



**MARINE AIR GROUND TASK FORCE TRAINING COMMAND
MARINE AIR GROUND COMBAT CENTER
PERMANENT SPECIAL USE AIRSPACE
FREQUENTLY ASKED QUESTIONS**



March 2026

The Marine Corps recently completed an Environmental Assessment (EA) to analyze the potential environmental impacts associated with the proposed establishment and modification of Special Use Airspace (SUA) above and adjacent to Marine Corps Air Ground Combat Center (MCAGCC), Twentynine Palms, California. Following this analysis, the Marine Corps issued a Finding of No Significant Impact (FONSI), concluding the Marine Corps’ environmental review process under the National Environmental Policy Act (NEPA).

PURPOSE OF THE AIRSPACE PROPOSAL 2

- 1. Why does the Combat Center need additional permanent airspace? 2
- 2. What is Special Use Airspace? 2
- 4. What is Permanent Special Use Airspace? 3
- 5. Why is the establishment of Permanent Special Use Airspace necessary? Could you accommodate military training requirements through use of Temporary Special Use Airspace or Temporary Flight Restrictions (TFRs)? 4

ENVIRONMENTAL REVIEW PROCESS 4

- 6. Why did the Marine Corps conduct an Environmental Assessment (EA)? 4
- 7. How many action alternatives were evaluated in the Environmental Assessment? 5
- 8. Why does the Environmental Assessment evaluate airspace use for up to 365 days per year if Restricted Area R-2509, and Johnson Valley MOA would only be activated up to 60 days per year and other areas up to 40 days per year? 6
- 9. If the airspace is permanent, why would it be used for a limited number of days each year? 7
- 10. What does a Finding of No Significant Impact (FONSI) mean? 7

HOW THE AIRSPACE WOULD OPERATE 7

- 11. How would these proposed airspace changes impact civilian aviation? 7
- 12. What is the difference between a Restricted Area and a Military Operations Area? 8
- 13. How will the Marine Corps activate Restricted Area R-2509? 8
- 14. What happens when the airspace is not being used by the military? 8
- 15. Why can’t the Marine Corps schedule airspace use far in advance? 8

JOHNSON VALLEY SHARED USE AREA 8

- 16. Would the proposed changes to the airspace impact public access and recreation activities in the Johnson Valley Shared Use Area? 8
- 17. Would the proposed changes affect the King of the Hammers event? 9
- 18. Would the proposed airspace changes restrict recreational drone use in Johnson Valley? 10
- 19. How will medical evacuation (MEDEVAC) aircraft operate if the airspace is active? 10

WHAT HAPPENS NEXT? 11

- 1. How will this airspace decision be made? 11
- 2. What are the specifications of the Permanent Special Use Airspace proposal that would be implemented if the FAA approves the Marine Corps’ proposal as described in the Final EA? 11

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PURPOSE OF THE AIRSPACE PROPOSAL

1. Why does the Combat Center need additional permanent airspace?

The Combat Center is the Marine Corps' premier combined-arms training installation. Training at the Combat Center integrates ground maneuver forces with aviation units to replicate the conditions Marines may face during real-world operations.

Congress authorized expansion of the Combat Center's training lands in 2013 (Fiscal Year 2014 National Defense Authorization Act) to provide additional maneuver space for large-scale Marine Air-Ground Task Force (MAGTF) training. While the expansion provided critical ground maneuver space, the full training potential of these lands cannot be realized without sufficient airspace above and adjacent to the installation to support aviation operations associated with those activities.

Establishing additional permanent SUA helps ensure aviation units can safely operate in coordination with ground forces across the expanded maneuver areas. The proposed airspace supports several important training objectives:

- **Realistic Training:** The current limited airspace restricts live-fire activities and prevents full use of the expanded training areas. This new airspace is crucial for creating realistic training scenarios that accurately simulate modern combat environments.
- **Meeting National Security Requirements:** Congress requires the Marine Corps to conduct large-scale, Marine Air-Ground Task Force (MAGTF) training. The proposed airspace enables us to meet this critical national security requirement. Training conducted at the Combat Center prepares troops for operational flexibility when in combat with modern peer adversaries with capabilities spanning the air, maritime, space, and information domains.
- **Expanded Capabilities, Expanded Space:** As weapon systems evolve, Marines need greater distances for detecting and responding to threats. The increased ranges resulting from the land expansion, combined with the proposed SUA, would provide the necessary space for this advanced training.
- **Safety and Public Access:** This proposed airspace has been carefully designed to maintain safe distances and minimize impacts on the National Airspace System and surrounding communities. We are committed to balancing training needs with public safety and access.

2. What is Special Use Airspace?

The FAA designates SUA to identify areas where military activity or unusual flight conditions may occur and alert nonparticipating aircraft (civilian or military) to the possible presence of hazardous activities and excludes them from those activities. SUA is designed to ensure the safety of all users of the airspace. At the Combat Center, SUA includes Restricted Areas, Military Operations Areas (MOAs), and Controlled Firing Areas (CFAs). In addition to SUA, there is Air Traffic Control Assigned Airspace (ATCAA), which is airspace assigned by Air Traffic Control (ATC) to ensure separation for military operations, often located above MOAs. These areas support necessary

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military training. Pilots should always check NOTAMs (Notices to Airmen) before flying in or near SUA.

3. What is the purpose of the different types of airspace used to support military training at Marine Corps Air Ground Combat Center?

Several types of SUA support aviation training activities at the Combat Center. Each type of airspace serves a specific purpose and allows the Marine Corps to safely conduct aviation training while coordinating with civilian air traffic operating in the National Airspace System.

- **Restricted Area:** RAs are areas where operations are hazardous to nonparticipating aircraft and contain airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature, or limitations may be imposed upon aircraft operations that are not a part of those activities, or both. Restricted Areas denote the existence of unusual, often invisible, hazards to aircraft (e.g., artillery firing, aerial gunnery, or guided missiles). Non-military aircraft are prohibited from entering RAs during military training activities that may involve live fire.
- **Military Operations Area:** MOAs consist of airspace with defined vertical and lateral limits established for the purpose of separating certain military training activities from instrument flight rules (IFR) traffic. Whenever a MOA is being used, non-participating IFR traffic may be cleared through a MOA if IFR separation can be provided by Air Traffic Control (ATC). Otherwise, ATC reroutes or restricts nonparticipating IFR traffic. Visual flight rules (VFR) traffic is not prohibited from flying within a MOA and does so at their own risk.
- **Air Traffic Control Assigned Airspace:** An ATCAA is defined block of airspace, typically starting at or above Flight Level (FL) 180 (18,000 feet mean sea level [MSL]). ATCAAs are often situated above MOAs or other SUA. Non-military aircraft may fly in ATCAA during military training so long as air traffic controllers can maintain IFR separation from military aircraft; only non-hazardous military activities may be undertaken in ATCAA. VFR traffic is not permitted at or above FL120.
- **Controlled Firing Area:** This is airspace designated to contain activities that if not conducted in a controlled environment would be hazardous to non-participating aircraft. CFAs provide a means to accommodate, without impact to aviation, certain hazardous activities that can be immediately suspended if a non-participating aircraft approaches the area. The difference between CFA and other SUA is that activities must be suspended when a spotter aircraft, radar, or ground lookout position indicates an aircraft might be approaching the area.

4. What is Permanent Special Use Airspace?

Permanent SUA refers to airspace that is formally established and charted by the Federal Aviation Administration (FAA) as part of the National Airspace System.

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Once established, permanent SUA appears on aeronautical charts and provides clearly defined areas where certain military training activities may occur. Establishing permanent SUA improves predictability and situational awareness for both military and civilian aviators.

Permanent designation does not mean the airspace is continuously in use. Instead, it means the airspace exists as a defined structure that can be used when needed for training activities. Pilots should always check NOTAMs before flying in or near SUA.

5. Why is the establishment of Permanent Special Use Airspace necessary? Could you accommodate military training requirements through use of Temporary Special Use Airspace or Temporary Flight Restrictions (TFRs)?

As discussed in the Final EA, the purpose of the Proposed Action is to provide permanent SUA above and adjacent to the Combat Center to support current and future combined-arms training activities. The Proposed Action is needed to increase safety while adequately supporting the training operations conducted in accordance with MCO 3502.6, Marine Corps Force Generation Process; U.S. Marine Corps' Force Design 2030 (March 2020, with annual updates); and Combat Center Order 3500.16A, Service Level Training Exercise Order (May 14, 2020).

Temporary SUA does not provide a permanent solution for the Combat Center's current, ongoing, and future airspace requirements. Additionally, temporary SUA proposals do not provide the same level of awareness to pilots as charted SUA. Establishing permanent SUA would improve safety for military and civilian pilots by providing charted, predictable boundaries in compliance with FAA Joint Order 7400.2R, Section 21-1-15(a), which allows pilots to more effectively plan their flights when SUA is active in accordance with published NOTAMs. This clear delineation of SUA minimizes uncertainty and improves situational awareness for all airspace users.

TFRs are for reactive civilian hazard mitigation to address temporary, unforeseen hazards like natural disasters or accidents – not planned, inherently hazardous military training. Marine Corps training requires proactive airspace management, not reactive restrictions.

TFRs were deemed unsuitable to meet the Marine Corps' training requirements because FAA Regulations (14 Code of Federal Regulations [CFR] 91.137 and 91.145) specifically limit TFR usage to unplanned hazardous events such as natural disasters, aircraft accidents, aerial demonstrations, sporting events, national security (e.g., presidential movements), or short-term emergency situations that create ground or air hazards.

ENVIRONMENTAL REVIEW PROCESS

6. Why did the Marine Corps prepare an EA?

The National Environmental Policy Act (NEPA) requires federal agencies like the Marine Corps to assess the potential environmental impacts of proposed actions, such as establishing new SUA or modifying existing SUA, before making a decision to move forward with a proposed action. This ensures that environmental factors are considered in the decision-making process.

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March 2026

The Marine Corps prepared this EA to analyze potential environmental impacts associated with establishing new Special Use Airspace and modifying existing airspace associated with the Combat Center. The EA evaluated a variety of environmental resource areas, including noise, airspace management, aviation emissions and air quality, biological resources, cultural resources, land use and recreation, and socioeconomics and children's health and safety risks.

Based on the analysis, the Marine Corps determined that there would be no significant impacts associated with the proposed action, therefore, further analysis (e.g., an Environmental Impact Statement) wasn't required.

7. How many action alternatives were evaluated in the EA?

The EA evaluated three alternatives:

- **The No-Action Alternative**, which represents existing airspace conditions, projected out 5 years. The No-Action Alternative does account for anticipated aircraft changes to aircraft platforms, including the replacement of AV-8B and FA-18 with the F-35 across the Department of Defense.
- **Alternative 1**: Similar to what was proposed in the 2012 Final EIS, Alternative 1 would establish new permanent SUA (R-2509, Johnson Valley MOA/Air Traffic Control Assigned Airspace (ATCAA), Sundance ATCAA, CAX MOA/ATCAA, and Turtle Low MOA) within the footprint presented in the 2012 EIS. Alternative 1 would also modify existing airspace at the Combat Center (Bristol MOA/ATCAA and Sundance MOA). Additionally, Alternative 1 would account for anticipated changes in aircraft platforms and use.
- **Alternative 2 (Preferred Alternative)**: Alternative 2 would establish new permanent SUA (R-2509, Johnson Valley MOA, Sundance ATCAA, CAX MOA, and Turtle Low MOA) and modify existing SUA (Bristol MOA/ATCAA and Sundance MOA). Same as Alternative 1, Alternative 2 accounts for anticipated changes in aircraft platforms and use. Alternative 2 airspace configurations would *differ* from Alternative 1 as follows:
 - Limiting activation of (1) R-2509 and Johnson Valley MOA to up to 60 days per calendar year and (2) CAX MOA and Turtle Low MOA to up to 40 days per calendar year.
 - Limiting altitudes to 16,000 feet MSL in R-2509C and Johnson Valley MOA.
 - Not creating a Johnson Valley ATCAA or CAX ATCAA.
 - Limiting altitudes in Bristol ATCAA to FL220 (same as existing airspace) and not dividing into Bristol North ATCAA and Bristol South ATCAA.
 - Modifying the southern boundary of Sundance ATCAA.

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8. Why does the EA evaluate airspace use for up to 365 days per year if Restricted Area R-2509, and Johnson Valley MOA would only be activated up to 60 days per year and other areas up to 40 days per year?

The EA evaluated airspace use scenarios that could support combine-arms training activities occurring throughout the year (up to 365 days) at the Combat Center. The EA's analysis reflects the full range of alternatives considered, including Alternative 1, which did not include the limiting days of activation of airspace that were incorporated into Alternative 2 (Preferred Alternative).

Additionally, the Proposed Action evaluated in the EA includes multiple SUA components, not just R-2509, Johnson Valley MOA, CAX MOA, and Turtle Low MOA. The proposal would establish new SUA areas and modify certain existing airspace areas that already support aviation training at the Combat Center. Together, these airspace areas form a coordinated structure that supports aviation operations associated with ground maneuver and combined-arms training conducted year-round at the installation.

Under Alternative 2 (Preferred Alternative), activation limits were incorporated through coordination with the FAA. These limits were based on the FAA's 2021 Aeronautical Study and include:

- R-2509 and the Johnson Valley MOA would be activated no more than 60 days per calendar year, and
- CAX MOA and Turtle Low MOA would be activated no more than 40 days per calendar year.

Other airspace areas associated with the Combat Center, including modified existing MOAs and ATCAAs, would continue to be available for aviation training operations as they are today, and would continue to be used year-round to support routine aviation activities and support intermittent large-scale activities.

When considered together, the full airspace structure analyzed in the EA allows the Combat Center to support the range of aviation activities associated with combined-arms training conducted throughout the year, while the activation limits incorporated into Alternative 2 (Preferred Alternative) provide an approach that balances military training requirements with the needs of other users of the National Airspace System.

The Combat Center accepted the activations limits coordinated with the FAA and these are included in Alternative 2 (Preferred Alternative) with the request that impacts to the National Airspace System be evaluated in a feasibility study during the first year of use.

This reflects the coordinated approach taken with the FAA to establish a permanent, predictable airspace structure while continuing to evaluate how the airspace functions operationally within the broader National Airspace System.

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FREQUENTLY ASKED QUESTIONS**



March 2026

9. If the airspace is permanent, why would it be used for a limited number of days each year?

“Permanent” SUA means the airspace is formally established and charted by the FAA as part of the National Airspace System. Once established, the airspace appears on aeronautical charts and provides clearly defined boundaries where certain military aviation activities may occur.

Permanent designation does not mean the airspace is used continuously. Instead, it means the airspace exists as a predictable and charted structure that can be used when required for military training activities.

Many types of SUA across the National Airspace System operate this way - remaining charted and available for use but only being used when needed for specific military training activities.

10. What does a Finding of No Significant Impact (FONSI) mean?

A FONSI means the Marine Corps determined that the Proposed Action would not result in significant environmental impacts after analyzing the environmental resources identified in the EA.

HOW THE AIRSPACE WOULD OPERATE

11. How would these proposed airspace changes impact civilian aviation?

The proposed airspace proposed action includes several types of SUA, including RAs and MOAs, each of which operates differently and affects civilian aircraft in different ways.

RAs, such as R-2509, are used for activities that may be hazardous to nonparticipating aircraft. Under the selected alternative (Alternative 2 (Preferred Alternative), R-2509 would be activated only when required for military training activities and no more than 60 days per year. Activation would be communicated through NOTAMs. When R-2509 is not active, the airspace is returned to the controlling agency and becomes available to other users of the National Airspace System.

MOAs, such as the Johnson Valley MOA, CAX MOA, and Turtle Low MOA, are used to separate military training activities from civilian aircraft operating under IFR. Civilian aircraft operating under VFR are not prohibited from flying through MOAs but should exercise caution due to potential military aircraft operations. Under the selected Alternative 2 (Preferred Alternative), Johnson Valley MOA would be activated no more than 60 days per year; CAX MOA and Turtle Low MOA would be activated no more than 40 days per year. Activation would be communicated through NOTAMs. When military training is not occurring, these airspace areas may be released back to the National Airspace System to allow efficient routing of civilian aircraft.

A key safety feature of the proposed airspace is that it would be permanently charted and published in FAA aeronautical products used by pilots. Charting provides a clear and predictable reference for aviators, allowing pilots to see the airspace boundaries, altitude limits, and controlling agency during pre-flight planning and in-flight navigation. This improves situational awareness and allows pilots to check the status of the airspace through standard aviation resources such as NOTAMs or by contacting the controlling agency.

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FREQUENTLY ASKED QUESTIONS**



March 2026

12. What is the difference between a Restricted Area and a Military Operations Area?

RAs contain activities that may be hazardous to nonparticipating aircraft, such as live-fire training. When active, non-participating aircraft are not permitted to enter the area.

MOAs separate certain military training activities from civilian aircraft operating under IFR. Civilian aircraft operating under VFR may transit a MOA but should exercise caution.

13. How will the Marine Corps activate Restricted Area R-2509?

R-2509 would be activated only when required for military training activities involving hazardous operations.

Activation would be communicated through NOTAM, issued at least 6 hours in advance of the training activity.

14. What happens when the airspace is not being used by the military?

RAs and MOAs remain charted SUA but are made available to other users of the NAS when military training is not occurring in compliance with FAA Joint Order 7400.2R, Section 21-1-8.

- In compliance with FAA Joint Order 7400.2R, Section 21-1-8, the Marine Corps would return R-2509 to the Los Angeles ARTCC when not needed for military training so it would be available to other users of the National Airspace System.
- When traveling through inactivated RA, pilots should consult current FAA charts and NOTAMs to determine the controlling agency for the airspace, monitor the appropriate frequency for that agency, and be prepared to establish communication if necessary.

15. Why can't the Marine Corps schedule airspace use far in advance?

Military training activities must remain flexible to accommodate changing operational requirements, weather conditions, aircraft availability, and unit training schedules.

Some large exercises are planned well in advance; however, aviation training activities associated with those exercises may still require flexibility to adjust schedules.

JOHNSON VALLEY SHARED USE AREA

16. Would the proposed changes to the airspace impact public access and recreation activities in the Johnson Valley Shared Use Area?

No. The proposed airspace changes occur above the ground surface and **do not change land ownership, land management, or public access policies** for the Johnson Valley Shared Use Area.

Public access to the Johnson Valley Shared Use Area is governed by the framework established by Congress through the 2014 National Defense Authorization Act, which designated the area for shared use between military training and public recreation. Under that law, the Marine Corps may temporarily close the Johnson Valley Shared Use Area for military training for up to two, 30-day periods per year, and the area remains open to the public at all other times.

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The proposed airspace establishment does not change ground access provisions for the Johnson Valley Shared Use Area and does not expand the number of ground closures authorized by Congress.

When the Johnson Valley Shared Use Area is open for public recreation, ground-based activities such as off-highway vehicle use, camping, hiking, and other recreational uses would continue under the same land management framework that exists today.

To ensure public safety and access, the Marine Corps would manage the R-2509 airspace differently depending on whether the Johnson Valley Shared Use Area is open or closed to the public. In compliance with FAA Joint Order 7400.2R, Section 23-1-4, the proposed new R-2509 “floor” would be established from ground surface only when the Marine Corps closes the Johnson Valley Shared Use Area to the public for military training.

Should R-2509 be activated when the Johnson Valley Shared Use Area is open to the public, the “floor” would be established at 1,500 feet above ground level (AGL). This vertical separation ensures that ground-based activities like off-roading, camping, hiking, recreational drones, low flying rotary aircraft (under 1500 feet AGL) etc. can continue on the ground without interference from military aircraft overhead. This would be codified in the FAA/Marine Corps Letter of Procedure (LOP) for R-2509.

We understand how important recreation in Johnson Valley is to the local community and developed our proposal to accommodate these activities whenever the area is open to the public.

17. Would the proposed changes affect the King of the Hammers event?

The Marine Corps recognizes the importance of organized recreation events such as King of the Hammers (KOH) to the off-road community and the regional economy. The proposed airspace establishment does not change the land management framework governing the Johnson Valley Shared Use Area or the process used by the Bureau of Land Management (BLM) to authorize organized events. Recreation events within the Johnson Valley Shared Use Area would continue to be permitted by the BLM under the existing shared-use framework established by Congress.

The proposed airspace was intentionally designed to remain compatible with recreation activities when the Johnson Valley Shared Use Area is open to the public. When the area is open and R-2509 is activated, the restricted airspace over the Johnson Valley Shared Use Area would begin at 1,500 feet AGL. This vertical separation allows ground-based recreation activities and organized events to continue while military aircraft operate safely above.

This design provides two important functions. First, it establishes a clear, permanently available area below 1,500 feet AGL where recreation activities and event-related aviation operations - such as low flying rotary aircraft used for filming, can occur without additional coordination when the Johnson Valley Shared Use Area is open. Second, it provides a clear coordination threshold for any activity that may need to exceed 1,500 feet AGL, allowing the Marine Corps and event organizers to evaluate options for safe deconfliction if necessary.

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Because KOH already requires coordination with the Marine Corps through a land-use license for portions of the racecourse that pass through the installation, this type of aviation coordination would be incorporated into the existing event planning process.

18. Would the proposed airspace changes restrict recreational drone use in Johnson Valley?

Recreational drone use within FAA limits (under 400-feet AGL, and with other requirements) would continue to be allowed when the Johnson Valley Shared Use Area is open to the public. FAA regulations for unmanned aircraft systems apply nationwide and recreational drone operators must comply with all applicable FAA rules. For more information on FAA rules and regulations for drone operations, please visit: <https://www.faa.gov/uas>.

19. How will medical evacuation (MEDEVAC) aircraft operate if the airspace is active?

Emergency aircraft, including medical evacuation (MEDEVAC), air ambulance, firefighting, and law enforcement flights, will continue to have immediate access to the airspace when responding to emergencies.

Federal aviation regulations require that emergency aircraft receive priority handling throughout the National Airspace System. FAA Joint Order 7110.65 mandates priority handling for emergency flights, including MEDEVAC and air ambulance operations, ensuring these aircraft can operate without delay.

The Marine Corps also maintains long-standing procedures to ensure rapid access for emergency responders. In accordance with FAA guidance governing SUA, the Combat Center maintains a policy of granting immediate access to the airspace during emergencies and, if necessary, suspending training activities to allow emergency aircraft to safely enter or transit the area.

In many situations, emergency flights will not require any additional coordination. If the R-2509 is not active, or if an emergency flight remains below the 1,500 feet AGL floor established over the Johnson Valley Shared Use Area when it is open to the public, emergency aircraft can operate without restriction.

If an emergency response requires access above 1,500 feet AGL within the R-2509, MCAGCC Range Control can facilitate immediate entry through established coordination procedures. These procedures are already routinely used with regional emergency aviation providers, including Mercy Air.

Because these protocols are supported by federal aviation regulations, established coordination procedures, and a long history of successful real-time cooperation with emergency responders, the proposed airspace will not impede the speed or safety of emergency response operations.

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WHAT HAPPENS NEXT?

20. How will this airspace decision be made?

While the Final EA and Marine Corps FONSI concludes the Marine Corps' environmental review process, the FAA still needs to finalize their review process and make a final determination on charting the airspace.

The FAA has the sole authority to make a formal decision on this airspace proposal. The FAA's decision will be based on an extensive and objective review process, designed to ensure the safety and efficiency of the National Airspace System while also considering the needs of the Marine Corps. The FAA will conduct a thorough aeronautical and environmental review of the proposal. This includes:

- **Aeronautical Analysis:** Assessing the impact of the proposed airspace on air traffic patterns, safety procedures, and existing airspace users. This will include the use of existing established procedures for analysis.
- **Environmental Review:** Evaluating the potential environmental impacts of the proposal, as documented in the Final EA.
- **Public Input:** Carefully considering all public comments received during the FAA's rulemaking process.

21. What are the specifications of the Permanent Special Use Airspace proposal that would be implemented if the FAA approves the Marine Corps' proposal as described in the Final EA?

In the Marine Corps FONSI, the Marine Corps selected Alternative 2 (Preferred Alternative) for implementation.

Under this alternative, the Marine Corps proposes to establish new permanent SUA areas adjacent to existing Combat Center airspace and to modify certain existing SUA boundaries and altitude structures. These changes are designed to support current and future aviation training activities while maintaining compatibility with the National Airspace System.

The proposed airspace includes RAs, MOAs, and ATCAAs. These airspace areas may operate independently or in combination with existing and proposed airspace to support a range of aviation training activities.

The proposed airspace configuration includes the following components:

Restricted Areas

R-2501 (modified) - The existing R-2501 footprint would be modified to change the R-2501D boundary by adding a node, which would avoid infringement with the proposed eastern boundary of R-2509.

R-2509 A/B/C/D (new RA) - The proposed new R-2509 would be adjacent to R-2501 and would be sub-divided into four blocks: R-2509 A/B/C/D. Times of use would be by NOTAM at least 6 hours in advance, not to exceed 60 days per calendar year.

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- **R-2509A:** Surface to 6,000 feet MSL
- **R-2509B:** Surface to 16,000 feet MSL
- **R-2509C:** Surface to 16,000 feet MSL
- **R-2509D:** Surface to 8,000 feet above MSL

Should R-2509 be activated when the Johnson Valley Shared Use Area is open to the public, the “floor” would be established at 1,500 feet AGL and may be adjusted to support organized events covered under a BLM Special Use Permit on a case-by-case basis.

Within R-2509D, the airspace would exclude an area within a 3.4 nautical mile radius around Abraham Ranch, Kelly, and B&E private airports. In this exclusion area, the restricted airspace would begin at 1,500 feet AGL to accommodate aircraft operations associated with those airports.

Military Operations Areas and Air Traffic Control Assigned Airspace

Johnson Valley MOA (new MOA) – From 1,500 feet AGL to 16,000 feet MSL. Times of use would be by NOTAM at least 6 hours in advance, not to exceed 60 days per calendar year.

Sundance MOA (modified) – From 500 feet AGL up to but not including 18,000 feet above MSL; excluding a 1nm radius of the Dale Sky ranch airport surface to 1,500 feet AGL and a 1-mile (1.6-kilometer) wide corridor, extending from the center of the airport on a straight line south to the edge of the Sundance MOA. Times of use would be intermittent by NOTAM.

Sundance ATCAA (new) – From FL180 to FL220. Times of use would be anticipated to be 0600–1600 Monday to Friday, other times by NOTAM.

Bristol MOA (modified) – From 2,000 feet AGL up to but not including FL180. Times of use would be intermittent by NOTAM.

Bristol ATCAA (no change) – From FL180 to FL220. Times of use would be anticipated to be 0800–2200 daily, other times by NOTAM.

CAX MOA (new MOA) – 2,000 feet AGL to 8,000 feet MSL. Times of use would be by NOTAM at least 6 hours in advance, not to exceed 40 days per calendar year.

Turtle Low MOA (new MOA) – 2,000 feet AGL to but not including 11,000 feet MSL. Times of use would be by NOTAM at least 6 hours in advance, not to exceed 40 days per calendar year.

(See next pages for more information)

For further information please contact
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**MARINE AIR GROUND TASK FORCE TRAINING COMMAND
MARINE AIR GROUND COMBAT CENTER
PERMANENT SPECIAL USE AIRSPACE
FREQUENTLY ASKED QUESTIONS**



March 2026

Comparison of vertical altitude limits for existing Special Use Airspace and Alternative 2 (Preferred/Selected Alternative)		
Special Use Airspace	2026 EA No-Action Alternative (Existing Airspace)	Alternative 2 (Preferred Alternative)
R-2501	Surface to Unlimited	No change from 2026 EA No-Action Alternative
R-2509 A	Does not currently exist	Surface to 6,000 feet MSL ¹
R-2509 B	Does not currently exist	Surface to 16,000 feet MSL ¹
R-2509 C	Does not currently exist	Surface to 16,000 feet MSL ¹
R-2509 D	Does not currently exist	Surface to 8,000 feet above MSL ^{1 2}
Johnson Valley MOA	Does not currently exist	1,500 feet AGL to 16,000 feet MSL
Bristol MOA	5,000 to but not including FL180	2,000 feet AGL to but not including FL180
Bristol ATCAA	FL180 to FL220	No change from 2026 EA No-Action Alternative
Sundance MOA	500 feet AGL to 10,000 feet above MSL	500 feet AGL to but not including FL180 ³
Sundance ATCAA	ATCAA designation does not currently exist	FL180 to FL220
CAX MOA	Does not currently exist	2,000 feet AGL to 8,000 feet MSL
Turtle Low MOA	Turtle Low MOA does not currently exist	Same as Alternative 1
Turtle MOA	11,000 feet MSL to but not including FL180	No Change from 2026 EA No-Action Alternative

¹ When the Johnson Valley Shared Use Area is open for public recreation while R-2509 is activated, the floor would be established at 1,500 feet AGL.

² For R-2509D, excluding airspace within a 3.4-nm radius of lat. 34°25'3.34"N., long. 116°36'52.12"W., which would be surface to 1,500 feet AGL to accommodate Abraham Ranch, Kelly, and B&E private airports.

³ For Sundance MOA, excluding a 1-nm radius of the Dale Skyranch Airport surface to 1,500 feet AGL and a 1-mile-wide corridor, extending from the center of the airport on a straight line south to the edge of the Sundance MOA.

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CURRENT AIRSPACE PROPOSAL

ALTERNATIVE 2 AIRSPACE CONFIGURATION (SELECTED ALTERNATIVE)

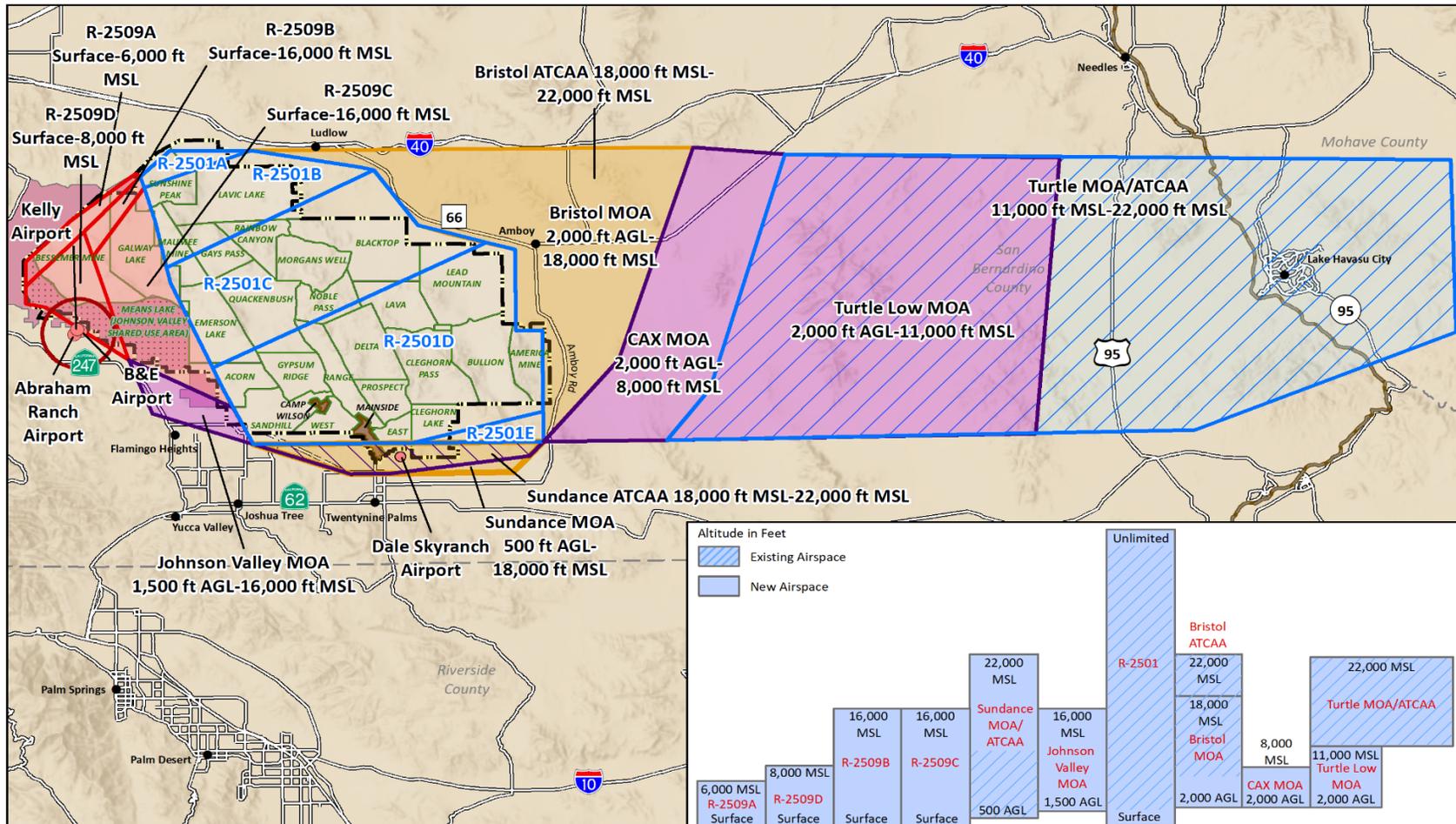
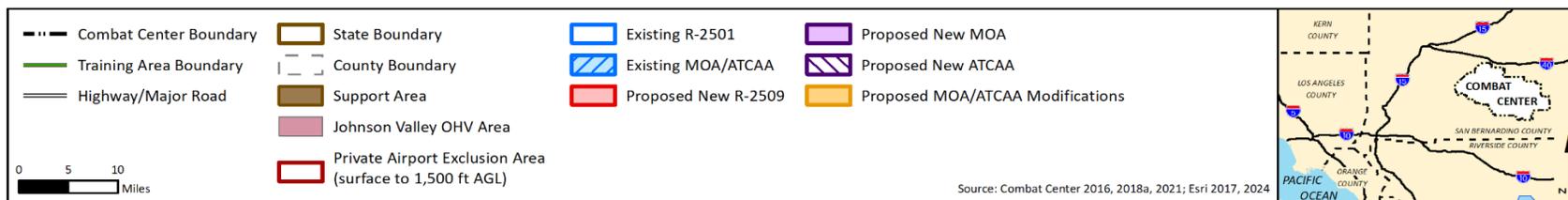


Figure 2-3. Special Use Airspace Under Alternative 2



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