

R-2515 Users Handbook

Airspace and Flying Procedures

25 Feb 2019

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Certified by: 412 OG/CC
 (Colonel Spinelli)

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Chapter 1: Introduction

1.1. Authority. FAA JO 7800.10 designates the R-2515 using agency as the 412th Test Wing (TW). The 412th TW Commander (412 TW/CC) delegates authority for scheduling, airspace, and flying procedures to the 412th Operations Group Commander (412 OG/CC). This handbook provides information and guidance applicable to R-2515. Compliance is expected.

1.2. Online Information Available. Public R-2515 information is available via the EAFB public website at: <http://www.edwards.af.mil/Home/R-2515-Airspace/>. Non-public R-2515 information is available to CAC holders via the R-2515 Airspace Management SharePoint site: <https://org2.eis.af.mil/sites/22616/412OSS/Pages/OSOS-R-2515%20Airspace.aspx>.

1.3. Recommended Changes. Recommended changes to this handbook should be forwarded to the R-2515 Airspace Management Office (412 OSS/OSOA):

100 E. Sparks Drive
Building 2580, Room 301
Edwards AFB, CA 93524-8090

Telephone: DSN: 527-2515; COMM: (661) 277-2515

Email: 412OSS.OSO.R-2515AirspaceMgr@us.af.mil

1.4. Waivers. Coordinate through R-2515 Airspace Management Office for deviations to this handbook. Deviations will be approved by the OG/CC via a CONOP.

1.5. GPS Data. The National Geospatial-Intelligence Agency (NGA) Edwards Support Team recommends that the GPS data in this handbook be used for informational purposes only. For current data, please contact NGA ((661) 277-5050) or 412 TW/Range Safety ((661) 277-5297).

1.6. Filming and Data Collection Requests. Filming and data collection on EAFB property shall be in accordance with DoDI 5410.16 and coordinated through the Public Affairs Office (DSN: 527-3824/COMM: (661) 277-3824).

Chapter 2: Description and Scheduling

2.1. Major Range and Test Facility Base (MRTFB). DoDD 3200.11 designates the 412 TW as an MRTFB. The 412 TW, the using agency of R-2515, conducts Research, Development, Test & Evaluation (RDT&E) in support of the Department of Defense (DoD). The MRTFB may be used by other DoD users, and users outside the Department such as U.S. Government Agencies, State and local governments, allied foreign governments, and commercial entities. R-2515 is not for recreational use/users. R-2515 excludes the Class D (when tower is operational).

2.2. Participating/Non-Participating Aircraft. "Participating aircraft" are under the command of, or sponsored by, US Navy, US Army, US Air Force, members of the R-2508 Joint Policy and Planning Board (JPPB), and civilians under Letter of Agreement (LOA) or Hold Harmless Agreement (HHA). "Non-Participating" aircraft cannot comply with R-2508 procedures.

2.3. Airspace Briefings. R-2515 users require annual R-2508 and R-2515 briefings.

2.4. Scheduling. Scheduling is in accordance with EAFBI 11-115.

2.5. No fly Areas. Avoid 'no fly' areas laterally or vertically. Do not overfly the Air Force Research Lab (AFRL) below 5300' MSL. Do not overfly the EOD area below 6000' MSL. To the maximum extent possible, do not overfly the base housing area or the 412 TW medical facility. Do not overfly the base housing area or the 412 TW medical facility below 3000' MSL.

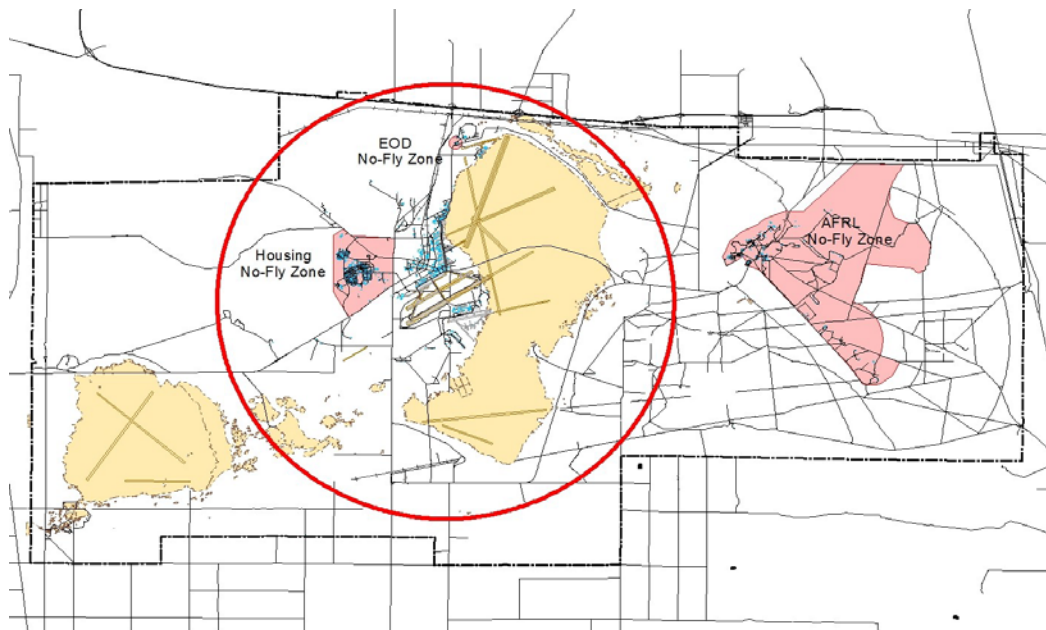


Figure 1. No Fly Areas.

Chapter 3: Air Traffic Control (ATC) Services

3.1. NOTAMs / DROTAMs (Drone NOTAM). NOTAMs are issued by 412 OSS Airfield Management (412 OSS/OSAM). All aircrew whose operations require a NOTAM shall contact 412 OSS/OSAM at least 3 days in advance: Email: s53d74@us.af.mil or DSN: 277-2222; Comm (661) 277-2222. DROTAMs are not published within R-2515 for 412 TW UAS activities. Authorized civil UAS users are required to input their DROTAMs data into the FSS website (<https://www.1800wxbrief.com/Website/#!/>). Aircrew can view DROTAMs via SkyVector (<https://skyvector.com/>).”

3.2. VFR Procedures. Participating aircraft must operate VFR. The pilot-in-command must “see and avoid” all other aircraft. Aircraft unable to operate under VFR should notify SPORT Military Radar Unit (MRU). Aircraft that need to penetrate IMC, within R-2515, must remain in VMC until they can receive an IFR clearance from JOSHUA. Expect delays. JOSHUA will issue a temporary IFR clearance in order to find an area where VMC can be maintained or to exit the airspace.

3.3. SPORT Military Radar Unit (MRU). SPORT radar controllers assist aircrews in accomplishing their missions and avoiding other aircraft within R-2515 and the BARSTOW and BUCKHORN MOAs. When SPORT is closed, control of these areas reverts to JOSHUA.

3.3.1. Services. SPORT does not provide air traffic control or IFR services, rather they provide 'advisory' service for participating VFR aircraft. These services include radar monitoring, traffic advisories, safety alerts, boundary calls, tactical maneuvering traffic calls, radar vectoring, arrival sequencing, and general aircraft de-confliction.

3.3.2. Participating aircraft must establish 2-way radio communication with SPORT before entering R-2515. Aircraft taking off from Edwards AFB will contact SPORT just prior to takeoff for an area brief.

3.3.3. While SPORT provides advisory services, when potentially unsafe situations require SPORT to issue instructions, participating aircraft will comply with those instructions to the maximum extent possible.

3.3.4. Participating aircraft will advise SPORT prior to making radical horizontal or vertical maneuvering.

3.3.5. Pre-Brief. Participating aircraft must contact SPORT or submit a Pre-Brief Sheet to SPORT prior to takeoff. This permits SPORT to actively plan de-confliction. This sheet is available on the R-2515 Airspace Website. Fax this sheet to SPORT at 661-277-8863 as early as possible. NOTE: All crews flying T-38 aircraft with the nose boom modification will make the following annotation on the Sport Brief: “***T-38C YAPS Nose boom Modified aircraft – True altitude is higher than indicated, reported altitude may be in error by 1,200’ at high subsonic speeds.”

3.3.6. Mission Services. SPORT has the capability to assist aircraft on discrete mission frequencies for complex missions requiring specialized handling. Contact SPORT to coordinate the needs of your mission.

3.4. Joshua Approach (JOSHUA). When R-2515 is not scheduled for DoD use, it is released to JOSHUA. JOSHUA provides limited services, such as traffic information and airspace boundary calls. Unlike SPORT, they do not provide de-confliction services within R-2515.

3.5. Bubble Airspace (BA). Piloted aircraft will avoid un-piloted aircraft by 1000' vertical or 3NM horizontal. Piloted aircraft chasing un-piloted aircraft are exempt.

3.6. Altimeter Setting. Participating aircraft will use the Edwards altimeter setting inside R-2515. If test requirements dictate a different setting, notify SPORT prior to your mission.

3.7. Lights Out Operations. Aircraft position lights shall remain on while transiting to/from and may be turned off when established within the restricted area (excludes R-2508). Crews shall advise the controlling agency when starting/stopping operations.

3.8. Chaff / Flares. Comply with CJCSM 3212.02, AFI 11-214, AFI 13-212 and EAFBI 13-212, the EAFB environmental impact analysis (AF 813), and annual FAA waivers (maintained by 412 CS/SCOTS 527-4763).

3.8.1. Chaff is authorized in R-2515 above 5,000' AGL. Chaff is not authorized on military training routes.

3.8.2. Flares are authorized in R-2515 above 5,000' AGL. Do not release flares over Edwards Air Force Base below 15,000' AGL.

3.8.3. Advise SPORT prior to any chaff/flare release.

Chapter 4: Unmanned Aircraft Systems (UAS)

4.1. General. UAS shall maintain 2-way communication with SPORT. If lost link, notify ATC immediately for further instructions. When active, aircrew will avoid these areas.

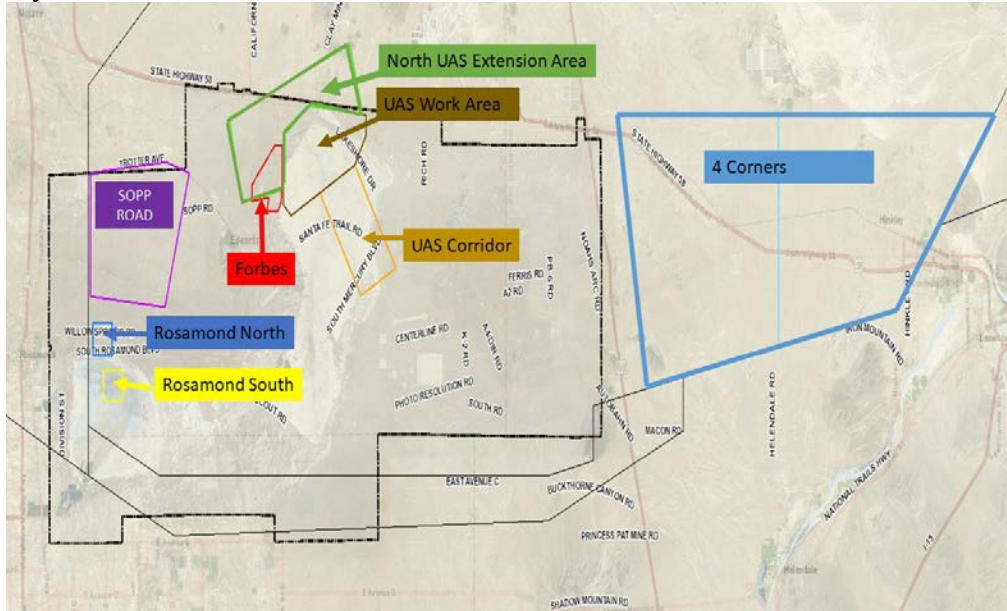


Figure 2. UAS Work Areas.

Four Corners	350000N1173029W 345106N1172838W 345341N1171158W 350000N1170526W 350000N1173029W
North UAS Extension	350001.1N1174728W 350221.3N1174820.3W 345954.3N1175623.8W 345704.7N1175532.8W 345702.1N1175245W
UAS Work Area	3456.666N11754.2500W 3457.0000N11752.7500W 3459.3333N11752.7500W 3500.3333N11751.0000W 3500.0000N11747.2500W 3459.3333N11747.250W 3458.3333N11748.0000W
Forbes	345900.6N1175250.8W 345736.5N1175250.8W 345705.4N1175255.6W 345648.1N1175309.7W 345648.1N1175351.7W 345715.6N1175345.3W 345708.7N1175453W 345740.8N1175452.7W 345900.6N1175309.3W 345900.6N1175250.8W
SOPP Road	345805N1180540W 345358.4N1180540W 345337N1180040.7W 345804.5N1175903.9W 345826N1180036W 345805N1180540W
Rosamond North	345306N1180530W 345200N1180530W 345200N1180412W 345306N1180412W 345306N1180530W
Rosamond South	345130N1180448W 345030N1180448W 345030N1180330W 345130N1180330W 345130N1180448W
UAS Corridor	3457.4166N11750.3333W 3458.3333N11748.0000W 3454.9166N11745.2500W

Table 1. UAS Area GPS Coordinates

4.2. UAS Corridor. Only be used to transit above Class D between the work area and Precision Impact Range Area (PIRA). Transit altitude will be between 5,000' and 10,000' MSL.

4.3. UAS Work Area. This area extends from the surface to 10,000' MSL. Tower shall coordinate transfer control to SPORT as required.

4.4. North UAS Extension Area. Vertical limits are surface to 4,800' MSL. Tower will coordinate with SPORT prior to take-off, landing, or when UAS are in the north pattern.

4.5. Four Corners UAS Work Area. Vertical limits are 8,000' MSL and above. This work area is divided into East and West sections. SPORT may release altitudes 1,000' above and below the UAS to allow manned aircraft to transit the lateral confines of the area. SPORT will ensure the operator is aware of any altitude deviations from this restriction.

4.6. Rosamond North UAS Area. Vertical limits are surface to 500' AGL.

4.7. Rosamond South UAS Area. Vertical limits are surface to 3,000' AGL. When RWY 04 or the PIRA Supersonic Corridor is active, no flight activity is allowed. The Buckhorn and the modified Rosamond departure/arrival procedures are closed.

4.8. North Exhibit Area. Vertical limits are surface to 400' AGL. This area falls within an airfield radio blind spot. 2-way communication with Tower and/or SPORT is not required. Cannot be activated simultaneously with Rosamond North UAS Area.

4.9. Forbes UAS Work Area. Vertical limits are surface to 500' AGL/3,100' MSL.

4.10. SOPP Road UAS Work Area. Vertical limits are surface to 500' AGL/3,800' MSL.

4.11. R-2515 Entry and Exit Procedures for UAS. Point Grizzly (N 34-53-09.00/W 117-13-16.20) entry altitude is 8,500' MSL, Point Vegas (N 34-51-19/W 117-26-03) exit altitude is 7,500' MSL, Point Reaper (N 35-10-29/W 116-49-08), Red Mountain (N 35-21-27/W 117-35-25), and Point Rosamond (N 34-49-40 /W 118-05-48).

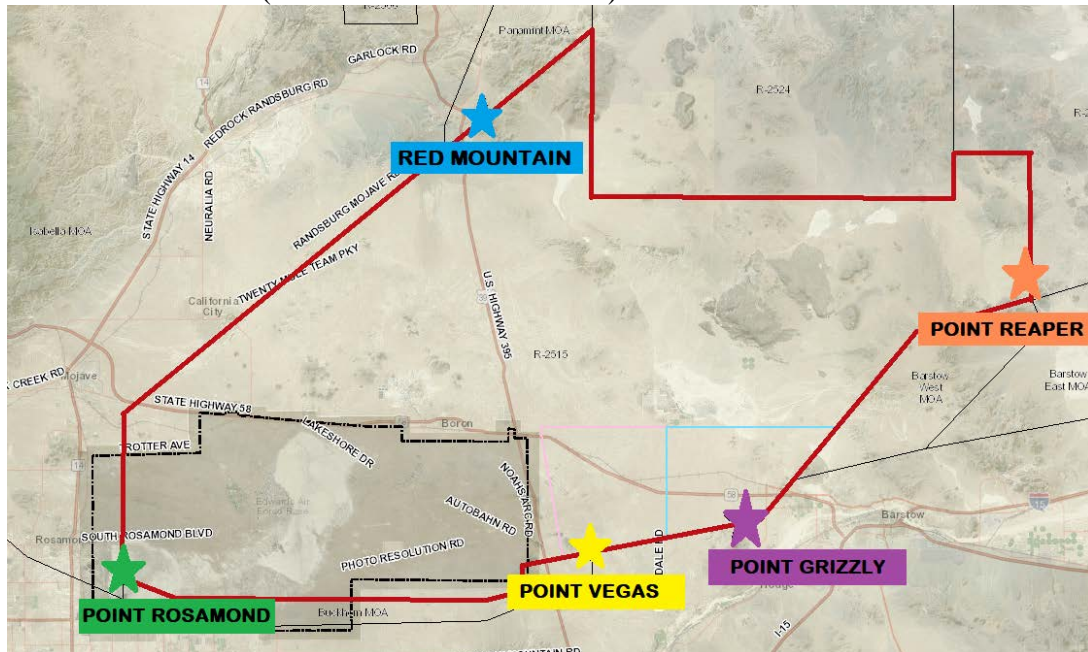


Figure 3. UAS Entry and Exit Points

Chapter 5: Drop Zones (DZ)

5.1. General. When active, avoid these areas. For DZ data, visit the Test Parachute Program (TPP) SharePoint site: <https://org2.eis.af.mil/sites/22616/412OSS/Pages/DOZ%20-%20TPP%20SERE.aspx>. For local DZs, non-EAFB units must have an approved test plan and/or Inter/Intra Agency Support Agreement (ISA). TPP will conduct initiate and recurring DZ surveys in accordance with AFI 13-207. All jumpers must review the 412 TW Jumpers Agricultural Brief located on the TPP site. For environmental questions, contact 412 CEG/CEVA at (661) 527-9224. For archaeology information, contact (661) 277-1413.

5.3. Scheduling. For PB-8, ENAD, & Survival School, schedule the DZ, R-2515, Buckhorn MOA, & Alpha corridor. For Rowe East & West, schedule the DZ, Buckhorn MOA, & Alpha corridor. If using PB-8, also schedule West Range, Downfall Tower, and Recovery.

5.4. Rowe DZ. Air Mobility Command (AMC) certified DZ, available to DoD aircraft, for cargo and personnel drops. Non-412 TW users shall have a MOU. Center point: EDW 212.1/15.9 (N34-47-31.9/W117-57-39.4). Avoidance: 2 NMR from center.

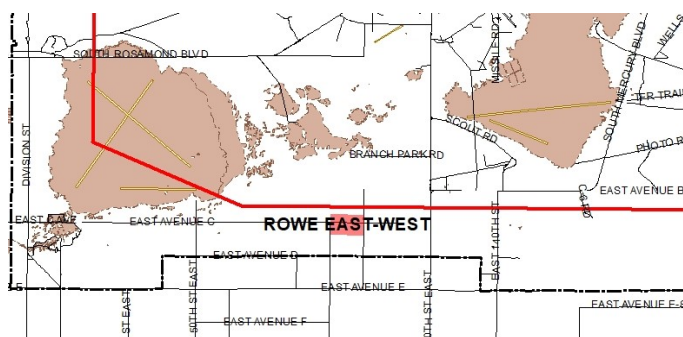


Figure 4. Rowe East/West DZ.

5.5. Enad DZ. AMC published DZ, available to DoD aircraft for personnel and cargo drops. Center point: EDW 225.1/18.95 (N 34-48.709/W 118-04.104).

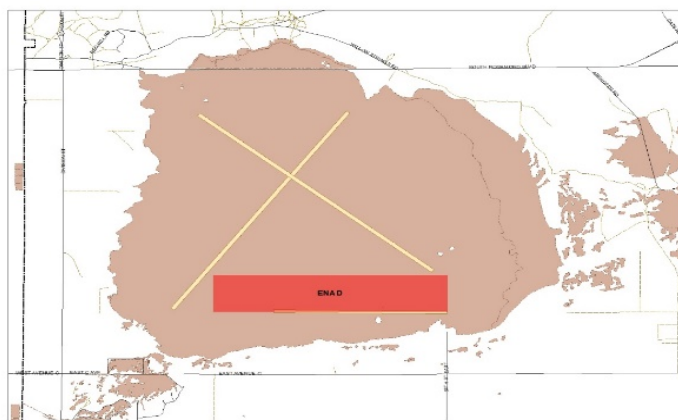


Figure 5. ENAD DZ.

5.6. PB-8 DZ. Published in the AMC Zone Availability Report (ZAR) (<https://cs2.eis.af.mil/sites/10358/default.aspx>) for DoD, or 412 TW aircraft for personnel and cargo drops. Center point: EDW 163/7.39 (N 34-51.574/W 117-43.097), surface to unlimited. Refer to EAFB 13-212v1 and the DZ survey for additional range information regarding PB-8.

5.7. Survival School DZ. Test Parachute Program only. Center point: EDW 206.2/11.71. Avoidance area: 1.5 NMR from center / 2.5 NMR for High Altitude High Opening (HAHO) jumps. Altitude: surface to 500' above the active altitude.

5.8. Housing DZ. Test Parachute Program only. This DZ is limited to non-static line drops with all release points inside the 1.5 avoidance area. Center point: EDW 249.7/10.55. Avoidance area: 1.5 NMR from center / 2.5 NMR for HAHO jumps. Altitude: surface to 500' above the active altitude (no higher than 13,000' MSL). DZ is .5 NM from the EOD no fly area.

5.9. Gainz/Wings DZ. Test Parachute Program only. The Gainz DZ is located at the Fitness Center Track. The Wings Field DZ is located at Wings Field. Both DZs have a 1 NM radius avoidance zone from the DZ center.

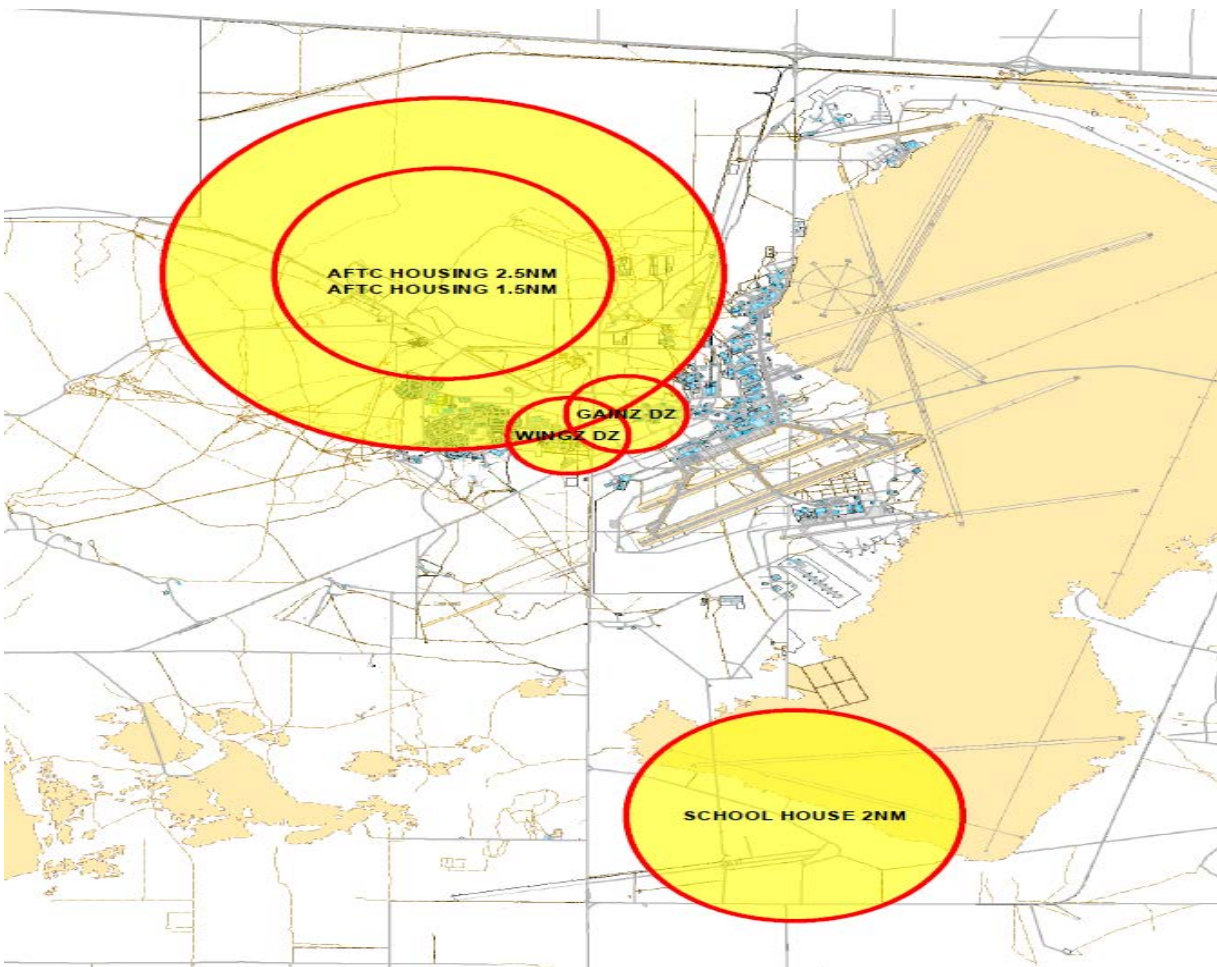
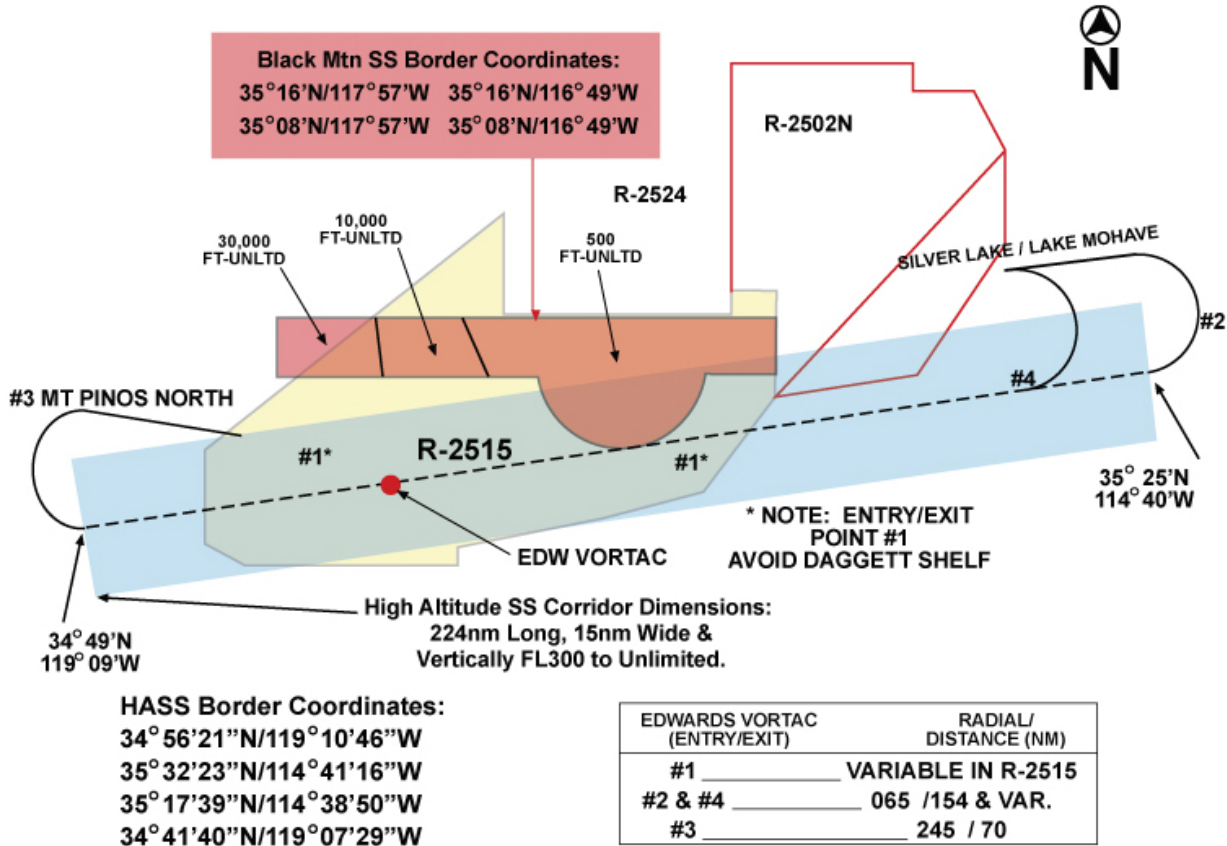


Figure 6. Housing, Gainz, Wings, and Survival School DZs.

Chapter 6: Supersonic Operations

6.1. General. JOSHUA will only provide assistance to the High Altitude Supersonic Corridor. The Black Mountain and PIRA Supersonic Corridors are not depicted on their radar indicators.



65561D

Figure 7. Black Mountain and High Altitude Supersonic Corridors.

6.2. Black Mountain Supersonic Corridor. 8 NM wide, 500' AGL to unlimited. Supersonic flight is authorized: above FL300 within W117-57' to W 117-45; 10,000' MSL to unlimited between W 117-45 to Hwy 395; 500' AGL to unlimited between Hwy 395 to W 116-49. There is a small circular extension 9.5 NMR of N35-10.9/ W 117-09, NE of Harpers for supersonic turns or maneuvers. The southern limit of the keyhole is N 35-01.9'. Minimum altitude is 500' AGL for supersonic flight below 10,000' MSL east of HWY 395 to the boundary.

6.3. High Altitude Supersonic Corridor. Encompasses 7.5 NM either side of centerline and 224 NM long from FL300 to unlimited. Centerline coordinates N 34-49/W 119-00 (Mt Pinos) to N 34-58.9/ W 117-43.9 (EDW VORTAC) to N 35-25/W 114-40 Lake Mojave on the Colorado River. Use of the High Altitude corridor requires coordination with LA Center and JOSHUA. Contact the Airspace Office for details. This LOA is maintained on the SPORT SharePoint Site.

6.4. PIRA Supersonic Corridor. 500' AGL to unlimited. Centerline: N 34-48.9/W 118-03.5

to N 34-51.4/W 117-31.5. Supersonic flight below 15,000' MSL is restricted west to east only. Schedule VR-1206 for subsonic acceleration low altitude west to east flights. Aircraft shall be subsonic prior to exiting the East Range and crossing HWY 395.

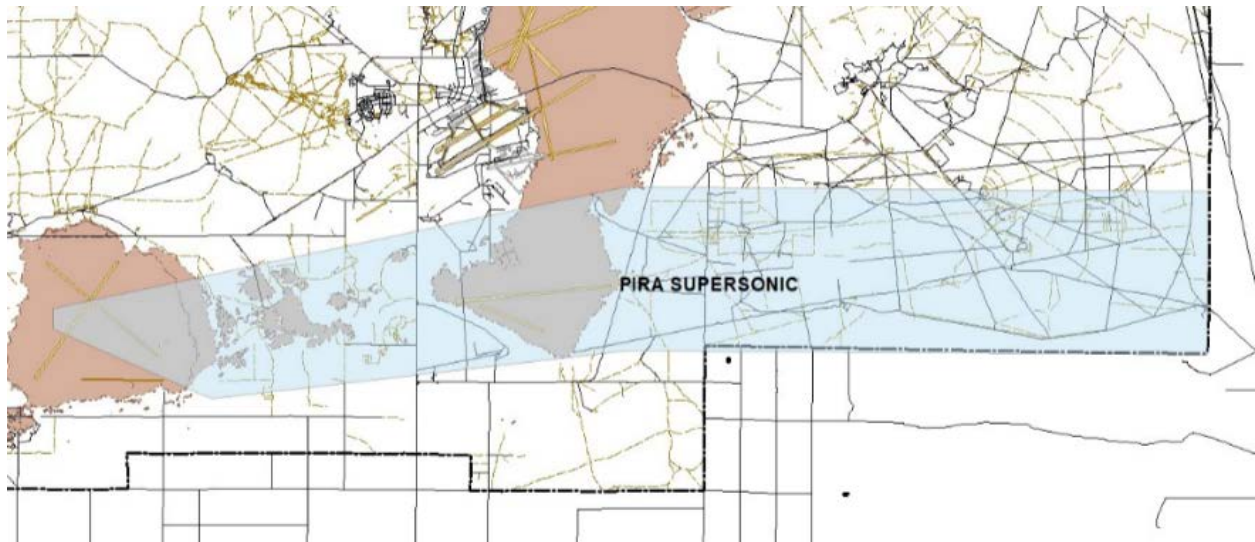


Figure 8. PIRA Supersonic Corridor.

Chapter 7: Other Work Areas

7.1. Military Training Routes (MTR). 412 TW is the originating/scheduling agency for several Instrument Training Routes (IR) and VFR Military Training Routes (VR). Complete descriptions are located in the FLIP Area Planning Publication and AP/1B Military Training Routes. MTR survey data can be found on the R-2515 Airspace Management SharePoint site.

7.2. Borax Mine. Blasting routinely occurs at the Borax mine (open pit) near Boron. Avoid flight below 4,500' MSL within a 1/2 mile from the west-north-east perimeter of the mine and 1-1/4 miles south of the mine pit.

7.3. Cords Road Test Area. Cords Road is a true east/west oriented graded road running from just north of Mojave to Coyote Lake. Cords Road extends 3NM north and south of the road generally along N35°05' or 5-10 miles north of Highway 58. Cords Road is used by California Highway Patrol aircraft, helicopters, pipeline, and power line patrol aircraft below 1000' AGL.

7.4. Spin Area. Spin areas are 5 NM in diameter from 11,000 MSL to 45,000 MSL, except for the Lakebed Spin which starts at 6,000 MSL. Spin areas are activated for exclusive use and will be avoided when active. The **Mercury Spin Area** shall not be used simultaneously with active East/South Spin areas. The area extends from 11,000' MSL to FL450.

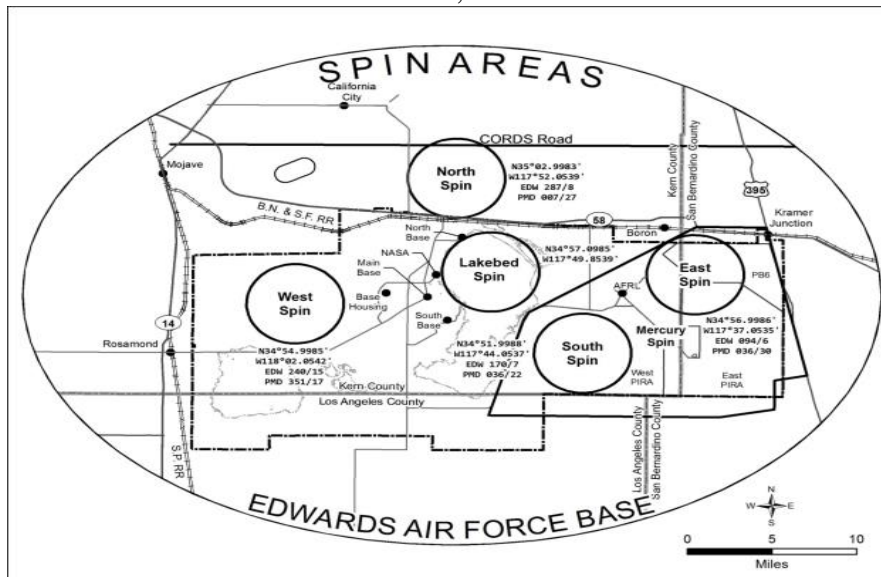


Figure 9. SPIN Areas.

7.5. Detachment 7 Air Force Research Laboratory (Det 7, AFRL). Rocket engine firings are periodically conducted at the site. A potential hazard exists from blast fragments or toxic fumes/clouds. The hazard area begins at Leuhman Ridge extending southeast along Mars Blvd to Haystack Butte. Coordinate with the Det 7, AFRL Site Operation Control Center (SOCC), via DSN 525-5632, before conducting flight below 5,300' MSL over the Laboratory.

7.6. Alpha Corridor. SPORT provides status advisories (hot or cold).

7.7. Precision Impact Range Area (PIRA). Located on the eastern portion of EAFB, covers

approximately 75 square miles, and is subdivided into the West Range, East Range, and the precision bombing (PB) 6 range. The PIRA is used for air-to-ground gunnery, photo and infrared resolution, spin testing, aerial decelerator test, tests requiring precision instrumentation, precision bombing tests, and air-to-ground laser tests. Contact the 412th Range Squadron Laser Safety Officer and the 412th TW Range Safety Office for laser operations. SPORT provides status advisories (hot or cold). PIRA operations are conducted in accordance with EAFBI 13-212. Aircrew should avoid this area when it is active.

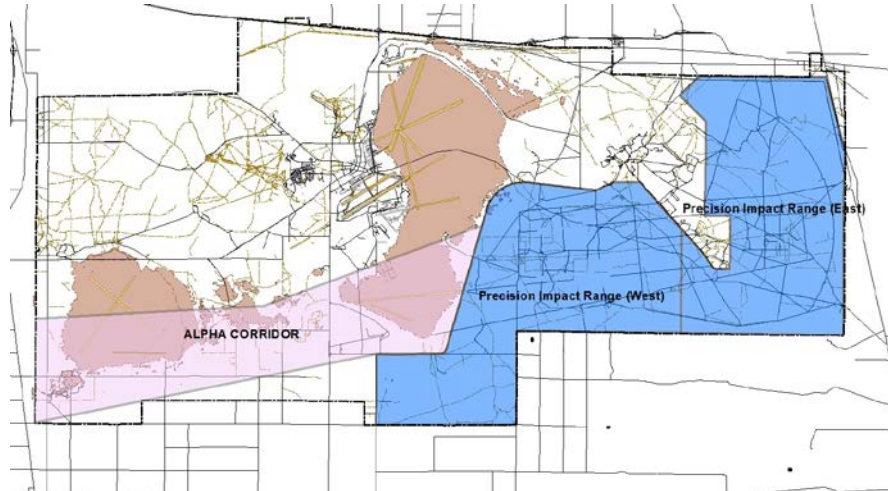


Figure 10. Alpha Corridor and PIRA.

7.8. Terrain Following Routes (TFRs). Intersecting TFRs will not be used simultaneously unless part of the same mission.

7.8.1. Eureka Valley: N37-11.9 /W117-50 to N37-11.9 / W117-42 to N37-01.9 / W117-35 to N36-58.9 /W117-42.

7.8.2. Haystack Range: N34-49.7 / W118-01 to N34-52.4 / W117-30.5 (supersonic permitted). 150' lit towers N34-49.04 /W117-53.74; 140' lit tower N34-53.61 / W117-38.83' 100' unlit tower N34-53.17 / W117-38.43; 125' unlit tower N35-53.9 /W117-30.6.

7.8.3. Desert Butte: N35-05 / W117-01 to N35-05 / W117-56 (underlies Cords Road). 200' Observatory Radome N35-05.10 /W117-34.90 and 150' Radome at N35-05.83 /W117-32.59.

7.8.4. Harpers: N35-09.9 / W117-53 to N35-00.9 / W117-16. 190' multi unlit towers N35-20.4 /W117-40.7'; 140' unlit tower N35-20.752 / W117-40.282; 200' Observatory Radome N35-05.10 / W117-34.90, and 150' Radome at N35-05.83 / W117-32.59.

7.8.5. Saltdale: N34-18.9 / W117-47 to N35-02.9 /W117-01.

7.8.6. Black Mountain: N35-10.9 / W117-25 to N35-10.9 /W117-02 (supersonic permitted).

7.8.7. Rough One: N35-14.9 / W118-08 to N35-54.9 / W118-08. Numerous windmills in vicinity of route. Aircrew should carefully examine all obstacles prior to use. Within the first 7.5 miles of the route there are approximately 7 windmills within 2 miles of route

centerline. The closest windmill is approximately 7 miles north of the start point and is within 1 mile of the centerline on the west side. The windmills are approximately 500' AGL, intruding significantly into the 200' floor of the route

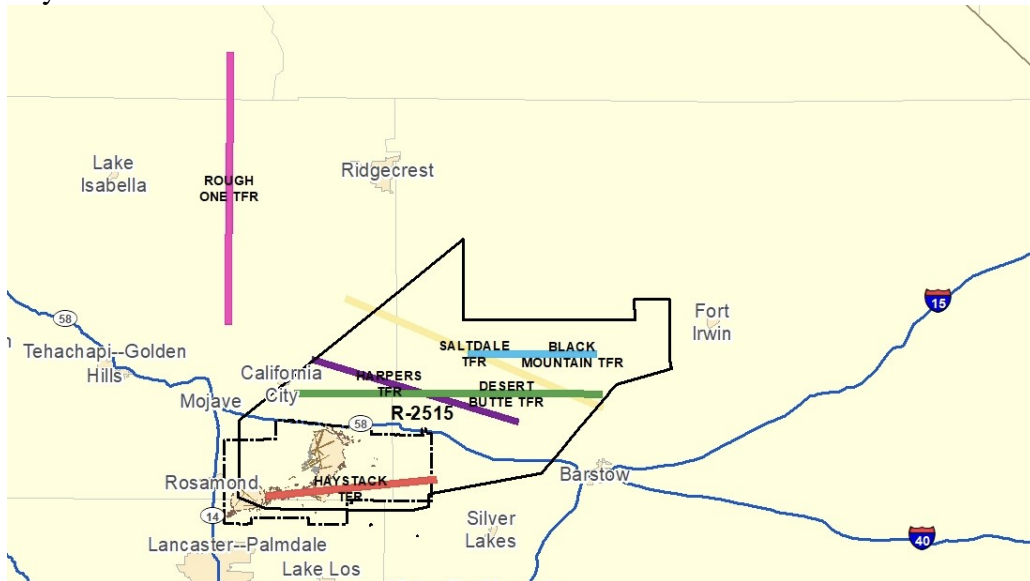


Figure 11. TFRs (Eureka Valley not depicted).

7.9. R-2515 Modified Refueling Track. Requires 412 OG/CC permission to use. The outbound leg of the track is defined as EDW 068/9 to EDW 068/34. Avoid R-2502 and R-2524 (remain south of EDW 052/38).

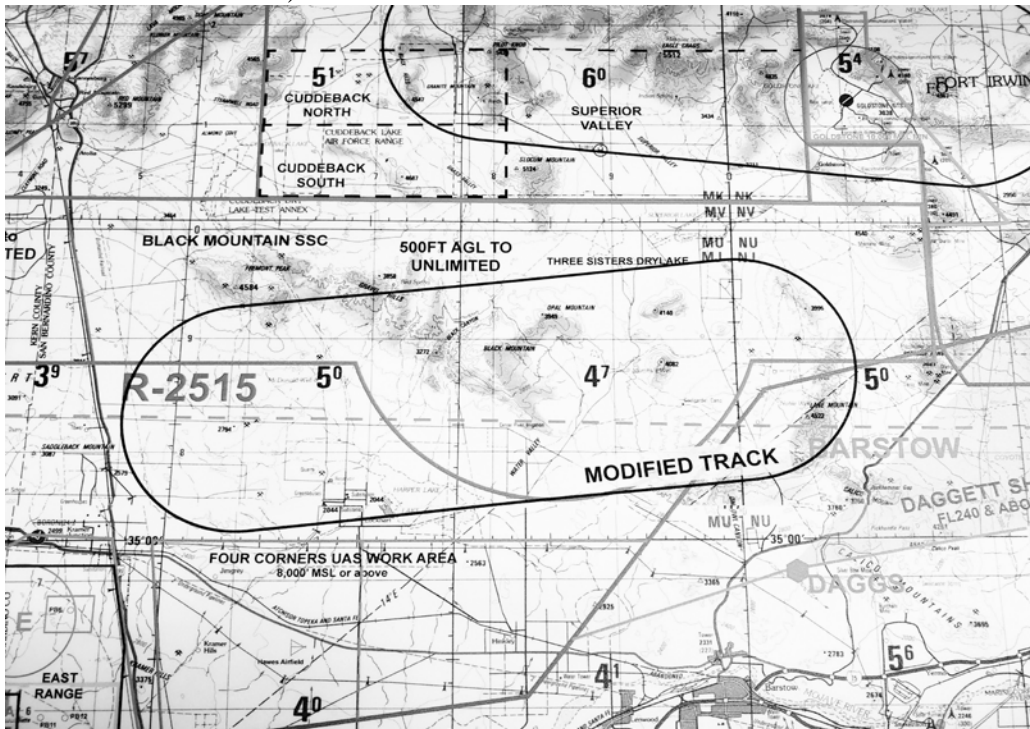


Figure 12. Modified Track.