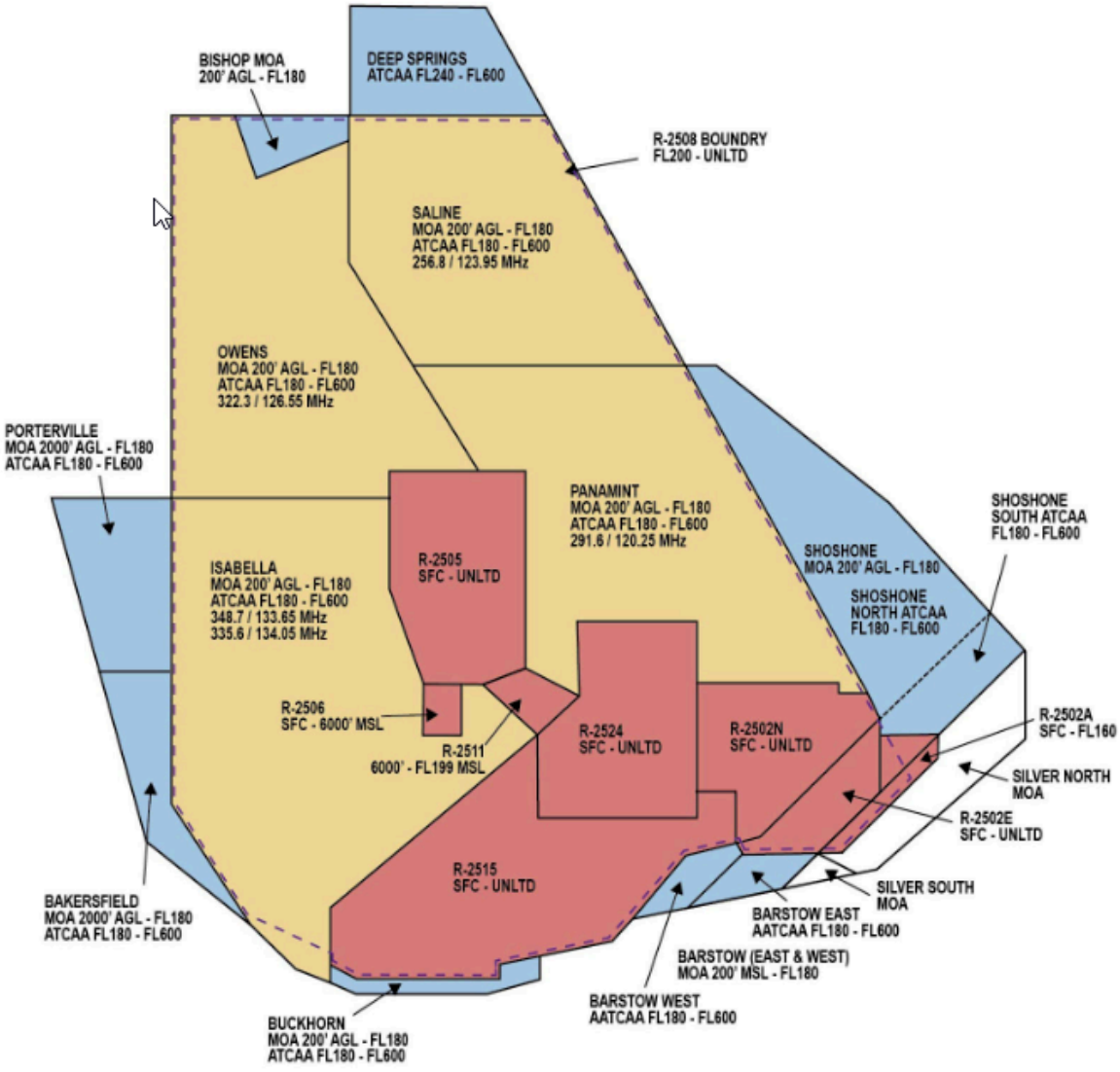
Joshua Control Facility
Standard Operating Procedures



FOREWORD

This document establishes facility Standard Operating Procedures for all Joshua Control Facility (JCF) positions in the VATSIM Los Angeles ARTCC. These procedures should be adhered to to the extent practical, and controllers should use their best judgment when encountering situations not covered by this SOP.

This document is to be used for simulation purposes only; it is not authorized for or intended for real world use.

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CHANGELOG

Date	Change(s)
27 MAR 2018	Initial release
15 OCT 2023	Formatting updates, position updates, updates for CRC
17 OCT 2023	Minor updates to positions and wording
20 JUN 2024	Fixed typos, adjusted ZLA Sectors for consistency, removed legacy call signs

CHAPTER 1. GENERAL

1-1-1 CALL SIGN AND FREQUENCY USAGE

The following frequencies are assigned for use at JCF unless otherwise noted.

SECTOR/POSITION	FREQUENCY	INTERPHONE
JCF Combined	**133.650**	**“Joshua”**
Isabella (R-2508)	**133.650**	**“Isabella”**
Isabella	134.050	“Isabella”
Owens	126.550	“Owens”
Saline	123.950	“Saline”
Panamint	120.250	“Panamint”
Whitney	127.500	“Whitney”
Antelope	**124.550**	**“Antelope”**
Palmdale	126.100	“Palmdale”
Sport Control MRU	*132.750*	*“Sport”*
China Control MRU	*128.250*	*“China”*
Desert Radio MRU	*126.200*	*“Desert”*
China Lake Local Control	120.150	“China Lake Local”
Edwards Local Control	120.700	“Edwards Local”
Edwards Ground Control	121.800	“Edwards Ground”
Mojave Local Control	127.600	“Mohave Local”
Mojave Ground Control	123.900	“Mohave Ground”
Palmdale Local Control	123.700	“Palmdale Local”
Palmdale Ground Control	121.900	“Palmdale Ground”
Victorville Local Control	118.350	“Victorville Local”
Victorville Ground Control	124.450	“Victorville Ground”
Fox Local Control	118.525	“Fox Local”
Fox Ground Control	121.700	“Fox Ground”

1-1-2 AIRSPACE

JCF controls the entirety of the R-2508 Complex surface to infinity and the Antelope and Palmdale sectors surface to 13,000.

1-1-3 THE R-2508 COMPLEX

The R-2508 Complex comprises Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspace (ATCAAs). In addition to the MOAs, R-2508 extends from FL200 upward to unlimited and is shared-use airspace. Individual restricted areas within the R-2508 Complex include R-2502N, R-2502E, R-2505, R-2506, R-2515, and R-2524. These internal restricted areas have vertical dimensions of surface to unlimited, except for R-2506, which extends from surface to 6,000 feet MSL and are "managed" by individual military agencies.

MOAs: The four main MOA work areas, Isabella, Owens, Saline, and Panamint, have a minimum altitude boundary of 200 feet AGL. MOAs do not include airspace below 1,500 feet AGL within 3 miles of any charted airport.

ATCAAs: The ATCAAs are used to fill the airspace gap between the top of the MOAs (FL180) and the base of R-2508 (FL200). When R-2508 is not activated, the ATCAAs may extend upward to FL600. ATCAAs are also located above the peripheral MOAs, outside the lateral boundaries of R-2508, to provide additional work areas up to FL600 for segregation of military operations from IFR traffic.

1-1-4 POSITIONS

Joshua Approach Combined controls the R-2508 Complex and Antelope and Palmdale sectors.

Isabella controls the R-2508 Complex.

Antelope Sector controls the JCF sectors south of the R-2508 Complex.

R-2502 is delegated to Desert Radio when active.

R-2515 is delegated to Sport Control when active.

R-2505, R-2506, R-2511 and R-2524 are delegated to China Control when active.

Only pre-authorized VSO controllers are authorized to plug into Sport Control or China Control.

CHAPTER 2. GENERAL PROCEDURES

2-1-1 APPLICABILITY

The procedures in Chapter 2 apply to civilian aircraft and operations not restricted by VSOA policy (see https://vatsim.net/docs/policy/vsoa-ppm).

2-1-2 KLAX/KSMO Arrivals

a. BOGET STAR arrivals will be received by Antelope Sector from ZLA Sector 38 descending via the arrival. These aircraft should be provided an altimeter setting, monitored and handed off to SCT Burbank Area.

b. KIMMO STAR arrivals will be received by Antelope Sector from ZLA Sector 38 crossing BOGET at 8,000. These aircraft should be provided an altimeter setting, monitored and handed off to SCT Burbank Area.

2-1-2 KBUR/KVNY Arrivals

a. JANNY STAR arrivals will be received by Antelope Sector from ZLA Sector 38 descending via the arrival. These aircraft should be provided an altimeter setting, monitored and handed off to SCT Burbank Area.

b. LYNXX STAR arrivals will be received by Antelope Sector from ZLA Sector 38 crossing WOOLI/KOPLE at 14,000. These aircraft should be instructed to cross JANNY at 8000', provided an altimeter setting and handed off to SCT Burbank Area.

CHAPTER 3. R-2508 COMPLEX MILITARY OPERATIONS PROCEDURES

3-1-1 APPLICABILITY

The procedures in Chapter 3 apply to military aircraft and other authorized flight activities that operate within R-2508, MOAs, ATCAAs and internal restricted areas as participating aircraft.

Authorized flight activities are those conducted by members of a VATSIM Special Operations Administration organization.

3-1-2 AIRSPEEDS IN THE COMPLEX

It is recognized that certain training operations and training aircraft require high speeds.

a. Military training aircraft on MTRs may exceed 250 knots below 10,000' MSL if required.
b. B-1B, B-52H, KC-10 and KC-135 aircraft may exceed 250 knots below 10,000' MSL within the R-2508 Complex airspace during formation departures to expedite formation join-up.

3-1-3 FLIGHT PLANS

a. All aircraft departing any Air Force Base or Naval Station will file a flight plan in accordance with VSO policy.
b. ATC will verify all "no flight plan" aircraft operations via the aircraft commander prior to granting engine start approval or landing clearance, unless an emergency exists.
c. Aircraft will state in their flight plan the area in which they will be working.

3-1-4 GENERAL FLIGHT PROCEDURES

a. All participating aircraft operating in the R-2508 Complex are required to have an operational transponder and Mode C, unless otherwise pre-coordinated.

b. All aircraft shall remain on the assigned transponder code while operating in the R-2508 Complex unless otherwise directed.

c. The flight lead for standard formation flights shall squawk altitude and wingmen should squawk standby.

d. All flights shall contact Joshua Approach on 133.65 prior to R-2508 Complex entry and exit. Initial contact shall include a request for an Area Clearance and altitudes. Joshua will issue appropriate Area Clearances to allow flights to operate VFR in the R-2508 Complex and will normally be given in an abbreviated format as follows:

    i. SAGE 2: Specifies a clearance to operate within the Isabella, Owens, Saline, and Panamint Work Areas at and below FL290. Aircraft shall schedule higher altitudes when required and request real time with Joshua Approach.

Sample Phraseology: "Cleared Sage 2"

ii. PANCHO 3: Specifies a clearance to operate within the Isabella and Panamint Work Area at and below FL500, and the Owens and Saline Work Areas at and below FL290. Aircraft shall schedule higher altitudes when required and request real time with Joshua Approach.

Sample Phraseology: “Cleared Pancho 2”

e. Clearances into areas other than the above areas will be issued in addition to the normal Sage 2. However these areas must be requested IN real time with JOSHUA.

f. Aircraft shall remain on the assigned local altimeter while operating in the R-2508 Complex, regardless of altitude. The altimeter setting to use will be based on the Edwards AFB altimeter setting.

g. Participating aircraft departing the R-2508 Complex shall maintain VFR until crossing the R-2508 Complex boundary.

h. Flight crews are responsible for obtaining an enroute clearance prior to departing R-2508 Complex boundaries IFR. If departing VFR, advise JOSHUA.

i. Aircraft entering and exiting the R-2508 complex shall use the following points:

Name	**Radial / DME**	**Latitude**	**Longitude**
FAANG	NLC 043º/77	37º00’00”N	118º35’03”W
EWALD	BTY 274º/71	37º12’00”N	118º07’48”W
HAMBO	BTY 283º/50	37º12’00”N	117º38’33”W
HARNE	BTY 274º/22	36º55’25”N	117º11’15”W
JENID	BTY 175º/27	36º21’15”N	116º51’30”W
HEINY	BTY 154º/58	35º51’30”N	116º32’33”W
DAGGS	EDW 076º/38	34º59’00”N	116º57’00”W
ROSIE	PMD 317º/15	34º51’08”N	118º12’23”W
CHADS	NID 226º/51	35º15’00”N	118º35’00”W
ROMOF	NID 267º/44	35º49’00”N	118º35’03”W

SWOOP	NLC 075º/67	36º19’00”N	118º35’05”W
KIOTE	NLC 062º/68	36º34’20”N	118º35’24”W
MITEL	CZQ 086º/61	36º41’03”N	118º35’03”W

3-1-6 R-2502 AND R-2515

a. Sport Control shall be delegated R-2502 and/or R-2515 airspace from surface to unlimited as appropriate when active..

b. Sport Control does not provide IFR services. Controllers shall issue traffic advisories, safety alerts and boundary calls to all participating aircraft.

c. Joshua Approach provides IFR and VFR services in restricted areas that are not active.

d. R-2508 Complex Entry and Exit. See GENERAL FLIGHT PROCEDURES section.

e. R-2515 contains various instrument ranges and special-use areas (spin areas, supersonic corridors, drop zones, etc.). The area is used for a variety of flight test operations that require a high degree of eyes-in-the-cockpit flying.

3-1-7 R-2505, R-2506, R-2511 AND R-2524

a. China Control shall be delegated R-2505, R-2506, R-2511 and/or R-2524 airspace from surface to infinity as appropriate when active.

b. China Control does not provide IFR services. Controllers shall issue traffic advisories, safety alerts and boundary calls to all participating aircraft.

c. Joshua Approach provides IFR and VFR services in restricted areas that are not active.

d. R-2508 Complex Entry and Exit. See GENERAL FLIGHT PROCEDURES section.

e. Restricted Area R-2505 is restricted from surface to unlimited on a continuous basis and is subdivided into five primary ranges. Located within R-2505 are six bombing ranges, one guided-missile range, and numerous ground ranges and arenas. The six bombing ranges contain instrument targets for air-to-surface, air-to-air, and surface-to-air firings. The target complex in the Coso and Baker Ranges contains targets for air-to-surface bombing and strafing by fleet and development activities.

3-1-8 EDWARDS TOWER (vUSAF)

a. **Active Runway.** Runway 23L is the calm wind runway. When prevailing winds exceed 10 knots, the runway most nearly aligned with the winds will be designated the active runway.

b. **Departures.** All departures will be VFR unless IFR conditions prevail. If IFR conditions prevail, an IFR clearance will be issued. Pilots can expect radar vectors on departure.

   i. PANCHO Departure. The PANCHO Departure is for VFR use for Runways 05R and 23L.

      1. For take-off on Runway 23L, aircraft will depart via the EDW 223 radial outbound to intercept the EDW 16 DME arc. Arc north to intercept the EDW 334 radial outbound to CIBIV. Climb and maintain 11,000 or as assigned.

      2. For take-off on Runway 5R, aircraft will depart via the EDW radial inbound to the EDW VORTAC. Then turn left to intercept the EDW 334 radial outbound to CIBIV. Climb and maintain 11,000 or as assigned.

      3. If aircraft are to remain in R-2515, once at the EDW334/16 radial DME fix, proceed direct to MITES.

c. **Departures to NTTR.** Aircraft departing to the Nevada Test and Training Range (NTTR) shall be routed as follows:
   1. HEINY FUZZY INS at or above 13,500 VFR / 15,000 IFR

d. **Arrivals from NTTR.** Aircraft arriving from the Nevada Test and Training Range (NTTR) shall be routed as follows:
   1. CENIT JENID COOLS at or above 14,500 VFR / 14,000 IFR

e. Aircraft staying in R-2515 will be handed off to Sport Control. If aircraft are to leave the R-2515 airspace, they will be issued either the PANCHO3 or SAGE2 clearance for R-2508.

f. **Recoveries.** Aircraft will recover VFR to expedite the flow of traffic into Edwards AFB. If IMC conditions exist, aircraft will be vectored for an instrument approach.

g. **VFR Traffic Pattern Procedures.** Expect frequency change to Edwards Tower approximately 8 NM from Edwards. Edwards Tower will consider all aircraft a full stop from initial unless advised otherwise on initial contact.

i. **Overhead Patterns.** Initial will be flown to Runway 05R/23L, unless otherwise instructed, at 3800' MSL within 3 nautical miles of the field.

h. All departures, missed approaches, low approaches and touch and go landings to runway 05R/23L will not climb above 3300 MSL until departure end.

i. Touch and go landings to lakebed runways are not authorized unless in performance testing of AFOTEC aircraft.

j. IFR arrivals shall be vectored for the HI-TACAN or ILS RWY 22L or the VOR/DME TACAN RWY 05R. Coordination between Palmdale and Sport is required.

3-1-8 CHINA LAKE TOWER (vUSN)

a. **Active Runway.** Runway 32 is the calm wind runway. When prevailing winds exceed 10 knots, the runway most nearly aligned with the winds will be designated the active runway.

b. **Departures.** All departures will be VFR unless IFR conditions prevail. If IFR conditions prevail, an IFR clearance will be issued. Pilots can expect the CHINA-THREE LO Departure for flights within R-2515 or if planning to exit the R-2508 Complex from the South.

c. Aircraft staying in R-2515 will be handed off to Sport Control. If aircraft are to leave the R-2515 airspace, they will be issued either the PANCHO3 or SAGE2 clearance for R-2508.

d. **Recoveries.** Aircraft will plan to recover VFR to expedite the flow of traffic into China Lake. If IMC conditions exist, aircraft will be vectored for an instrument approach.

e. **VFR Traffic Pattern Procedures.** Expect frequency change to China Tower approximately 5 NM from China Lake. China Tower will consider all aircraft a full stop from initial unless advised otherwise on initial contact.

i. **Overhead patterns**. Initial will be flown to Runway 14/32, unless otherwise instructed, at 3800' MSL within 3 nautical miles of the field.

f. All departures, missed approaches, low approaches and touch-and-goes to runway 14/32 will not climb above 3300 MSL until the departure end of the runway.

g. IFR arrivals shall be vectored for the HI-TACAN RWY 32 approach. Coordination between China Control or Joshua Approach is required.

h. Local climbout for touch-and-goes and missed approaches when radar facilities are manned for runway 32 shall be right turn to heading 340, climb to 8,000 MSL and be

instructed to contact China control.

i. China Lake Tower shall contact China Control with any aircraft that are to depart the China Lake NAWS airspace. If aircraft are to depart and not enter the R-2508 Complex or Control is not up, Tower will contact Isabella or Joshua.