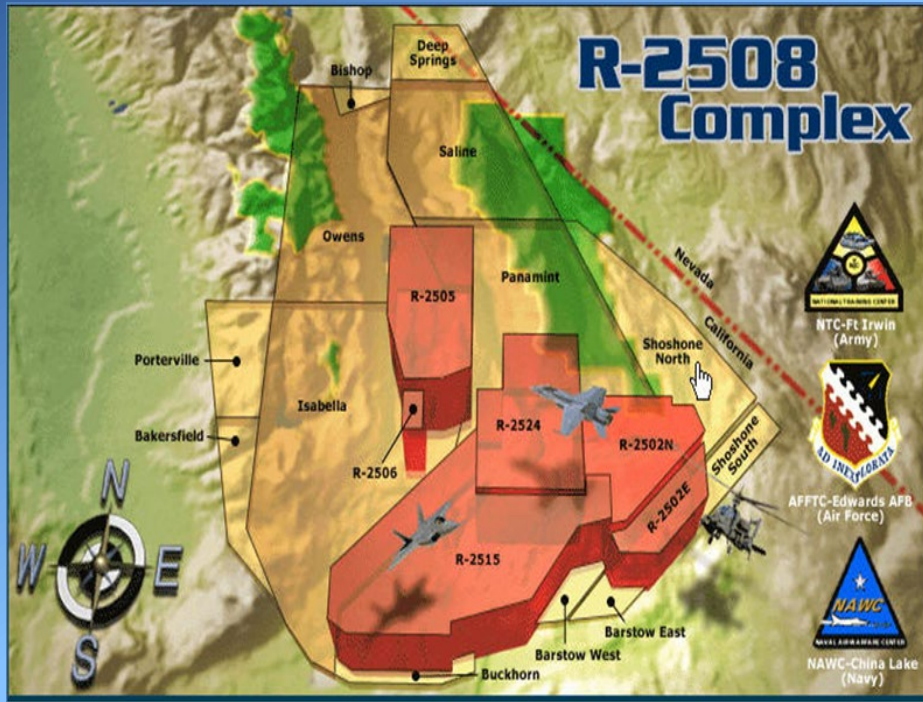




# R-2508 USER'S BRIEF

## FEB 2023



Provided by

Central Coordinating Facility (CCF)

Email: [2508CCF@us.af.mil](mailto:2508CCF@us.af.mil)

Phone: DSN 527-2508/(661) 277-2508

After-hours: 1-866-805-2851





# WHY IS THIS BRIEFING IMPORTANT?

**VFR**  
**See and Avoid**  
**Non-Exclusive Use**





# TOPICS

- **SITREPs**
- **Airspace**
- **Scheduling**
- **Joshua Control Facility**
  - **Operations**
  - **Questions**

**Reference:** R-2508 User's Handbook

**Public Website:** <http://www.edwards.af.mil/About/R-2508>

**SharePoint:** <https://usaf.dps.mil/teams/12162> ← **USAF / ANG**



# SITUATION REPORT (SITREP)

- Way to report issues, make recommendations, or report exceptional performance.
- LOCAL USE ONLY
- Submit to CCF within **10-days**
- Does not replace HATRs, OHRs, HAZREPs, or NMAC, etc.

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

**R-2508 SITUATION REPORT**

FROM (OPTIONAL): EWO/MP/AF 452 AMN/SEP 452 AMN/SEP 452 AMN/SEP  
TO: R-2508 Central Coordinating Facility  
100 E. Sparks Dr.  
Edwards AFB CA 93524-8090  
DSN: 527-2508 FAX: DSN 527-4798

DATE RECEIVED: 4-12-2010  
DATE OF REPORT: 4-12-2010

This form may be used by aircrews 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 reports of situations that require submission of Hazardous Air Traffic Reports (HATR), Operational Air Hazard Reports (OHR), or Near Mid-Air Collision (NMAC) reports. This report should be submitted within 10 days of the incident to ensure availability of data required 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 punitive or disciplinary action will be taken as a result of statements made on this form.

DATE/TIME SITUATION OCCURRED: 08/10/09 14:49Z  
LOCATION SITUATION OCCURRED: TXK / Panamint

OTHER AIRCRAFT INVOLVED: COSOM FTR  
SIGN (S) IF KNOWN:  
AGENCY: Joshua Approach  
Additional sheets as requested by Joshua Approach that he was working with CRDOK47 was a participant and a range briefing (ASC Rauges) and that then proceeded to Panamint and joined numerous aircraft. China Lake is heading 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. safe.

**R-2508 SITUATION REPORT**

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DATE/TIME SITUATION OCCURRED:  
LOCATION SITUATION OCCURRED:

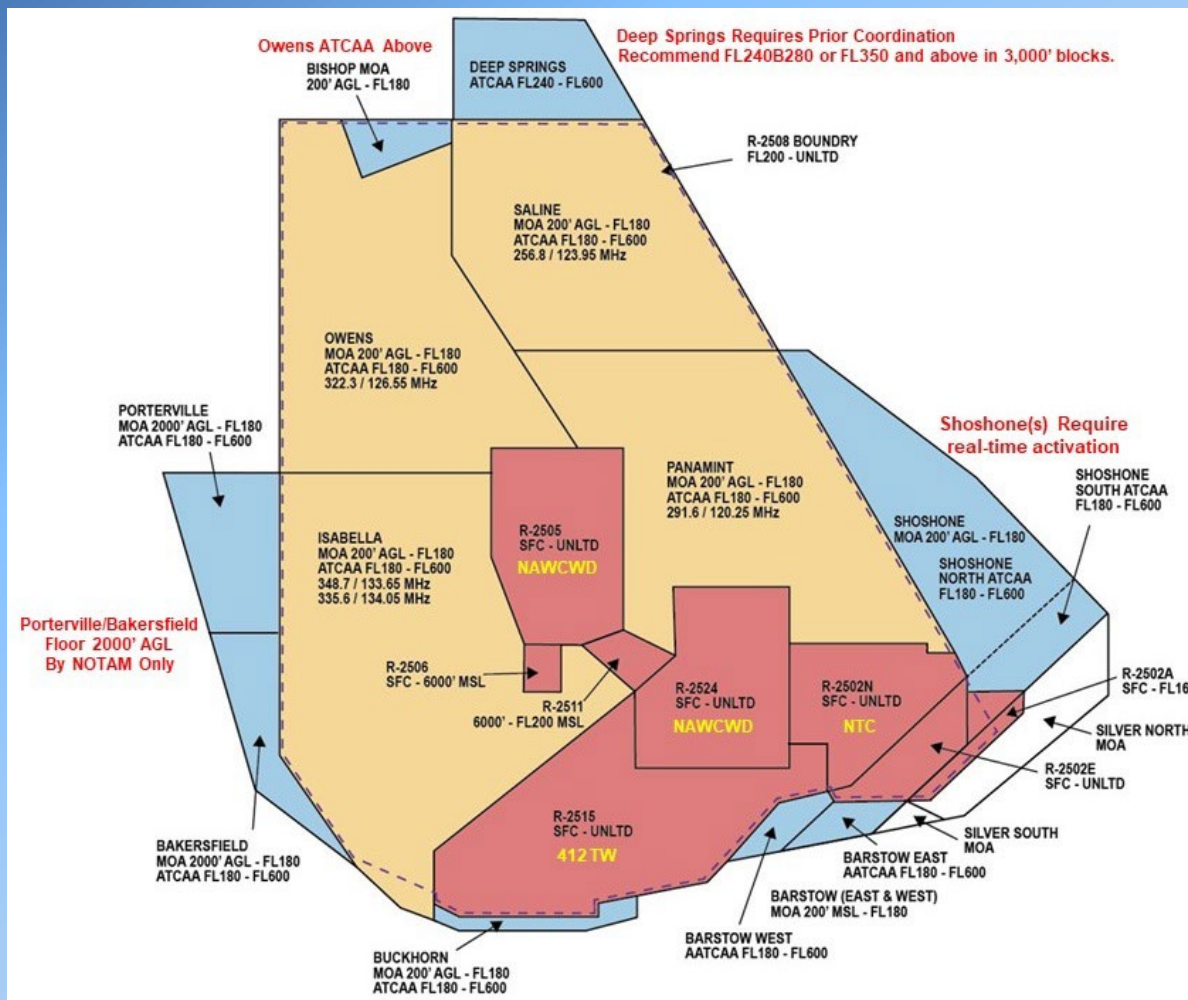
OTHER AIRCRAFT INVOLVED:  
OTHER CALL SIGNS IF KNOWN:  
CONTROLLING AGENCY:

REMARKS: (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



# AIRSPACE





# SCHEDULING

- **Unscheduled aircraft may be denied entry into the Complex.**
- Schedule internal restricted areas with using agency **and** CCF To transit MOA/ATCAAs.
- Submit an Airspace Request Form to CCF via email.
  - For Weekdays, NLT 1600L, 1-working day prior.
  - For Weekend/Holiday, submit NLT 1600L, last work day prior.
- Coordinate cancellations, add-ons, changes, or time slips with CCF.
- For flights originating from outside the Complex & not landing an airport inside the Complex:
  - File 2 legs: One to enter – one to depart the Complex.
  - File “R2508” as the destination/departure airport.
  - Do **not** file a delay in the Complex!



# JOSHUA CONTROL FACILITY ("JOSHUA")

- **For more information pertaining to JOSHUA, review the User's Handbook.**
- **Workload permitting**, provides traffic calls, boundary advisories, and mission support services.
- **Does not provide separation services between participating aircraft.**
- Notify Joshua **PRIOR** to making rapid altitude or direction of flight changes. Workload permitting, Joshua will provide advisories on known or observed traffic.



The logo for R-2508 features the text 'R-2508' in a stylized, red-outlined font. The '0' contains a small white icon of a mobile phone. This text is centered within a square frame of blue concentric circles, all set against a black background.

# COMPLEX PROCEDURES

- **Active monitoring** – tunes transceiver to the mission frequency and listens and makes traffic/boundary calls on the mission frequency.
- **Inactive monitoring** – tunes transceiver to mission frequency but does **NOT** listen. Traffic/boundary calls will be made on mission frequency. Other pilot-to-controller communication will be made on an ATC frequency.

## Aircrew must:

- Maintain 2-way communication with the controlling agency - **USE PLAIN LANGUAGE!!**
- Intra-flight communication shall be done on a secondary frequency.
- Notify the controlling agency prior to entering or exiting the Complex.
- Obtain a work area clearance **before** conducting ops in the Complex.
- Have an operational MODE 3C/A.
- Remain on assigned altimeter (regardless of altitude).
- Remain on assigned beacon code. Standard formation leads squawk normal. Wingman squawk standby.
- **REMAIN IN VMC CONDITIONS!**





# IMC PROCEDURES

What to do if you encounter IMC...

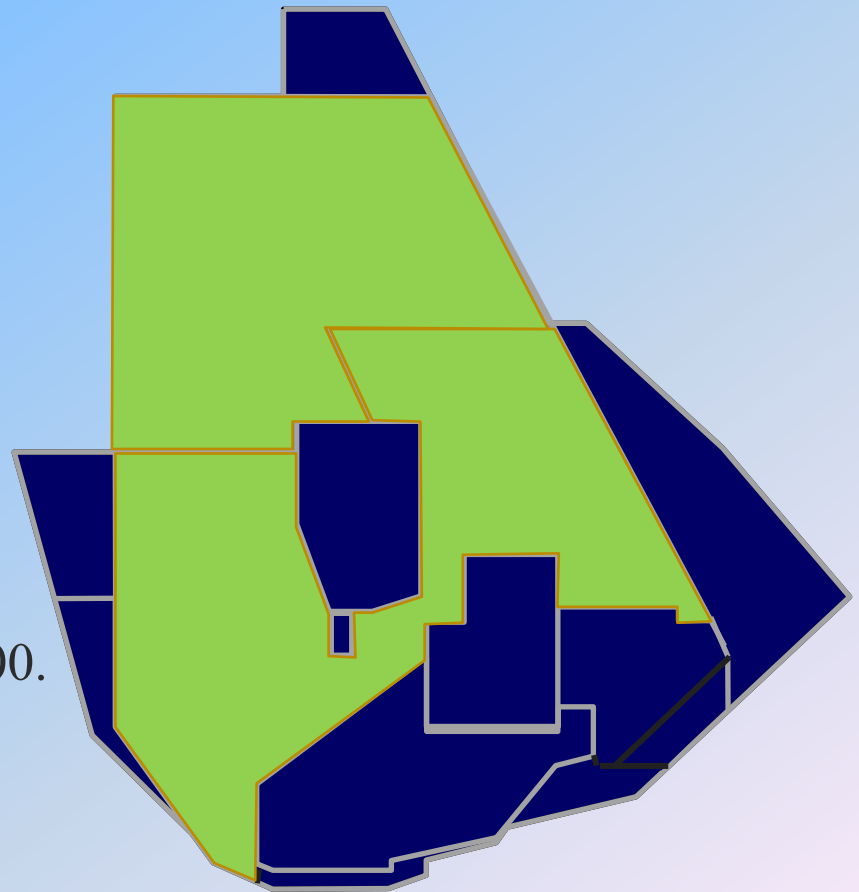
- Notify the controlling agency.
- Expect instructions to re-position to VMC, exit the area, or return to base.





# COMPLEX CLEARANCES

- **REMINDER:** Aircrew must schedule internal restricted areas IAW using agency policies.
- **SAGE 2:** Isabella, Owens, Saline, and Panamint, FL290 and below.
- **PANCHO 3:** (EDW, NID, PMD, NLC) Isabella and Panamint at and below FL500. Owens and Saline at and below FL290.





# DAILY BRIEF SHEET (DBS)

- Includes advisories of current and forecasted operations, e.g. ATC ALERT, ATC ZERO, R-2511 Activation, etc.
- Produced by CCF & disseminated via email, M-F @ ~1700L.

Notify CCF if you want to be added to the DBS distro list:

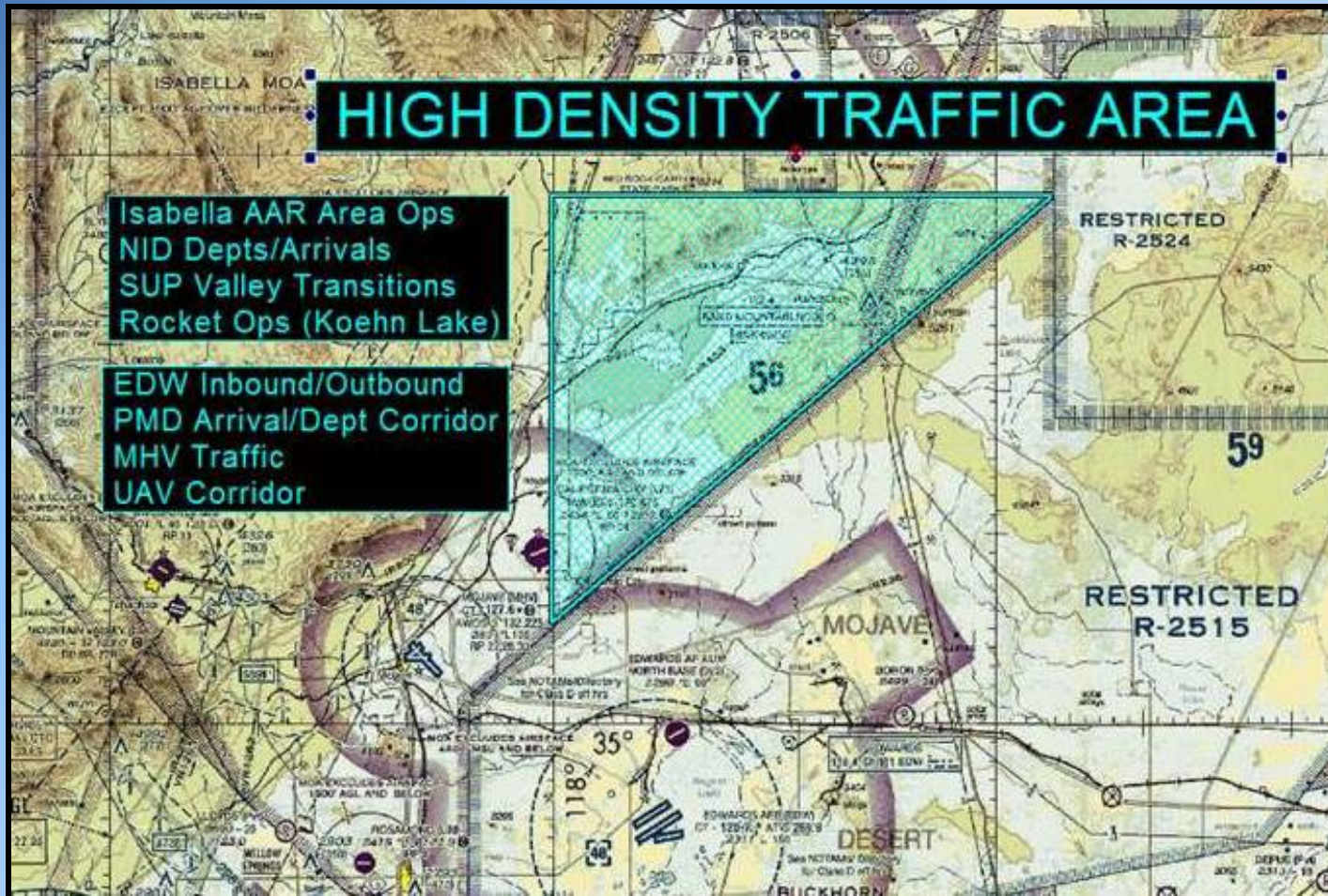
[2508CCF@us.af.mil](mailto:2508CCF@us.af.mil)

**SharePoint:** <https://usaf.dps.mil/teams/12162> ← **USAF / ANG**





# HIGH DENSITY TRAFFIC AREA



Isabella AAR Area Ops  
NID Depts/Arrivals  
SUP Valley Transitions  
Rocket Ops (Koehn Lake)

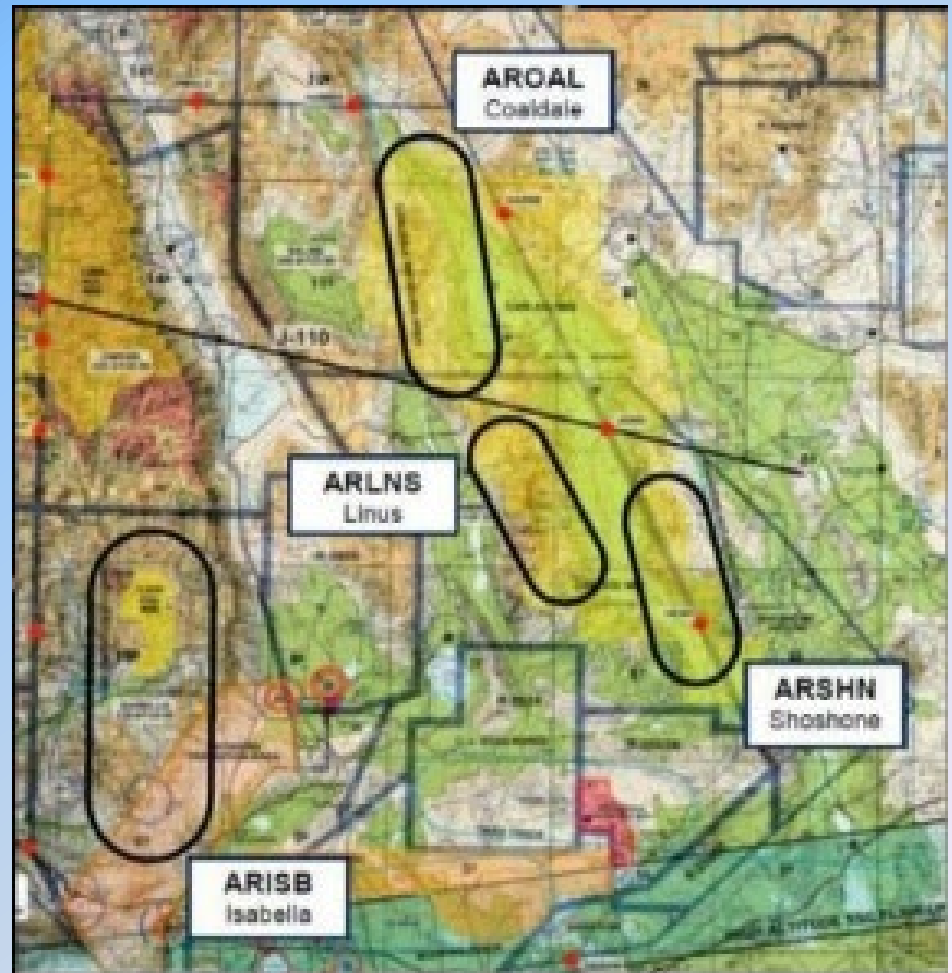
EDW Inbound/Outbound  
PMD Arrival/Dept Corridor  
MHV Traffic  
UAV Corridor





# AERIAL REFUELING

- Refueling Areas are **NOT** exclusive use and are **NOT** protected from other activities.
- Aircrew are encouraged to avoid by 2,000' vertically and 5 miles laterally.
- **ARISB:** FL210B230, FL240B260, and FL270B290
- **ARLNS:** **Green Flag only.**
- **ARSHN/AROAL/ARLNS:** Receivers remain above 3,000' AGL.





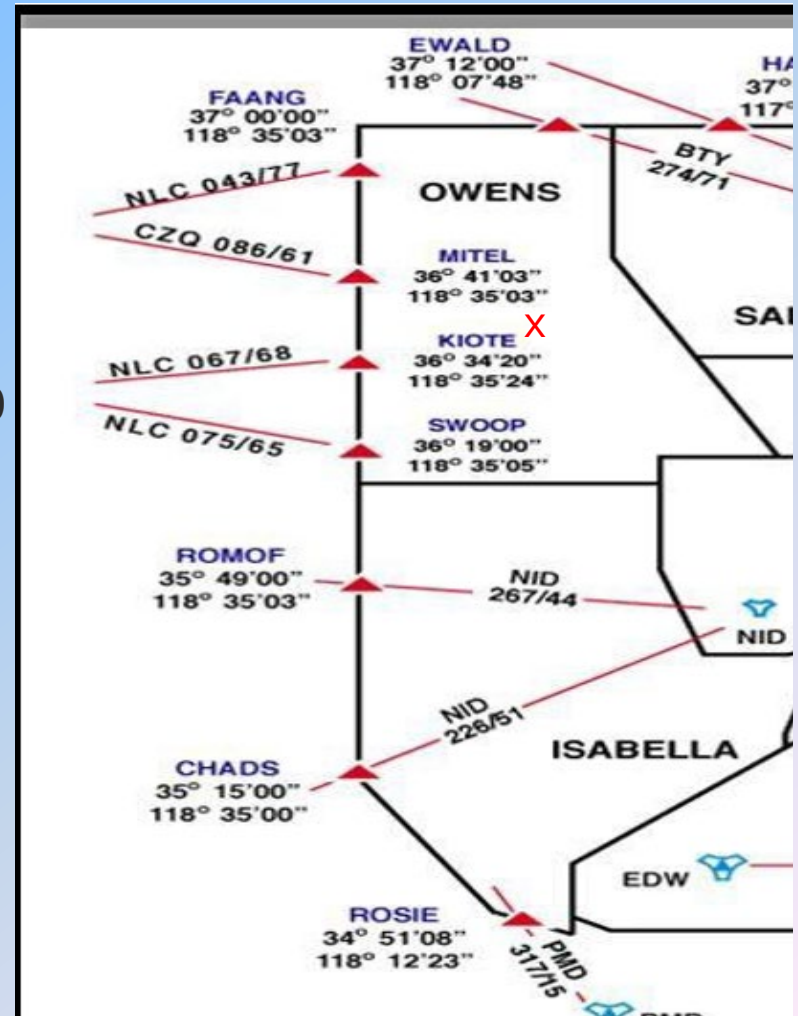
# ENTRY/EXIT PROCEDURES

## NAS Lemoore/Fresno ANG

### Ingress/Egress Routes

### AVOID MT WHITNEY (x)

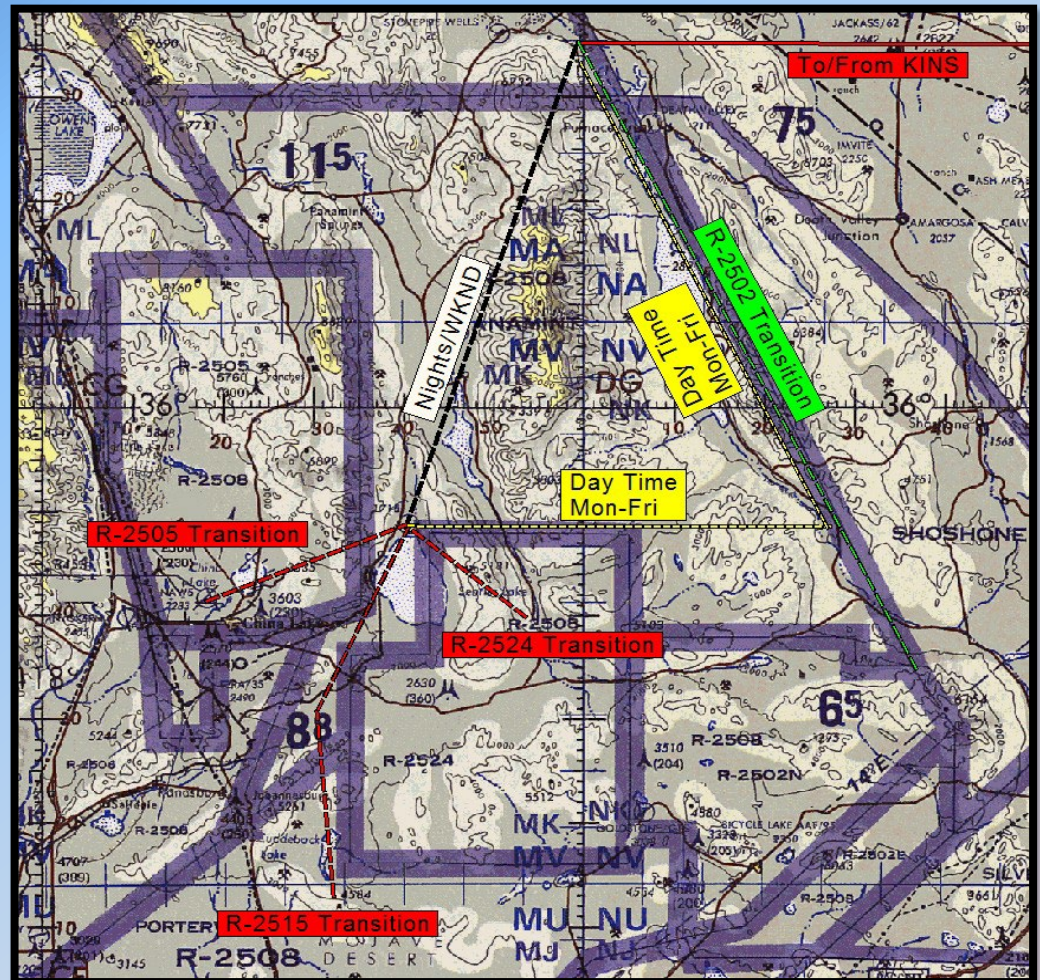
- **NAS Lemoore:** Ingress – FL210 / Egress – FL200
  - KIOTE & SWOOP at or above FL180.
  - ROMOF at FL190/200 to avoid ARISB.
- **Fresno ANG:** Ingress – FL260BFL270/ Egress – FL200
  - FAANG & MITEL at or above FL180.
  - Use FAANG to avoid Cap Points





# UAS TRANSITION ROUTES

- Refer to the DBS
- Flown FL190/FL200
- **Transitioning the Trona Gap is not authorized when R-2511 is active.**

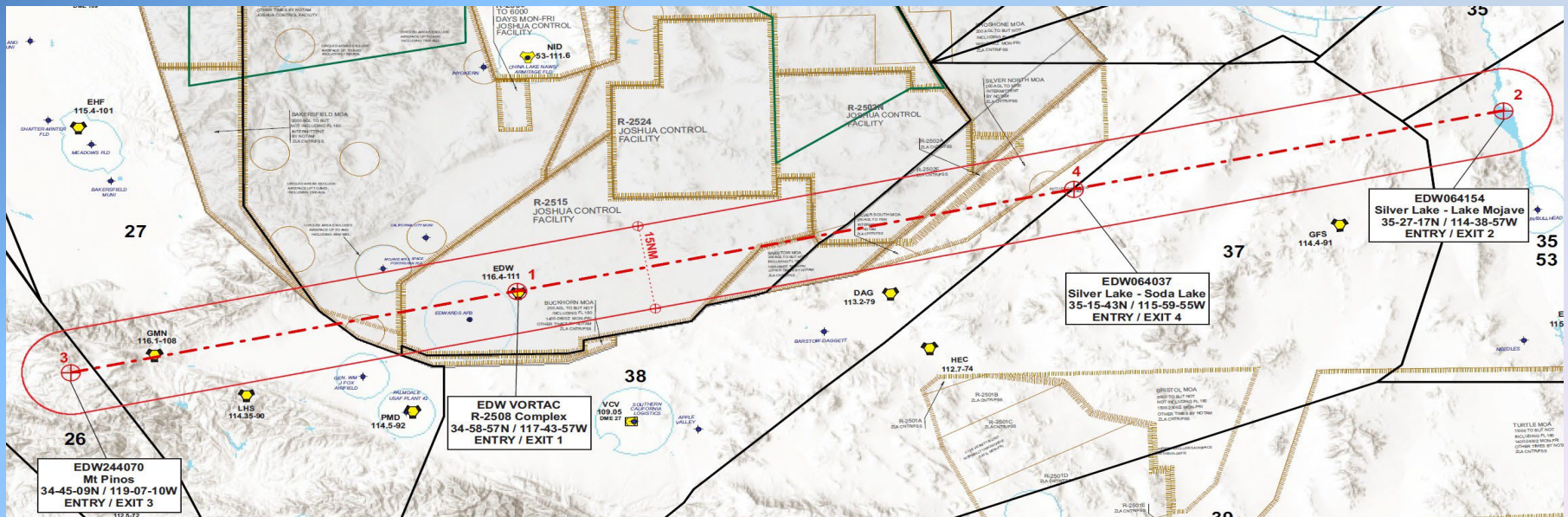






# SUPERSONIC ACTIVITIES

- The Bell X-1 Supersonic Corridor (BX1SC) must be scheduled with CCF **AND** the 412 TW.
- For more information on the Black Mountain Supersonic (BMSS) corridor, refer to the R-2515 Airspace Handbook. (<https://www.edwards.af.mil/About/R-2515-Airspace/>)







# MISC OPERATIONS

- **Lights-Out Operations.** Requires a LOA with the CCB. Saline and Panamint only, FL200BFL350. Aircrew shall leave lights ON while transiting to/from internal restricted area(s). Annotate “LIGHTS OUT” in the remarks section of the airspace request form.
- **Electronic Counter Measures/Chaff.** Pre-coordinate with Base Spectrum Managers. Annotate “ECM/CHAFF” in the remarks section of the airspace request form.
- **Flares.** Not authorized in R-2508 Complex. Flare use inside internal restricted areas must be coordinated with the scheduling agency.

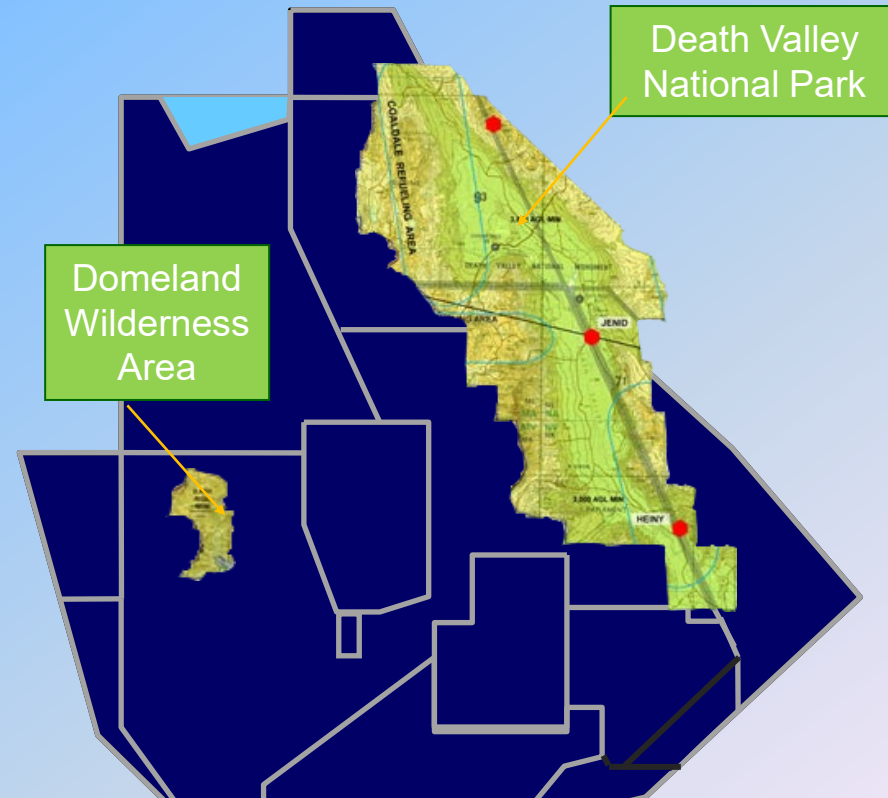




# NATIONAL PARKS / WILDERNESS AREAS

Floor of MOA in these areas: 3,000' AGL

REF: FLIP AP1 California, FAA JO 7400.8



**Remain at least 3,000' both laterally and vertically from Death Valley National Park and Domeland Wilderness Areas.  
Remain 3,000' from Canyon Walls and Saddles**



# SEQUOIA AND KINGS CANYON (SEKI)

- **Remain at or above 18,000' vertically and 3,000' laterally from SEKI. (Mt Whitney is 14,505'.)**
- If lower than 18,000' is required annotate "SEKI" in remarks section of Airspace Request Form.
- Unscheduled operations below FL180 over SEKI are authorized only for safety of flight.
- Do not descend below 3,000' AGL except in an emergency situation.







# NOISE SENSITIVE AREAS

- All communities within the Complex are considered “Noise Sensitive Areas.” Avoid by 3,000’







# LOW LEVEL PROCEDURES

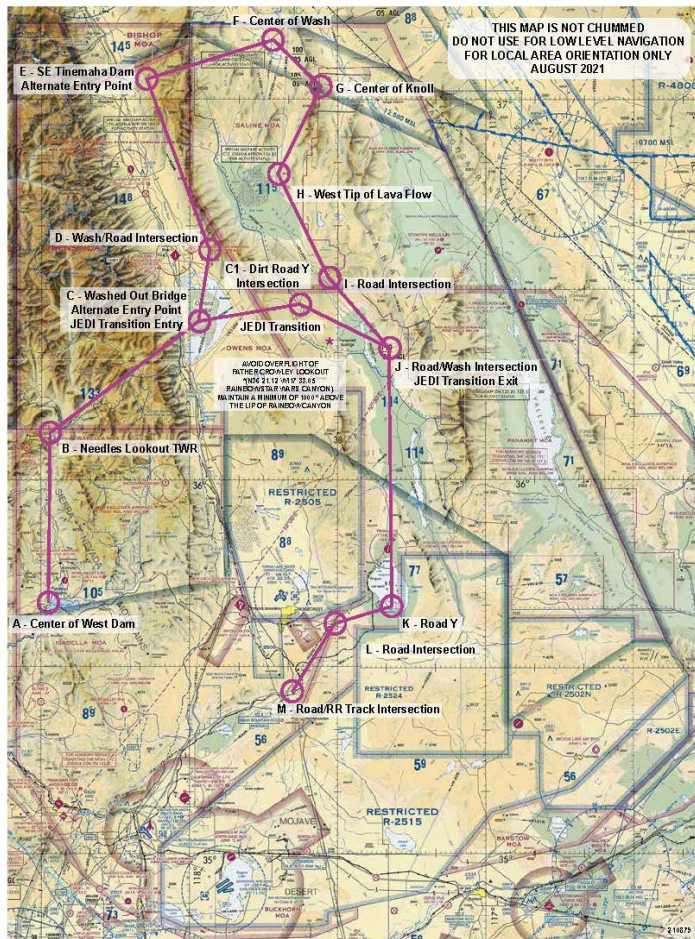
- Check-in with the controlling agency
- 315.9 MHz. Blind transmissions, pilot to pilot only! NOT monitored by ATC/MRU. (Callsign, type, location, intentions).
- Make calls when approaching choke points such as Canyons and Saddles.
- UHF is “Line of Site.” Aircraft on the other side of the ridgeline or saddle may not hear you.







# SIDEWINDER LOW LEVEL ROUTE (SWLL)



- Flown clockwise direction (i.e. A, B, C).
- Opposite direction flight **PROHIBITED**.
- AVOID noise sensitive areas by 3,000’.
- AVOID all airports by 1,500’ AGL or 3 NM.
- CAUTION: Possible merging traffic from aircraft on Jedi Transition. Offset east of J for de-confliction. Mandatory radio call approaching J: “Callsign, Sidewinder, approach Point Juliet.”
- CAUTION: B-C is a high traffic area that has limited radio coverage due to terrain.
- Annotate “SWLL” in remarks section of Airspace Request Form.



# SWLL CONTINUED...

**When entering the SWLL at Point A, remain centerline AND at or above 3,000' AGL until 3NM North of Kern Valley Airport to avoid local communities and Noise Sensitive Areas.**







# TEMPORARY FLIGHT RESTRICTIONS (TFRS)

- Check NOTAMs prior to departure
- Check Daily Brief Sheet prior to departure
- **FOREST FIRE SEASON** - Flight crews must be alert for fire suppression activities using aircraft during the fire season. In many cases a NOTAM designating a temporary flight restriction area will be in effect for such areas when a fire exists. All aircrews should be extremely alert for such areas whether designated or not and avoid such areas by at least 5 NM. (REF: AP1)
- Watch for DBS advisories for “Wide Spread” or “Concentrated” firefighting activities.
- USE CAUTION – traffic may be proceeding to/from these areas.

<https://www.youtube.com/watch?v=6AcsW7XbySA>







# ANNUAL CREDIT

**To receive credit for having completed this briefing.**

**Email: [2508CCF@us.af.mil](mailto:2508CCF@us.af.mil)**

**INCLUDE**

**NAME(s), ASSIGNED SQUADRON**

**AND**

**PHONE NUMBER**



# QUESTIONS?



**Email:** [2508CCF@us.af.mil](mailto:2508CCF@us.af.mil)

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