

R-2508 COMPLEX ACTIVE FOR DOD USE

10/3/2022

Version 2

BACKGROUND

Joshua Control Facility (JCF), also known as JOSHUA APPROACH, is experiencing a reduction in the number of qualified ATC personnel due to FAA hiring and retention challenges. These challenges, coupled with COVID, impact services available to the DoD within the Complex. JCF may use the following terms when communicating with aircrew:

- **ATC ALERT:** This term has multiple meanings to JCF. Aircrew should refer to the R-2508 Daily Brief Sheet (DBS) for clarification and/or query JCF using plain language, e.g. *Are you providing (type) service to me?* **Do not assume!**
 - Limited services provided to DoD and civil aircraft in the Complex contingent upon workload. At any time JCF could transition to ATC ZERO (e.g., controller break, sick outs, COVID cleaning, equipment failure, etc.).
 - Or*
 - No services provided to DoD aircraft in the Complex. Services *may* be provided to civil aircraft contingent upon workload.
 - Or*
 - MRUS *may* be providing services to DoD aircraft in the Complex (not JCF). JCF *may* be assisting MRUs with coordination needed to transition DoD aircraft into/out of the R-2508 Complex. CFF *may* be providing services to civil aircraft contingent upon workload.
- **ATC ZERO:** JCF is not available to provide ANY services within the R-2508 Complex. MRUs *may* (or may not) be providing services to DoD aircraft in the Complex.

WHAT TO EXPECT WHEN JCF IS NOT PROVIDING SERVICES TO DOD:

1. Review the DBS for guidance that may modify and/or supplement the below.
2. **JCF SERVICES.** No service will be provided by JCF. This means, no IFR handling, no flight clearances or modifications, no traffic advisories, etc.
3. **Military RADAR UNITS (MRUs).** MRUs *may* provide service within the Complex. For example, SPORT may extend services beyond R-2515 to the Isabella work area, *and/or*, China Lake may extend services to include Owens, Saline, and/or Panamint. When available, the MRUs *may* provide traffic and boundary advisories workload permitting. MRUs will not provide IFR handling, services, or clearances.
4. **Remain VMC, “See & Avoid” at all times.**
 - a. The Complex is normally busiest between 0900-1500L, Monday-Friday.
 - b. Assume a defensive mindset.
 - c. Maximize use of lookout, sensors, Link 16, etc.
 - d. Minimize altitude/direction changes.
 - e. Broadcast intentions in the blind, e.g., CALLSIGN, aircraft type, number in flight, working altitude, work area, description of activity, duration, etc.

5. **Apply ORM.** Assess and make appropriate risk decision to
 - a. continue the mission,
 - b. make use of alternate range/airspace options, or
 - c. return to base (RTB).

6. **Airspace:**
 - a. The four main MOAs/ATCAAs (Isabella, Owens, Panamint, Saline) (SFC-FL200) and R-2508 (FL200-FL500) are activated and available for DoD use (as scheduled). Work area frequencies:
 - Isabella 348.7 / 133.65
 - Owens 322.3 / 126.55
 - Saline 256.8 / 123.95
 - Panamint 291.6 / 120.25
 - b. Bishop, Shoshone, Deep Springs, Bakersfield, and Porterville **are not** available for DoD use. *Even if previously scheduled*, these areas are **not** available for DoD use.
 - c. Avoid all internal restricted areas, surface to unlimited, unless you specifically scheduled them via the scheduling agency. **AVOID** if not scheduled.

7. **Altimeter.** Remain on assigned local altimeter (regardless of altitude).
8. **MODE 3C.** Remain on assigned Squawk. If no squawk was assigned, squawk 4000.
9. **RTB OR EXITING THE COMPLEX:** Correctly filing inbound and outbound flight legs will assist ATC workload and ensure a quicker processing of your request.
10. **Exiting the Complex:**
 - a. Proceeding to airfields located within the Complex: proceed VFR to Tower.
 - b. Proceeding to airfields outside the Complex: depart VFR, below FL 180, using established exit fixes, *or*, pick up IFR clearance from FAA ARTCC (LA or Oakland).

EXAMPLE SCENARIOS

1. Departing from airfield within the Complex:
 - a. Request departure from Tower (NID or EDW).
 - b. Tower has approval to depart fixed wing aircraft. **PHRASEOLOGY:** *“Joshua has released the R-2508 Complex for DoD use, expect no ATC services. Cleared VFR into the R-2508 complex as scheduled, squawk 4000.”*
 - c. Launch VFR and proceed with use of airspace as scheduled.
 - d. Remain VMC, “See & Avoid.”
 - e. Use assigned work area frequency as outlined above.
 - f. When ready to RTB (inside the Complex): proceed VFR to tower.

2. Inbound to Complex from external airfield:
 - a. If previously scheduled, proceed to the Complex IFR (or VFR).
 - b. Cancel IFR at the border. **Do no enter IFR!**
 - c. Do not change assigned squawk. If no assigned squawk, squawk 4000
 - d. Remain VMC, “See & Avoid.”
 - e. Use assigned work area frequency as outlined above.
 - f. When ready to RTB (exit the complex):
 - i. Depart VFR, **below FL180**, using established entry/exit fixes.
Or
 - ii. Request IFR from FAA ARTCC, staying VFR until crossing the Complex border.