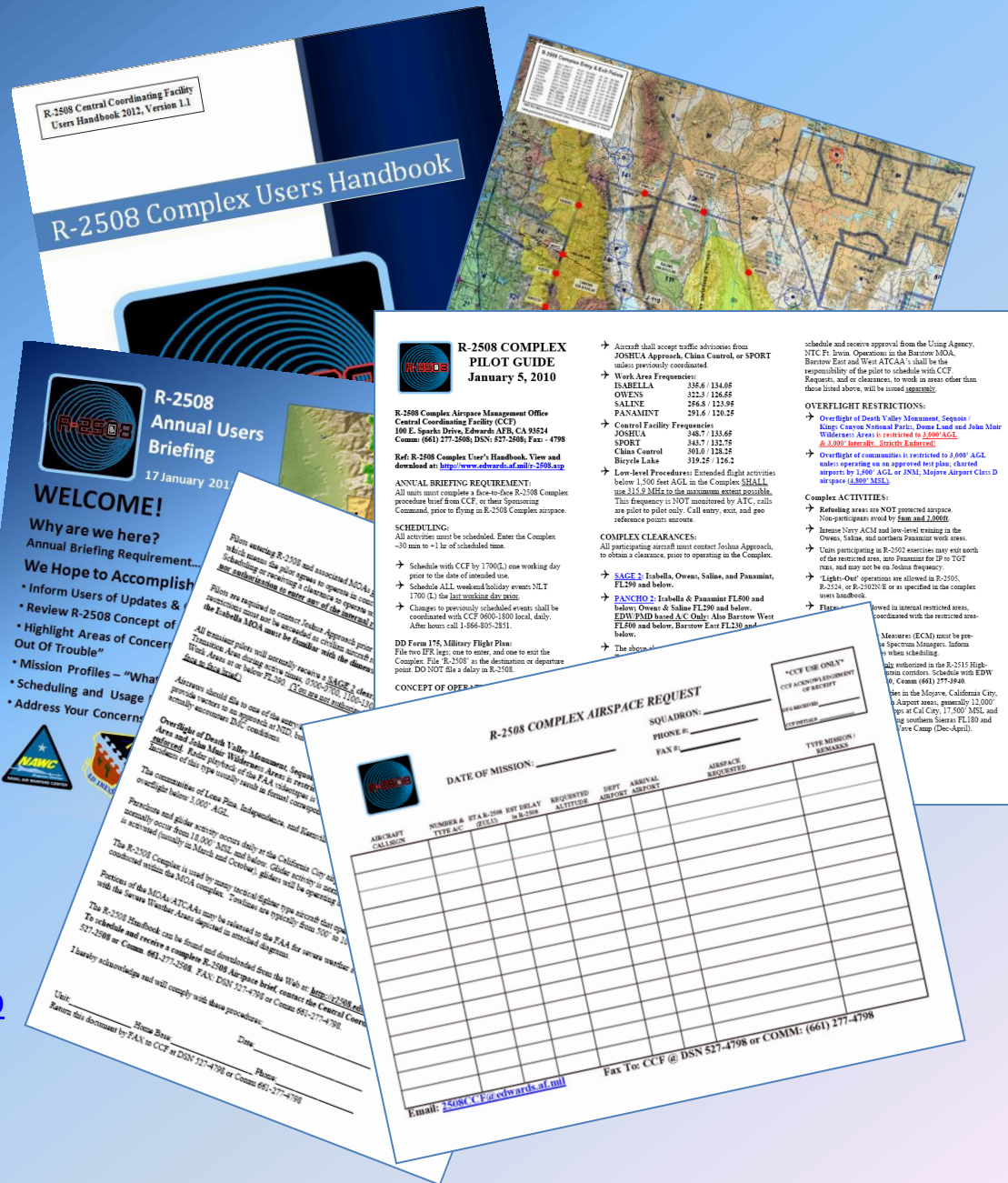
- Contact the 412th OSS IAO at DSN: 525-4269 or COMM: (661) 525-4269.
- Requirements: A current Information Awareness training certificate
- Complete DD Form 2875.



# Online...

- **Users Handbook**
- **This Briefing**
- **Airspace Request Form**
- **Situation Report (SITREP)**
- **Pilot Guide & Map**
- **NID Transient Pilot Brief**
- **Where?**

<http://www.edwards.af.mil/r-2508.asp>







# R-2508 Annual Users Briefing

## SITREP

(R-2508 Situation Report)

- Official Communication
- Official Response
- Don't wait too long...

2010-04-12 15:25 6612774798 P 2/2

**R-2508 SITUATION REPORT**

FROM: (OPTIONAL) LFA/ MBRK 452 AMN/SEF DSN: 527-2508 FAX: 527-4798

TO: R-2508 Central Coordinating Facility 100 E. Sparks Dr. Edwards AFB CA 93524-8090

DATE RECEIVED: 4-12-2010

DATE OF REPORT: 4-12-2010

This form may be used by aircrws or controllers to submit any constructive information to improve the safety and efficiency of aviation operations in the R-2508 Complex. Identification of the drafter is optional. This form is intended for the reporting of circumstances/services that enhance or degrade the user's mission within the R-2508 Complex. This form will not be used to replace reports of situations that require submission of Hazardous Air Traffic Reports (HATR), Operational Air Hazard Reports (OHR), or Near Mid-Air Collision (NMAC) Reports. Request this reports be submitted within 5 days of the incident to ensure availability of required data necessary to support analysis of the reported situation.

The information contained in this form is for military OFFICIAL USE ONLY and will be used for the exclusive purpose of improving air operations within the R-2508 Complex. No positive or disciplinary action will be taken as a result of statements made on this form.

DATE/TIME SITUATION OCCURRED: MARCH 31, 2010 1400L

LOCATION SITUATION OCCURRED: BEHATING

TYPE AIRCRAFT: C-17

OTHER AIRCRAFT INVOLVED: MOONET MOON

CALL SIGN: SLAM

FREQUENCY: 124

ALTITUDE: 124

NARRATIVE: (Be as complete as possible. Include recommendations to prevent recurrence. Add additional sheets as necessary.)

Return by Fax: 661-277-4798, DSN 527-4798 or E-mail: 2508ccf@edwards.af.mil



shua Approach that he was working with sked if CROOK47 was a participant and a range briefing (ASC Ranges) and that then proceeded to Panamint and joined

numerous aircraft. China Lake is bending g in the complex. This is not fair to the payers to be flying under the same rules. ing players to understand the rules. And is not not knowing what other aircraft are doing.

nsafe.



## R-2508 Annual Users Briefing

# R-2508 Central Coordinating Facility



## Questions?

- Co-Located with Joshua Approach
- Here to Support your Operations
  - DSN 527-2508 or Commercial 661-277-2508
  - [2508ccf@us.af.mil](mailto:2508ccf@us.af.mil)
  - Online Information
    - <http://www.edwards.af.mil/r-2508.asp>
    - <https://cs3.eis.af.mil/sites/MC-OP-00-08>

