Aircraft shall accept traffic advisories from JOSHUA Approach, China Control, or SPORT unless previously coordinated.

Work Area Frequencies:
- ISABELLA 335.6 / 134.05
- OWENS 322.3 / 126.55
- SALINE 256.8 / 123.95
- PANAMINT 291.6 / 120.25

Control Facility Frequencies
- JOSHUA 348.7 / 133.65
- SPORT 343.7 / 132.75
- China Control 301.0 / 128.25
- Bicycle Lake 281.45 / 126.2

Low-level Procedures: Extended flight activities below 1,500 feet AGL in the Complex SHALL use 315.9 MHz to the maximum extent possible. This frequency is NOT monitored by ATC, calls are pilot to pilot only. Call entry, exit, and geo reference points enroute.

Complex Common: 256.275 MHz Used as a Unicom for “airborne airspace coordination and de-confliction”. Aircrews may request Joshua have desired aircraft “Come up Complex Common” Aircrews request off frequency (if necessary) with Joshua before switching to Complex Common. Once coordination or deconfliction is completed, report back up on Joshua frequency. Not to be used as a discrete mission or inter-flight frequency. Not monitored by Joshua, China Control, SPORT, or Desert Radio.

Complex CLEARANCES:
All participating aircraft must contact Joshua Approach, to obtain a clearance, prior to operating in the Complex.

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

PANCHO 3: Isabella & Panamint FL500 and below; Owens & Saline FL290 and below.

WAR 2 (Green Flag West only): Saline and Panamint at and below FL290, Shoshone MOA, Shoshone North and South ATCAA’s at and below FL230. If requested, and scheduled for higher altitudes in the Shoshone ATCAA’s, pilots may expect clearance to those altitudes on a real-time basis. Operations in R-2502N/E shall be the responsibility of the pilot to Schedule and receive approval from the Using Agency, NTC Ft. Irwin.

Operations in the Barstow MOA, Barstow East and West ATCAA’s shall be the responsibility of the pilot to schedule with CCF. Requests, and or clearances, to work in areas other than those listed above, will be issued separately.

Entering internal restricted areas requires separate scheduling/approval with scheduling/using agency.

OVERFLIGHT RESTRICTIONS:
Overflight of Sequoia/Kings Canyon National Parks is restricted to at or above 18,000 MSL unless lower altitude is required, at no time lower than 3000'AGL, 3000' laterally. Death Valley National Park, Dome Land and John Muir Wilderness Areas are also restricted to 3000'AGL & 3000' laterally.

Overflight of communities is restricted to 3000' AGL unless operating on an approved test plan; charted airports by 1500' AGL or 3NM; Mojave Airport Class D airspace (4800' MSL).

Complex ACTIVITIES:
Refueling areas are NOT protected airspace. Non-participants avoid observed refueling formations by 5NM and 2000FT.

Units participating in R-2502 exercises may exit north of the restricted area, into Panamint for IP to TGT runs, and may not be on Joshua frequency.

‘Lights-Out’ operations are allowed in R-2505, R-2524, or R-2502N/E or as specified in the complex user’s handbook.

Flares are allowed in internal restricted areas only, and must be prior-coordinated with the restricted area-scheduling agency.

Electronic Counter Measures (ECM) must be pre-coordinated with Base Spectrum Managers. Inform CCF of these activities when scheduling.

Supersonic flight is authorized in the High-Altitude or Black Mountain supersonic corridors only. Schedule with EDW ROC at DSN: 527-3940, Comm (661) 277-3940.

Intense civilian activities in the Mojave, California City, Tehachapi and Inyokern Airport areas, generally 12,000’ MSL and below. Glider activity along southern Sierras FL180 and below, & higher during Wave Camp (Dec-April).