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2D MARINE AIRCRAFT WING
U. S. MARINE CORPS FORCES ATLANTIC
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From: Commanding General
To: Distribution List

Subj: AIR OPERATIONS MANUAL, U.S. MARINE CORPS AUXILIARY LANDING
FIELD, BOGUE, NC (SHORT TITLE: AIR OPS MANUAL, MCALF,
BOGUE, NC)

Ref: (a) NAVAIR 00-80T-114 (NOTAL)
(b) OPNAVINST 3710.7
(c) AirStaO P3710.5
(d) AirStaO 3720.1
(e) NAVAIR 00-80R-14 (NOTAL)
(f) AirStaO 3570.2
(g) FAA 7110.65J (NOTAL)
(h) MCO P4030.19
(i) AVAIR 06-5-502
(j) AirStaO 11014.5
(k) AirStaO 3722.1

Encl: (1) LOCATOR SHEET

1. Purpose. To promulgate information and establish procedures for the control of aircraft and vehicular traffic on the airfield at Marine Corps Auxiliary Landing Field, Bogue, North Carolina, and within the Bogue Class D Surface Area (CDSA).

2. Cancellation. Wgo P3710.30B.

3. Action.

a. Commanding Officers shall ensure that all personnel concerned are thoroughly familiar with and comply with the rules and regulations set forth herein.

b. Per reference (a), the Airfield Operations Officer, MCALF, Bogue, shall conduct a review of this Manual annually to

ensure that the subject matter is pertinent and up-to-date. He shall submit his recommendations through the chain of command to the Assistant Chief of Staff, G-3, 30 days prior to the month of publication.

4. Background. This manual has been prepared per references (a) and (b). The rules and regulations set forth herein apply to all aircraft operation within the Bogue CDSA. Reference (c) sets forth rules and regulations for aircraft within the restricted, warning, and positive airspace under the control of Marine Corps Air Station (MCAS) Cherry Point. Reference (c) shall be used in conjunction with this Manual for all aircraft transiting or transitioning to Bogue CDSA. These rules and regulations do not change or supersede existing instructions issued by higher authority nor do they relieve the pilots of their responsibility to exercise good judgment and to observe safety precautions.

5. Responsibility. The Airfield Operations Officer (tel 466-0654), MCALF, Bogue, shall be responsible for all aspects of airfield operations and compliance with the applicable directives. All clearances shall be obtained through his authorized representatives per references (a) and (b).

6. Information. Air traffic control procedures for MCALF Bogue are governed by a letter of agreement between MCAS, Cherry Point and 2d Marine Aircraft Wing (2d MAW). Procedures set forth by reference (d) are followed in conducting Field Carrier Landing Practice (FCLP). The letter of agreement and reference (d) are maintained at Airfield Operations, MCAS, Cherry Point and Base Operations, MCALF, Bogue.

7. Recommendations. Comments or recommendations are encouraged and should be submitted to the Commanding General (Code 0, Stop 1), Marine Corps Air Station, Cherry Point via the chain of command.

8. Concurrence. The Commanding General, Marine Corps Air Station, Cherry Point, concurs with this manual in so far as it pertains to his command.

9. Certification. Reviewed and approved this date.


T. L. Patton
Chief of Staff

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LOCATOR SHEET

Subj: AIR OPERATIONS MANUAL, U.S. MARINE CORPS AUXILIARY
LANDING FIELD, BOGUE, NC (SHORT TITLE: AIR OPS
MANUAL, MCALE, BOGUE, NC)

LOCATION: _____
(Indicate location(s) of copy(ies) of this Manual)

ENCLOSURE (1)

AIR OPS MANUAL, MCALF, BOGUE, NC

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AIR OPS MANUAL, MCALF, BOGUE, NC

CHAPTER 1

GENERAL

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CHAPTER 1

GENERAL

1000. DEFINITIONS. As used in this Manual, the following have the meaning shown.

1. "Shall" means a procedure is mandatory.
2. "Should" means a procedure is recommended.
3. "May" and "need not" means procedure is optional.
4. "Will" implies futurity, not a requirement for application of a procedure.

1001. GENERAL PRUDENTIAL RULES. The regulations contained in this Manual shall govern all aircraft operating at this airfield and within the Bogue CDSA. These regulations are not intended to cover every contingency which may arise. The pilot in command of an aircraft is responsible for the safe and orderly conduct of his flight. Any departure from these regulations during emergencies applies to the normal operations of aircraft within the Bogue CDSA. These regulations also apply to vehicular traffic using the runways and taxiways. Personnel are expected to be familiar with these regulations insofar as they pertain to their duties or functions on the airfield.

1002. AIRFIELD INFORMATION. MCALF, Bogue, NC is located approximately four miles east of Swansboro, NC, at latitude 34 degrees 41'25" N, longitude 77 degrees 01'46" W. MCALF, Bogue is, for Aircraft Firefighting and Rescue (ARFF) purposes, predominantly a category II airfield. Due to its expeditionary surface, however, it shall be considered a category III airfield for FCLP and fixed wing operations per reference (e).

1003. HANGAR AND SERVICE FACILITIES.

1. There are no hangar facilities at MCALF, Bogue.

2. Fuel/Lubricants/Oxygen services. Fuel (JP-5) services including "hot refueling" are available from a Tactical Airfield Fuel Dispensing System (TAFDS) as listed in the current Department of Defense (DoD) Flight Information Publication (FLIP), (Enroute) IFR Supplement. TAFDS is available only during the hours the airfield is open unless prior coordination is made with Base Operations. Lubricants, Oxygen, and Nitrogen are not normally available at MCALF, Bogue. Deployed units must provide their own ground crews to taxi, park, start, refuel and arm/dearm aircraft.

3. Air Freight and Passenger Facilities. There are no air freight or passenger facilities at MCALF, Bogue. Provisions for the off-loading of cargo shall be made through Base Operations by telephone (Ext. 0654/0675).

4. Weather Service. Bogue Metro is available during airfield hours. DD-175-1's may be obtained with one hour prior notification. Weather information may be obtained by telephone (Ext. 0671). During exercises and by special request, Ultra High Frequencies (UHF) radio frequency 344.6 shall be monitored (call Bogue Metro).

5. Flight Clearance. Flight planning, filing of Instrument Flight Rules (IFR)/Visual Flight Rules (VFR) flight plans and information are available at Base Operations. Flight plans should be filed one hour prior to departure time.

6. Hot Brakes. Aircraft with hot brakes shall contact tower on ground control frequency and be positioned per tower instructions. Cooling fans are available from Crash Crew. The hot brakes holding area, when feasible, is the Landing Ship Helicopter Assault (LHA) deck. In any case, aircraft with hot brakes shall remain clear of TAFDS and the aircraft parking area (Pad 1). (See figure 1-1).

7. Very Important Persons (VIP) Flights. All aircraft with VIP's aboard shall contact Bogue tower 10 minutes prior to estimated time of arrival (ETA) and confirm code aboard and firm "Chock Time". If aircraft are under Cherry Point control, request this information be passed to Bogue.

1004. AIRFIELD DATA

1. The airfield consists of one primary runway (5/23). Runway 5/23 is a lighted 96' by 4010' AM-2 aluminum mat laid on a 150' by 4010' asphalt strip. Magnetic headings are at 048.1/228.1. There is approximately 150 feet of aluminum matting overrun at each end of runway. The landing thresholds are designated by 10 foot wide solid white lines. The runway edges are outlined by six inch wide strips; the centerline is a two foot wide dashed white line. (Figure 1-1).

2. The Fresnel Lens Optical Landing System is located approximately 830 feet from the approach end of the duty runway, 5 or 23, and is associated with the M-21 arresting gear. The glideslope is set for three degrees.

3. Runway Weight Bearing Capacity.

Runway 5/23 - Single	Twin	Single
Wheel	Wheel	Tandem
Landing	Landing	Landing
Gear	Gear	Gear
57'000 lb.	150'000 lb.	175'000 lb.

4. Taxiways. The taxiways consist of AM-2 aluminum matting approximately 72' wide, which connect the runways and aircraft parking pads as indicated in figure 1-1.

5. LHA Deck. The deck size and markings are identical to the USS TARAWA. The deck lighting and simulated superstructures are to provide the same landing cues as the ship. Vertical/Short Takeoff and Landing Optical Landing System (VSTOL OLS) and Hover Position Indicator approach systems are also available.

6. Confined Area Landing (CAL) Sites. One CAL site, an unlighted 96' by 96' pad of AM-2 aluminum matting, is located at the southeast side of the runway. The CAL Site is located approximately 800 feet southeast of the approach end of runway 23.

7. Windsock. A standard 15 knot windsock is located on the north side of runway 5/23 at approximately mid-airfield.

8. Navigational Aids. A Tactical Air Navigation (TACAN) aide (Channel 67, identifier NJM), is located on the east side of Runway 5/23 approximately mid-field, as depicted in figure 1-1.

Runway 23 approach is certified for IFR TACAN approaches. An AN/TPN-30 is also available with a minimum of 48 hours prior coordination.

CAUTION: THE AN/TPN-30 IS FOR VFR USE ONLY.

9. Course Rules Brief. All squadrons not locally based shall receive a course rules brief prior to the beginning of any operations. Locally based is defined as squadrons stationed at Cherry Point (NKT) or New River (NCA). Locally based squadrons shall receive a course rules brief on an annual basis.

10. Aircraft Parking Pads

a. The TAFDS Pad is a 186' by 402' area of aluminum matting located west of Runway 5/23, approximately midfield. The TAFDS Pad includes four refueling points for both hot and cold refueling.

b. Pad 1, the primary parking Pad, is a 300' by 1,100' concrete pad north of Runway 5/23. A portion of Pad 1 is covered with aluminum matting. Aircraft tie downs are available only at Pad 1.

1005. HOURS OF OPERATION. The Bogue CDSA is operational as published by 2d MAW (G-3) and the Air Operations Officer.

1006. AIRFIELD LIGHTING. Runway 5/23 is equipped with white bi-directional edge and centerline lighting located at 100 foot intervals along the length of the runway. High intensity approach lights, which incorporate a condenser

discharge system (strobe light), are in operation during night operations and under IFR conditions. Threshold lighting consists of four lights either side of the centerline at the approach ends and one red light at each of the upwind corners of the runway.

1. Taxiways are equipped with bi-directional edge lights at 100 foot intervals.
2. Runway distance markers are located along each side of Runway 5/23 and they indicate, in thousands of feet, the length of runway remaining. The distance markers are lighted when the runway lights are on.
3. Carrier deck lighting and marking is available at both ends of runway 5/23. The carrier deck simulates the *USS America*.
4. Shielded flood lights are located at TAFDS.
5. The LHA deck lighting is compatible with all LHA lighting systems.
6. Standard airfield rotating beacon is located on the MCALF, Bogue water tower.

1007. PERSONNEL AND VEHICLE RESTRICTIONS

1. All personnel that operate vehicles on MCALF Bogue Airfield shall be indoctrinated annually on procedures concerning the rules and regulation governing the airfield.
2. Personnel and vehicles are not allowed on taxiways, runways, runway shoulders, runway end zones, and aircraft parking areas without proper clearance. Necessary traffic to these areas will be cleared through Tower (ground control). All operators shall be familiar with figure 1-2 and standard Air Traffic Control (ATC) light signals. The driver of a non-radio equipped vehicle shall report to Base Operations and check out a hand held radio prior to moving on or across the runways. All vehicles shall receive clearance from the tower.

If no clearance is received, either by signal or radio, the vehicle shall not move to the areas described above.

3. Vehicles operating on or around the airfield are restricted to 15 MPH, with the following exceptions:

a. Vehicles towing aircraft shall not exceed 5 MPH.

b. Vehicles should expedite their movement when operating on or across runway areas, consistent with safety and weather conditions.

4. All vehicles operating on the airfield (parking pads, runways, and taxiways) at night, will have their lights on LOW BEAM. Vehicle operators shall operate vehicles in such a manner that headlights will not be directed towards aircraft taxiing, landing, or taking off.

5. Vehicles crossing at midfield shall request to cross at two designated points. Point "B" is at the intersection of Bravo taxiway and the runway. Point "D" is at the intersection of Delta taxiway and the runway.

6. All civilians shall be accompanied by the operations Duty Officer (ODO) or his designated representative. All visitors are required to check in at Base Operations.

7. Non-Tenant users (those not assigned to MCALF Bogue) are required to check in at Base Operations. The Airfield Operations Officer may restrict privately owned vehicles access aboard the field as required.

1008. ARRESTING GEAR. M-21 arresting gear is located approximately 650 feet from the approach end of each Runway 05 and 23 (Figure 1-1). The arresting gear on the upwind end of the departure runway will serve as an abort gear. This gear is collocated with an aircraft carrier (CV) deck and associated CV lighting.

CAUTION: The arresting gear may be derigged for extensive Harrier or helicopter operations.

NOTE: Non-FCLP/Non-emergency landings do not require a Landing Signal Officer (LSO) as long as multi-aircraft formations maintain at least a 120 second interval between arrested landings. High tempo day operations (less than 120 seconds between arrestments), FCLP, Bogue/VIP demonstrations and night arrestments will require an LSO.

1009. SUSPENSION OF FUELING OPERATIONS DURING ELECTRICAL STORMS.

Reference (i) states "fuel handling operations will be discontinued during severe electrical storms". Termination of fueling operation shall occur when thunderstorms or lightning discharge is within 5 nautical miles of the airfield. The ODO is responsible for determining when fueling/defueling operations should be discontinued due to weather conditions and must notify TAFDS of this decision. When the determination has been made to suspend fueling/defueling operations, the ODO shall advise any deployed units and the ATC Watch Officer.

1010. DANGER TO LIFE OR PROPERTY

1. Reporting. Pilots shall report, without delay, to the 2d MAW Director of Standardization and Safety (DSS), or the MCAS Safety Officer, (ext. 5832/2730/3994) if they:

a. Drop a bomb, fire a gun, rocket, or any other missile outside the limits of a regular target area.

b. Upon return from a flight, finds that bombs, rockets, or other missiles have been unaccountably expended.

c. Consider that any munitions expended, or any flight maneuvers employed, may have endangered the life or property of another person, or considers that another person may reasonably believe that his life or property has been endangered.

d. Observe an apparently uncontrolled fire.

e. Observe violations of flight regulations or the general prudential rules of flying.

2. Investigation. The 2d MAW DSS or the MCAS Safety Officer shall have each such report informally investigated. This report does not relieve the pilot of responsibility for any other report that may be required.

1011. VISITORS IN AIR TRAFFIC CONTROL SPACES. Visitors in the ATC/Tower area shall check-in with and be controlled by the ATC Watch Officer.

1012. SCHEDULING USE OF BOGUE FIELD. Any unit which would like to conduct air operations (to include exercises) at MCALF, Bogue shall submit via naval message a request to CG SECOND MAW//G-3, INFO CO MWSS-271//OPSO AIR OPS// by the last week of each month for the following month. This request must give the time period (from day and hour to day and hour), number and type of aircraft, and what they intend to do. To the maximum extent possible, operations should be conducted within the normal operating hours established for Bogue Field. If the request is for a period outside normal operating hours, a justification must also be provided. Advanced scheduling is accomplished at the 2d MAW G-3 monthly Fixed Wing and Rotary Wing Frag Conferences where all requests shall be considered. 2d MAW units shall have scheduling priority. Five working days after the conferences, the 2d MAW Scheduling Officer shall provide a message for Wing release giving the hours of operation for the airfield, the hours of operations for the CDSA and scheduled operations for each day of the following month. During non-scheduled operations when the airfield is operational, units/aircraft shall be approved to use the airfield on a first-come first-served basis by the Airfield Operations Officer. Additionally, during scheduled times Bogue Field may be able to control additional aircraft. Liaison with Bogue Field must be conducted prior to entering the CDSA. If flight operations are complete or not scheduled, the Airfield Operations Officer may secure the airfield prior to scheduled closing time.

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1013. RECONFIGURATION OF BOGUE FIELD. 2d MAW G-3 will be the approving authority for reconfiguration of Bogue Field.

1014. AIR OPERATIONS OFFICER AUTHORITY. The Air Operations Officer, Marine Wing Support Squadron 271 (MWSS-271) is appointed as the 2d MAW Camp Commandant for MCALF Bogue. Per reference (j) he has Direct Liaison Authorized (DIRLAUTH) with 2d MAW G-3 to facilitate scheduling and field operations demands. He is also responsible for the maintenance of airfield facilities to include police calls by transient units. He is given DIRLAUTH with Director of Facilities to facilitate this upkeep.

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CHAPTER 2

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CHAPTER 2

CLEARANCE OF AIRCRAFT

2000. GENERAL. Flights originating at MCALF, Bogue shall be cleared per the current Office of the Chief of Naval Operations instructions, Federal Aviation Administration directives, flight information publications, and command directives.

2001. CLEARANCE AUTHORITY. Authority and responsibility for clearance of aircraft at MCALF, Bogue are vested in the following person:

1. Airfield Operations Officer, MWSS-271, or his designated representatives.
2. Commanding Officers of deployed aircraft groups for those aircraft under their cognizance.
3. Clearance authority may further be delegated to the following persons:
 - a. Base Operations Duty Officer.
 - b. Commanding Officers of deployed squadrons.

2002. FLIGHT PLANS

1. Form DD-175. Per reference (a), a completed form DD-175 should be delivered to Base Operations a minimum of one hour prior to proposed departure.

2. Flights Within Special Use Airspace. Per reference (k), an abbreviated single copy DD-175 may be used to file within R5306 (VFR only), W-122, and ATC assigned airspace. To file an abbreviated single copy DD-175, the pilot will fill out the information below:

- a. Aircraft unit assignment/home station
- b. Aircraft Bureau number/serial number

- c. Type of flight plan
- d. Radio call sign
- e. Aircraft designation/TD code
- f. Estimated time of departure (ZULU)
- g. Point of departure
- h. Route of flight
- i. Destination
- j. Estimated time enroute
- k. Alternate if required
- l. Remarks
- m. Signature of pilot in command/phone number
- n. Crew/passenger list (maintained at the appropriate Squadron)

NOTE: W-122 must be scheduled through FACSFAC, VACAPES (DSN 433-2851). R5306 A and C, and targets located therein must be scheduled through Cherry Point Range Scheduling, (DSN 582-4040/4041), two week advanced scheduling is desired

3. Daily Flight Schedule: Deploying units shall publish a daily flight schedule. A copy shall be delivered to Base Operations prior to 1600, daily, on the day before the flights are scheduled. Flight schedules should be turned in the day prior to a non-working day/holiday, and will include the first day work is resumed. Changes to the flight schedule may be made by calling the required information to Base Operations by telephone (ext. 0674/0654). The daily flight schedule may be used to schedule the following type flight without the requirement of a DD-175: A flight which will stay within the local flying area or adjacent offshore operations training areas, maintain VFR conditions, and not terminate at a destination outside the local flying area.

2003. SHIPBOARD OPERATIONS

1. Flights departing MCALF, Bogue that are conducted under VFR conditions and are not terminated aboard ship may be filed on an abbreviated DD-175 or daily flight schedule.
2. Flights departing MCALF, Bogue and terminating aboard a Naval vessel shall be filed on DD-175.
3. Aircraft that are operating from a Naval vessel within W-122 that request a minimum turn around time (hot refuel) to meet their assigned overhead time may file for return flight with Bogue Ground Control on UHF frequency 262.6.

2004. WEATHER MINIMUMS

1. The minimum weather criteria for VFR recovery at MCALF Bogue is a 1,000 foot ceiling and 3 statute miles visibility.
2. When MCALF, Bogue weather conditions are below VFR, aircraft shall receive clearance from Cherry Point approach control prior to entering/departing the Bogue CDSA. Cherry Point approach may effect radar hand off to Bogue Ground Control Approach (GCA).
3. Instrument approach and landing minimums are as published in DOD FLIP (Terminal) Low Altitude United States, Volume 11 and reference (b).
4. Carrier controlled approaches (CCA) may be conducted at MCALF, Bogue when the ceiling is at least 2,000' and visibility is 3 miles or greater. No more than four aircraft may be released to Bogue GCA at any given time. No more than three aircraft may be released to Bogue GCA when the ceiling is less than 2,000'.
5. Takeoff minimums are per reference (b).

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CHAPTER 3

COURSE RULES

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CHAPTER 3

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CHAPTER 3

COURSE RULES

3000. GENERAL

1. Air Traffic Control personnel are responsible for issuing clearance and advisory assistance in conducting safe flight regarding separation from other known traffic and in furnishing local field and weather conditions. Control of air traffic at MCALF, Bogue is exercised per the procedures contained in FAA regulations, Naval directives, and local instructions.
2. MCALF, Bogue CDSA is defined as that airspace within a five statute mile radius from the geographical center of the airport extending upward from the surface to, and including, 2,500 feet above the airport. All aircraft operating within Bogue CDSA will be under the control of Bogue tower.
3. Except as directed by the Airfield Operations Officer, no aircraft shall be permitted to taxi or take-off from this airfield during hours of normal operation unless two-way radio communications have been established and clearance has been received from the tower.

3001. NOISE ABATEMENT

- a. On downwind leg, aircraft utilizing 600' FCLP pattern will remain feet wet over the inter-coastal waterway. If unable to remain feet wet aircraft shall climb to 1000' PRIOR to turning downwind over the outer banks (i.e. Emerald Isle).
- b. No water checks over populated areas.
- c. No more than 2 aircraft in the FCLP pattern.

3002. TAXI INSTRUCTIONS

1. During normal hours of operation all aircraft shall contact Bogue Ground Control on frequency 262.6 prior to taxiing from an aircraft parking pad. Local flights shall provide the following information upon initial contact:

a. Call sign (if more than one aircraft, call sign of each aircraft)

b. Type of aircraft

c. VFR / IFR

NOTE: Pilots are encouraged to receive their IFR clearance in the chocks prior to taxiing.

d. Ordnance carried to include chaff and flares.

2. During hours of darkness, all aircraft equipped with landing/taxi lights shall exercise caution to avoid blinding pilots of other aircraft, particularly while back-taxiing on a parallel taxiway.

3. Pilots of taxiing aircraft sighting an emergency vehicle displaying a flashing red light shall stop and hold their position until cleared to proceed.

4. Appropriate Naval Air Training and Operating Procedures Standardization Program (NATOPS) Procedures. Aircraft experiencing landing gear trouble (or indicated landing gear trouble) shall roll out straight ahead to a full stop and have pins inserted before taxiing back to the line.

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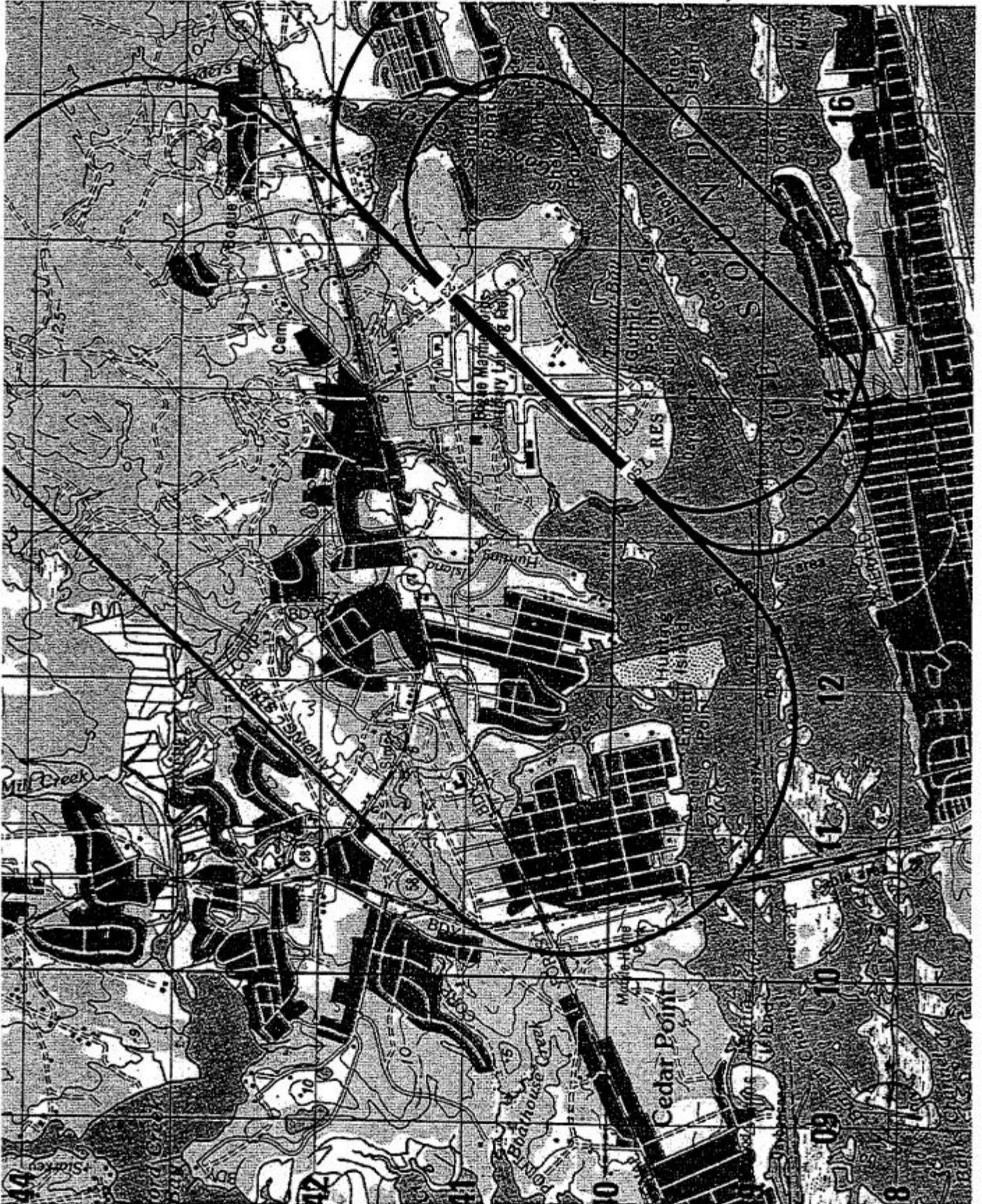


FIGURE 3-1. -- VFR PATTERNS

5. The runway matting at Bogue may be extremely slippery at times and pilots are advised to taxi with extreme caution during adverse weather.

3003. TAKEOFF INSTRUCTIONS

1. Takeoff position for all fixed-wing aircraft is on the centerline of the duty runway.
2. Takeoff positioning on the duty runway does not constitute takeoff clearance. Takeoff clearance must be specifically obtained prior to starting takeoff roll.
3. Right or left turns after takeoff within five miles require tower approval.
4. Fixed-wing formation takeoffs are not authorized; however, AV-8B stream takeoffs may be approved. Helicopter formation takeoffs are authorized.
5. Rotary-wing aircraft are allowed to depart the airfield, traffic permitting, in any direction. Approval for non-standard departures must be obtained from the control tower. Rotary-wing aircraft on such departures shall remain below 300 feet until clear of fixed wing traffic patterns, and shall not over fly populated areas.

3004. LANDING INSTRUCTIONS

1. Pilots inbound to Bogue on VFR flights are encouraged to contact Cherry Point approach control for a radar hand-off for ground controlled approach prior to landing. This procedure provides training for pilots and radar controllers, and permits a larger percentage of air traffic to be under positive control.
2. Aircraft VFR flights shall obtain landing information from Bogue tower prior to entering the CDSA.
3. All VFR approaches for jet aircraft shall start so as to arrive over the initial point at 2,000 feet. The initial point is at five nautical mile (NM) on the extended centerline of the duty runway. At this point, commence a decent to arrive over the numbers at 1,500 feet mean sea level (MSL).

The normal traffic pattern for Runway 23 is a left hand pattern, 1,000 feet in altitude. The normal traffic pattern for Runway 5 is a right hand pattern, 1,000 feet in altitude. See figure 3-1.

4. The VFR approach for reciprocating or turboprop aircraft shall start at 2,000 feet. Once inside the initial, commence a descent to arrive over the numbers at 1,500 feet. Traffic permitting, a downwind entry or straight-in approach may be approved by the tower on the pilot's request. The traffic pattern will be the same as the jet pattern. See figure 3-2.

5. Section landings are not authorized except for helicopters.

6. Rotary-wing aircraft shall contact Bogue tower for clearance into the Bogue CDSA, they will remain below 500 feet unless directed otherwise. They may approach the field for a normal approach or as directed by the tower controller.

NOTE: At the discretion of the Base ODO, the traffic pattern to Runway 05 may be changed to a left hand pattern in order to accommodate mission requirements. It shall be flown at or above 1,000 feet MSL.

7. Unusual Traffic Pattern Handling

a. Upon request of the pilot and traffic conditions permitting, the local controller may authorize the use of any of the above patterns for any type aircraft.

b. In order to expedite the flow of traffic, the tower controller may request jet aircraft to utilize a downwind entry at normal pattern altitude.

8. Upon pilot request, straight-in approaches may be authorized. Pilots will report "five miles for straight-in approach" for authorization. They will report at three miles with gear configuration for final landing clearance.

9. When the weather will not permit VFR approaches as described above, instructions issued by Cherry Point approach and Bogue tower shall govern the traffic pattern.

10. A waveoff signal requires a positive response and is mandatory. The waveoff may be given by radio, light signals, or red flares.

11. Touch-and-go landings are permitted depending upon other traffic conditions; for consecutive landings the following procedures apply:

a. Multiple touch-and-go landings not controlled by an LSO are not permitted when FCLPs are being conducted without prior coordination with Base Operations or the LSO.

b. All pilots in the touch-and-go pattern shall maintain sufficient fuel reserve to depart and reenter at the initial if required.

c. A positive "gear down" check shall be transmitted by the pilot for each landing.

d. Touch-and-go landings are not authorized for aircraft with live or hung ordnance.

NOTE: There are no specific restrictions on the qualifications required for a pilot to land at MCALF, Bogue stipulated in this Manual.

3005. WARNING, RESTRICTED, AND TRANSITION AREAS. Reference (c) applies.

3006. EXTERNAL ORDNANCE APPROACH PROCEDURES

1. External ordnance is considered to be any practice or live munitions carried externally on an aircraft for the purpose of release or firing, i.e., rocket pods, MK-76, etc. Gun pods and internal guns do not fall under the restrictions of this paragraph unless they have been charged. Touch-and-go landings are not authorized for aircraft with external ordnance.

2. Visual Flight Rules external ordnance procedures for live or hung ordnance are as follows:

a. Contact Bogue tower when ten NM from the airfield and request an ordnance approach.

b. Arrive and report at five NM; 1,000 feet on the extended center line of the runway and commence a straight in approach.

CAUTION: IFR traffic may be 1,500 feet on the extended center line of the runway and commencing a straight-in approach.

c. Report at three NM with landing gear down.

d. After landing, taxi to the de-arming area.

e. Aircraft which do not make an arrested landing (waveoff, hook skip, etc.) shall proceed straight ahead, and do not turn downwind until reaching the upwind numbers. The downwind turn shall be to the east (left hand pattern for Runway 23 and right hand pattern for Runway 5). The aircraft shall then continue in the normal traffic pattern to a full stop landing.

3. The IFR external ordnance procedures for live and hung ordnance are as follows:

a. The pilot shall contact Cherry Point approach control and request a radar hand-off to Bogue with external ordnance.

b. The pilot shall execute the approach as directed by approach control and upon landing, proceed to the de-arming area.

c. In the event of a missed approach, hook skip, or waveoff, Bogue GCA shall vector the aircraft around all heavily populated areas.

4. Single aircraft with no radio requiring an external ordnance approach shall proceed for recovery at Cherry Point.

5. At all times pilots shall attempt not to over fly populated areas.

3007. ORDNANCE HANDLING PROCEDURES

1. An ordnance-ready supply area may be maintained on MCALF Bogue as necessary for exercises and other requirements of a temporary nature. For no reason shall a supply of more ordnance than can be expended in 48 hours be maintained. This applies to inert ordnance only.

Under no circumstances may high explosive ordnance be stored at MCALF Bogue.

NOTE: All munitions must be guarded by armed personnel provided by the ordnance user.

2. The only authorized storage area is the Guthrie Point area at the end of Taxiway Bravo.

3. Operations involving assembly/disassembly and loading/unloading of practice bombs may be conducted on Pad-1.

4. The ordnance arming/de-arming areas depicted in figure 3-3 shall be utilized for live forward-firing ordnance.

5. Aircraft carrying forward-firing ordnance shall be parked on a heading of 230 degrees magnetic for Runway 05 and 090 degrees magnetic for Runway 23 during final arming and de-arming.

NOTE: Taxiway Delta may be utilized for arming/de-arming at the discretion of the Airfield Operations Officer.

6. Refueling shall not be conducted with live forward-firing ordnance aboard. Aircraft with Mark series practice bombs may be hot refueled providing that all electrical connections have been disconnected and safety pins installed.

7. Napalm mixing and filling operations shall not be performed at MCALF Bogue.

8. Aircraft carrying ordnance with electrical fusing shall not transmit below 200 megahertz while on ground.

9. No radio or radar transmissions shall be made from aircraft being loaded with ordnance.

10. Main beams of radar or directional radios shall not be directed at ordnance items or at any aircraft loaded with ordnance.
11. No radiating antenna shall be permitted within 25 feet of ordnance items that are not loaded on an aircraft.
12. All pilots shall report "external ordnance" to the tower prior to taxi.
13. Ordnance safety regulations, descriptions, course rules, and gunnery range regulations are contained in reference (h).
14. In the event a High Explosive Radioactivated Ordnance (HERO) condition is declared, it shall be the responsibility of the Airfield Operations Officer to appropriately advise radio operating activities aboard the installation.

3008. ORDNANCE JETTISON AREA. The primary authorized ordnance jettison area in the Cherry Point operating area is BT-9. BT-9 is located at 053 degrees/28.5 NM off the NKT TACAN (channel 75).

3009. HELICOPTER OPERATING PROCEDURES.

1. The volume of high performance aircraft traffic, combined with GCA and carrier landing approaches, requires that all helicopters operating VFR in the vicinity of MCALF Bogue exercise extreme caution and close adherence to tower instructions. All helicopters shall contact the tower five NM from the airfield for landing instructions and traffic information.
2. When within the airfield boundaries, or when flying under aircraft/landing patterns, helicopter flights shall be conducted at a minimum altitude necessary to clear obstructions safely. Pilots shall not exceed 500 feet AGL unless specifically cleared by the tower. Pilots shall avoid overflight of the towns of Swansboro and Cape Carteret, the Star Hill Airport, the White Oak Elementary School, or any populated area where their rotorwash and noise could damage or constitute a nuisance.

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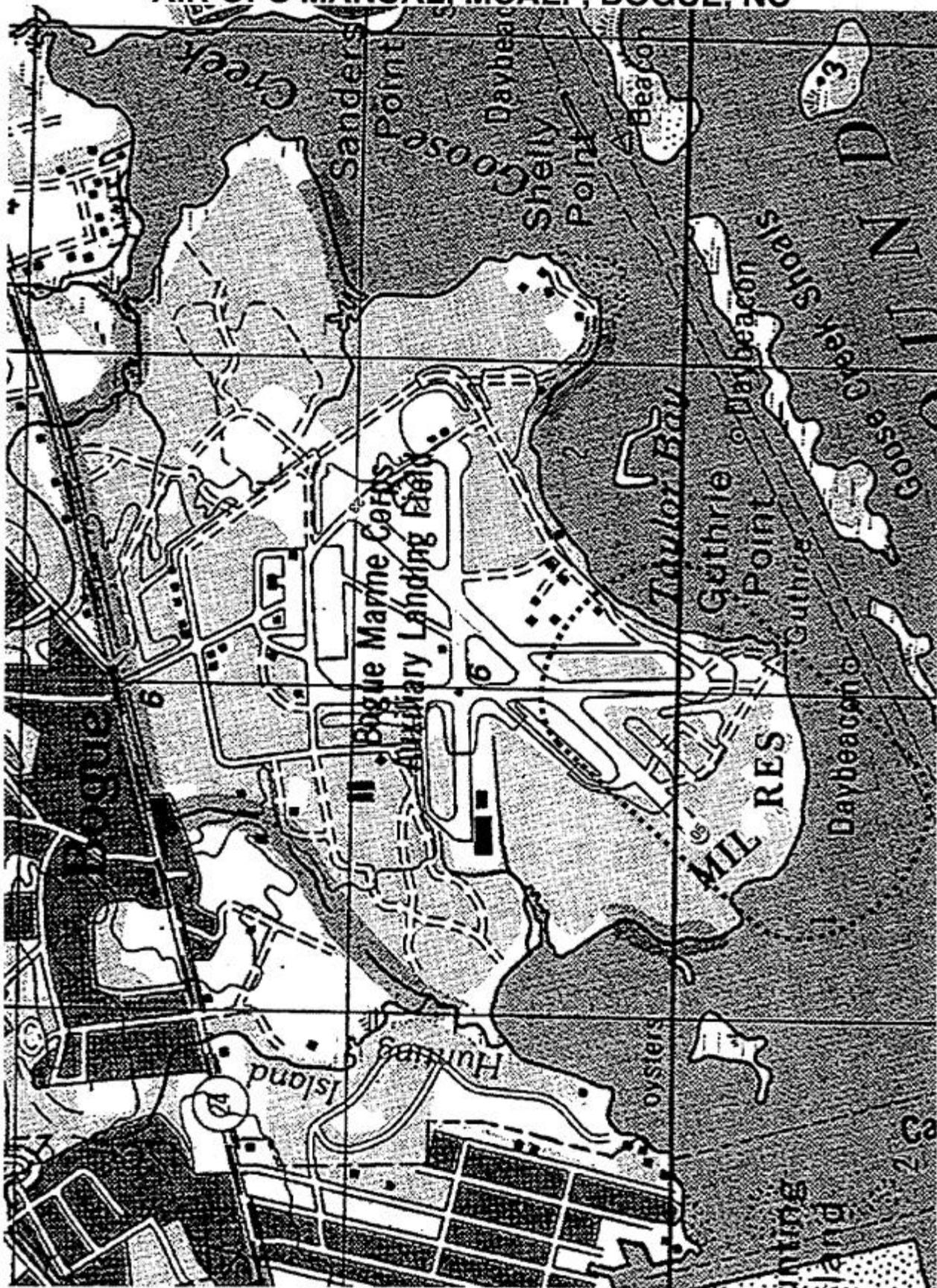


FIGURE 3-4.—HELICOPTER LHA PATTERN

CAUTION: There are numerous unlighted obstructions within five NM of the airfield.

3. Helicopters may land at Bogue on other than hard surface areas when prior authorization is obtained from the Airfield Operations Officer or his designated representative.

CAUTION: Air-taxiing over taxiways by CH-46's and CH-53's is forbidden due to the expeditionary airfield nature. Tall trees prohibit tower control in some areas of the airfield.

4. Closed field helicopter operations may be authorized by the Airfield Operations Officer. Closed field operations shall be limited to one landing and one takeoff for each helicopter.

5. During special VFR or IFR conditions and/or exercises involving extensive helo operations, VFR Entry/Exit routes should be used.

a. VFR Entry/Exit Routes

Route	Point	Description	Lat	Long	NJM TACAN NM/Radial
Gales Creek	A	Bridge	34 43'30"N	76 54'00"W	7.5/079
	B	Long Island	34 41'00"N	76 59'00"W	2.5/111
	C	Piney Island	34 41'00"N	77 00'30"W	1.5/125
Broad Creek	D	Pt. of Land	34 43'00"N	76 57'00"W	4.5/069
	E	Rd. Inter.	34 42'30"N	77 00'30"W	1.5/055
Jones Island	F	Jones Island	34 41'41"N	77 06'30"W	4.0/282
	G	Road Inter.	34 41'45"N	77 03'00"W	1.0/287
Queens Creek	H	Island	34 40'00"N	77 08'45"W	6.0/263
	I	Huggins Island	34 40'00"N	77 06'30"W	4.5/257
	J	End of Bridge	34 40'00"N	77 03'45"W	2.0/223

NOTE: For special VFR each point shall be reported.

CAUTION: When using the Jones Island route remain clear of the Star Hill airfield.

b. VFR Route Direction of Travel, based on duty runway in use.

- | | |
|-------------------------|-------------------------|
| (1) Depart to West | (3) Arrive from West |
| (a) 05-Jones Island Rte | (a) 05-Queens Creek Rte |
| (b) 23-Queens Creek Rte | (b) 23-Jones Island Rte |
| (2) Depart to East | (4) Arrive from East |
| (a) 05-Broad Creek Rte | (a) 05-Gales Creek Rte |
| (b) 23-Gales Creek Rte | (b) 23-Broad Creek Rte |

6. Helicopter LHA Pattern. The LHA pattern at Bogue shall be flown between 300' and 500' AGL (pilot's discretion, Charlie Pattern). The downwind shall be flown close abeam to stay feet wet over the intercoastal waterway. The abeam position shall be selected so that the inbound turn shall remain inside the Bogue CDSA area. (See Figure 3-4). Pattern shall be in compliance with current NATOPS for helo type. Landing will be across the deck edge to the spot. Pilots desiring to use the VSTOL OLS system shall use the stern approach as described for AV-8's in paragraph 3013.3 and Figure 3-6. Once over the stern of the deck, the helicopter may reposition to the desired deck spot for touchdown.

3010. FIELD CARRIER LANDING PRACTICE

1. VFR, FCLP operations may be conducted on Runway 23 using a left hand pattern. Pattern altitude is 1,000 feet, however the Airfield Operations Officer can authorize a 600 foot pattern for Marine aircraft and an 800 foot pattern for Navy aircraft. The downwind for Runway 23 is one mile abeam and pilots are cautioned to fly the pattern exactly as depicted due to noise abatement problems (See Figure 3-5).

a. Radio transmissions shall be held to a minimum, consistent with safety.

NOTE: When an aircraft is "on the ball", tower shall transmit only when a safety of flight situation occurs.

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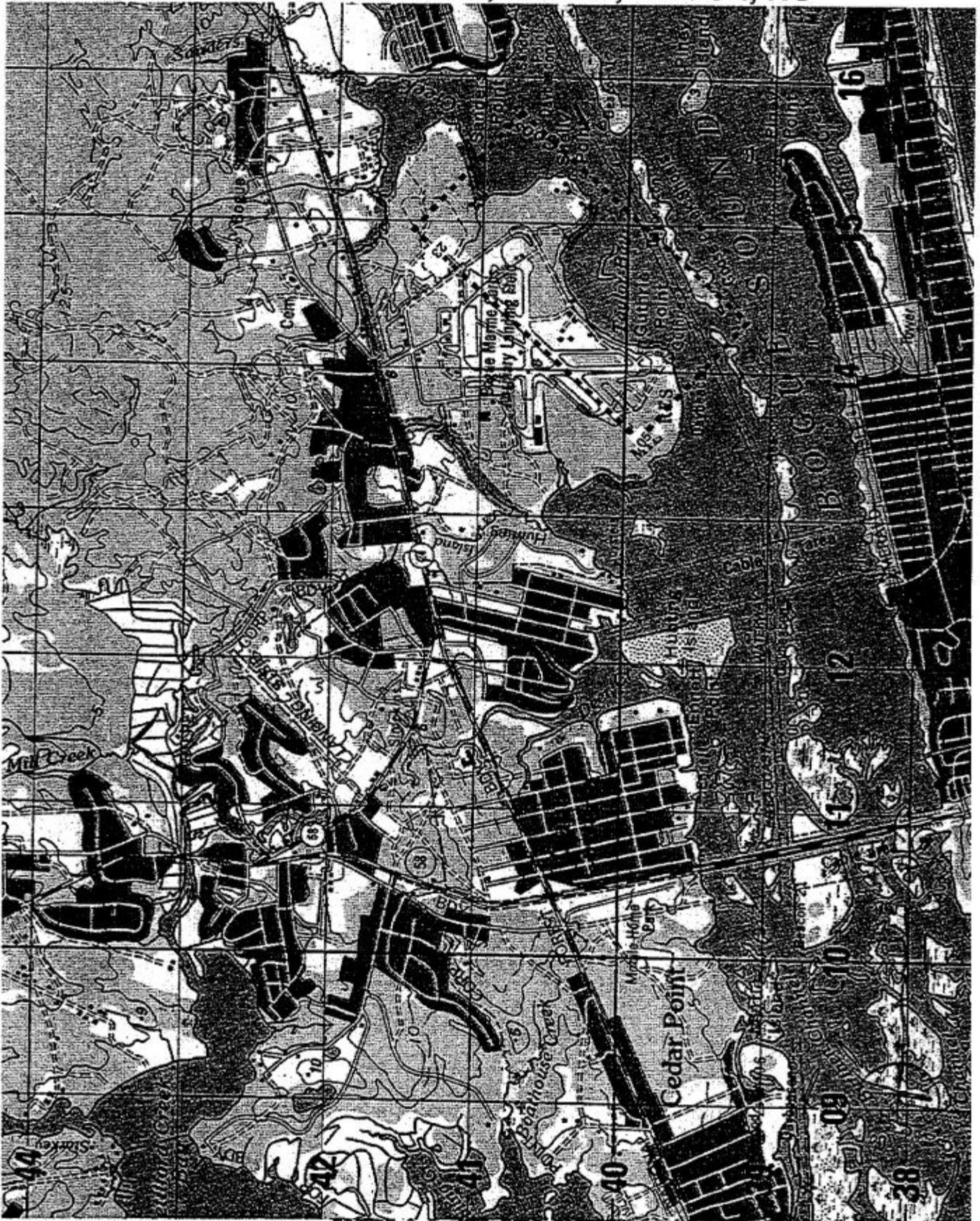


FIGURE 3-5.-VFR FCLP PATTERN

b. The number of personnel permitted at the LSO position on the runway will be held to the minimum necessary to conduct safe operations. The ODO/LSO may limit the number as he deems necessary.

c. If a red light is received from the tower prior to 180 degree position, pilots shall depart traffic pattern downwind and reenter at the five mile initial.

2. It is the responsibility of both the LSO and ATC to comply with reference (d).

3. Aircraft inbound to MCALF Bogue for scheduled FCLP's may, upon approval of the tower, enter the initial and break at 1,000 feet.

4. Control of the FCLP pattern may be delegated to the LSO by the tower.

3011. NO RADIO LANDING (VFR)

1. Should the pilot of an aircraft experience radio failure and desire to land at this base, he should follow the procedures below:

a. Squawking 7600, enter appropriate five mile initial base upon observance of local traffic or wind direction.

b. Descend to break altitude, and when over the runway, rock wings.

c. Break long maintaining break altitude through the 180 degree position.

d. If a green light is received from the tower make a normal approach to a landing.

e. If a red light is received from the tower prior to the 180 degree position, depart the traffic pattern downwind and reenter at the five mile initial.

2. During the hours of darkness maintain a close watch for other traffic. Perform the same procedures as for daylight (except for rock wings) but utilize all available aircraft lighting in an attempt to attract the tower's attention. If no signal is received make a low approach, fuel permitting, and commence a second approach to a final landing.

3. Pilots landing without radios, in compliance with the instructions above, must exercise extreme caution and remain clear of other traffic. After landing the pilot should taxi well clear of the lighted runway as soon as possible. At night, the pilot should be prepared to take immediate evasive action, since the possibility exists of entering the pattern from a direction opposite to the normal traffic.

3012. FUEL JETTISON. When practical, fuel shall not be jettisoned (dumped) below an altitude of 6,000 feet AGL. Should inclement weather, during emergency situations dictate jettisoning at a lower altitude, every effort shall be made to avoid populated areas.

3013. AV-8B (HARRIER) OPERATIONS

1. Types of landings and takeoffs for VSTOL aircraft are as follows:

a. Takeoffs

- (1) Conventional: 2,500'- or greater of roll.
- (2) Short: 300'-1500' of roll.
- (3) Rolling Vertical: 100'-300' of roll.

b. Landings

- (1) Slow: 4,000'-6,000' of roll.
- (2) Rolling Vertical: 800'-1,500' of roll.
- (3) Vertical.

(4) Press-up: a vertical takeoff, hover, and vertical landing.

NOTE: Vertical landings and takeoffs require concrete surface or AM-2 matting.

2. CAL Site

a. Basic VFR weather is required for the use of the CAL Site (1,000 foot ceiling, three miles visibility).

b. Pilots shall state their request for intended use of the CAL Site upon initial radio contact with Bogue Tower/GCA. Operations at a CAL Site may be precluded by scheduled aircraft operating on the duty runway. Crash Crew shall have one truck adjacent to the CAL Site when in use.

c. Aircraft shall be in sight of the tower controller prior to receiving final clearance.

NOTE: AV-8 entry into the CAL Site shall be controlled by a Landing Site Supervisor (LSS). For the safety of other aircraft operating in the area as well as that of the aircraft using the site, it is an inherent responsibility of the pilot and LSS to maintain a constant monitor of UHF guard for instructions or advisories from the tower.

d. Entries

(1) Straight-in approach

(a) Runway 5 CAL. Make straight in approach until at the junction of runway 5/23 and closed Runway 9/27; then transition to the CAL Site.

(2) Break. The break shall be as directed by tower.

(3) Ground Controlled Approach (GCA). A GCA may be flown in conjunction with the straight-in approach.

(4) Pattern Altitude. The normal pattern altitude to the CAL Site is 600', remain over the intercoastal waterway and clear of the outerbanks.

NOTE: When cleared by tower, an entry into the CAL Site may be made from any heading by transitioning from the normal traffic pattern to the site. Built-up areas and buildings shall not be overflowed.

e. Departures

(1) Runway 5 from CAL. Straight-out departure paralleling extended centerline of the runway until receiving downwind clearance.

(2) Runway 23 from CAL. Depart CAL Site on a heading of 250 degrees until safe maneuvering air speed is attained, then turn left to intercept the centerline of Runway 23 until cleared downwind, not to overfly the town of Cape Carteret.

NOTE: When cleared by tower, departures from a CAL Site may be in any direction, transitioning to the normal traffic pattern. Built-up areas and buildings shall not be overflowed.

NOTE: Due to the length of hover time required for a normal approach into the CAL Site, the traffic pattern into the site shall be limited to two aircraft only. Other aircraft may be limited to takeoffs and landings only.

(3) Aircraft under radar control may be granted priority over the CAL Site operations.

3. AV-8B LHA Pattern. AV-8B's will use the standard fixed wing VFR traffic pattern, 600' on downwind (1000' over outerbanks) to runway 23 for practice LHA operations with a transition to the LHA deck after crossing the approach end of runway 23. The approach to LHA deck will be flown so as to not overfly the TAFDS area. Minimum altitude over Taxiway "A" is 100' AGL (See figure 3-6).

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AIR TRAFFIC CONTROL TRAINING GUIDE
ANNEX
LHA DECK PATTERNS

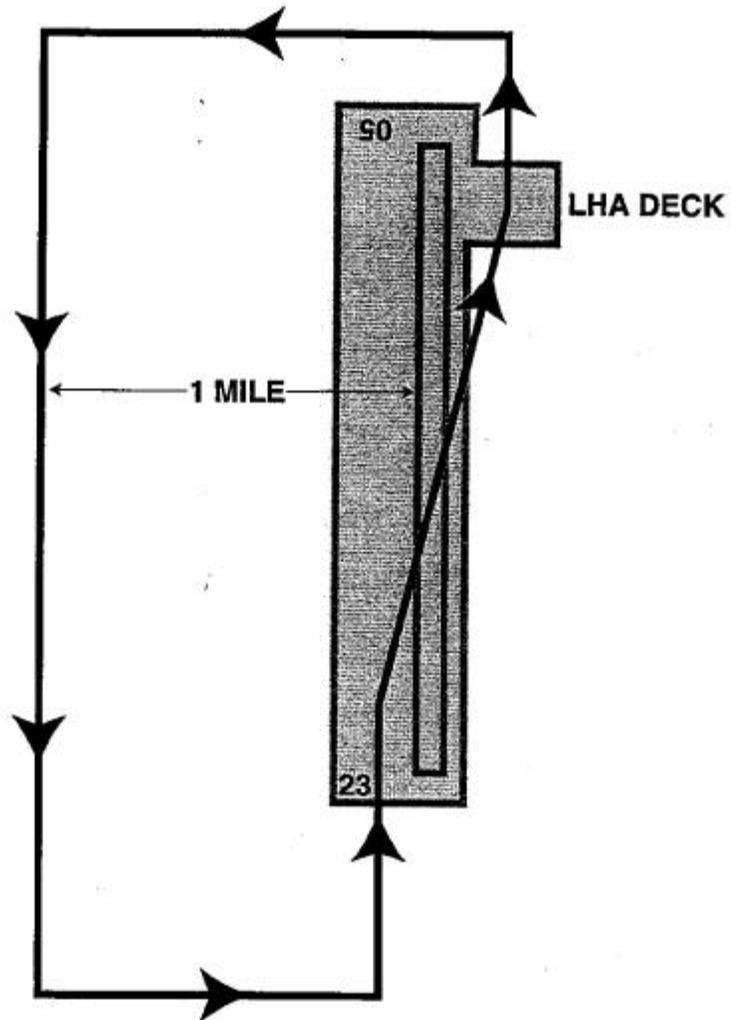


FIGURE 3-6. -- AV-8B LHA PATTERN.

4. General Operating Instructions for Harrier Operations. Due to the expeditionary nature of the airfield, AV-8 pilots must exercise extreme caution. The runway and associated taxiways are anchored but the vertical jet blast can lift up sections of the AM-2 matting, propelling them through the air. Airfield lighting, including approach lighting, when anchored, can also be damaged by the vertical jet blast. No approach shall be made over the threshold, the side of a matted surface, or the approach lighting at less than 100 feet AGL. Aircraft shall not execute vertical take-off or landing in the vicinity of the M-21 arresting gear without authorization from the Airfield Operations Duty Officer.

3014. CIVILIAN AIRCRAFT. Civilian aircraft are not authorized to operate at MCALF, Bogue. If this is required by military necessity, a hold-harmless agreement will be initiated prior to any operation, guidelines are set forth in SECNAVINST 3770.2.

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CHAPTER 4

AIR TRAFFIC CONTROL

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4000. MARINE AIR CONTROL SQUADRON (MACS) 2

1. Normally the MACS detachment will function as an integral unit of the Marine Air Command and Control System. The detachment is organized and equipped to deploy as a task organized detachment capable of providing a full range of air service and IFR service for short duration.

2. MACS Detachment Consists of:

a. AN/TSQ-131 Control and Communication Subsystem (CCS). The CCS is composed of two identical vans which can be employed singly or in tandem and contain all the equipment for display and communication to provide full IFR air traffic services at expeditionary air fields. There are four control positions with multi-mode displays, 1 supervisor's position, eight UHF radios, 3 VHF radios, one HF radio, and one VHF-FM radio in each shelter. Ten land lines are also available.

b. AN/TPN-22 All-weather Landing Subsystem (ALS). Consists of Precision Approach Radar in conjunction with an AN/YUK 44 processor. It provides automatic tracking of up to six aircraft while simultaneously searching its sector coverage. The AN/TPN 22 ALS provides data input to the CCS for display which enables the CCS operators to monitor and control aircraft within the final control airspace. The ALS also has independent landing monitor capabilities to monitor TACAN and AN/TPN 30 approaches.

c. AN/TPS-73 Air Traffic Control Subsystem. A transportable surveillance approach radar capable of tracking up to 60 aircraft simultaneously. It has ranges of 60 NM for primary targets and 120 NM for secondary (Identification Friend or Foe (IFF)) targets. The AN/TPS-73 is also capable of Mode IV IFF and Tactical Air Digital Link (TADIL B) functions.

d. AN/TRN-44 TACAN. A TACAN set consists of a transceiver, power supply unit, antenna, and air conditioner (AC) power unit. A spare AC power unit is provided. The equipment group provides bearing and range data to aircraft.

e. AN/TSQ-120B Air Traffic Control Tower. A fully equipped tower designed to be manned with three controllers including local controller, ground controller, and flight data controller.

4001

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It contains five UHF, three VHF, one HF, and one FM radio. Five land lines are also available.

f. AN/TPN-30A Aircraft Approach Control Transmitting Set (TACAN MOD). A two man transportable all-weather aircraft landing system. It transmits both azimuth and elevation angle information for precision approaches, and TACAN information out to 40 NM.

4001. CLASS "D" SURFACE AREA (CDSA). The CDSA is the airspace within horizontal radius of five NM from the geographical center of MCALF Bogue, extending from the surface up to, but not including, an altitude of 2,500 feet, above the elevation of the airport. Field hours are as published by 2d MAW.

4002. CONTROL TOWER

1. The Control Tower has control of all aircraft operating within the CDSA, all taxiing aircraft, and all vehicle movement on the taxiways and runways. There are three control positions within the control tower; local control, ground control, and flight data.

2. Radio frequencies for MCALF, Bogue are listed in the current DoD FLIP (Enroute) IFR supplement.

4003. GROUND CONTROL APPROACHES (GCA)

1. All IFR aircraft inbound to MCALF, Bogue shall be handed off to Bogue GCA from Cherry Point approach control as stipulated in the current Letter of Agreement.

2. All VFR aircraft requesting a GCA should contact Bogue tower, and maintain VFR at all times. Bogue Tower will coordinate with Bogue GCA for frequency assignment and any other ATC instructions.

3. GCA Weather minimums. Precision approach required minimums are 300 feet ceiling and 1 NM visibility; surveillance approach required minimums are 400 feet ceiling and 1 NM visibility.

4004. CARRIER CONTROLLED APPROACHES (CCA)

1. Simulated CCA's are available at MCALF, Bogue and shall be conducted per the current Letter of Agreement between MCAS Cherry Point and MCALF, Bogue.
2. The LSO shall effect coordination with the ODO and the ATC Facility Watch Officer at least 30 minutes prior to the first aircraft arrival at MCALF, Bogue.
3. The GCA pattern for Runway 23 is illustrated in Figure 4-1. The CCA pattern shall be a left hand pattern at 1200' MSL. The downwind will be flown one and one quarter NM abeam on a heading of 050 degrees. Turn to final shall be at ATC instruction. Standard calls will be: Abeam: "call sign, abeam, fuel state", at 3/4 mile: "call sign, Prowler Ball, fuel state". ATC will limit their calls to those necessary for separation and safety of flight to facilitate LSO control on the Ball. On touch and goes and missed approaches an automatic climbing left turn to downwind is expected over the upwind numbers unless otherwise directed by ATC.
4. The GCA pattern for Runway 5 is illustrated in Figure 4-2. The CCA pattern shall be right hand pattern at 1200' MSL. The downwind will be flown one and one-half NM abeam heading 230 degrees. Turn to final shall be at ATC instruction. Calls will be the same as described for Runway 23 above. On touch and goes, and missed approaches, an automatic climbing right turn to downwind is expected over the upwind numbers unless otherwise directed by ATC.
5. Weather minimum for CCA's shall be 2,000 feet/3 miles visibility.
6. Transfer of control from final controller to LSO will normally be accomplished at three quarters of a mile from touchdown.

4005. EMERGENCY PROCEDURES

1. Pilots experiencing an airborne emergency should give as much of the following information as possible. (Approach and longfield arresting gear are normally derigged, (a five minute

delay can be expected).

- a. Radio call sign/Bureau number
- b. Nature of emergency
- c. Type of aircraft
- d. Position/Heading/Altitude
- e. Intentions
- f. Number of persons on board
- g. Any ordnance aboard

2. Aircraft planning to make an emergency landing at Bogue should notify the control tower as early as practicable so hotspot ARFF can be alerted and the field readied.

3. All aircraft departing the Bogue CDSA with a problem or possible emergency shall, if time permits, inform Bogue Tower/GCA of the problem and assistance required at MCAS, Cherry Point or MCAS, New River. This information shall then be passed immediately to MCAS, Cherry Point Tower/approach control via the five GP-630 line.

NOTE: The five GP-630 line is a "Ring Down" telephone between Bogue Tower/GCA and Cherry Point Tower/GCA. There is a similar circuit between Cherry Point and New River.

4006. DANGEROUS CARGO

1. Reference (h) defines the class of cargo and procedures used by this airfield.

2. Generally, any material that, because of its properties, is flammable, corrosive, an oxidizing agent, explosive, toxic, radioactive, or unduly magnetic shall be considered dangerous/hazardous cargo.

a. Prior to takeoff the aircraft commander will furnish the following information to the ODO or tower:

- (1) Aircraft bureau number
- (2) Mission number
- (3) Department of Transportation (DoT) class of dangerous cargo aboard
- (4) Net explosives weight for DoT classed A (high explosives) or B (rocket engines, warheads) explosives

b. At least 30 minutes prior to ETA, the aircraft commander will contact ATC, control tower, or call the ODO and pass the following information:

- (1) All the information requested in sub-paragraph 4006.2.a above.
- (2) A change in status affecting mission
- (3) If an alternate base is to be used, furnish appropriate information to MCAS, Cherry Point.

c. Aircraft reporting class A or class B cargo will be loaded/unloaded at the ordnance pad located at the end of Taxiway Delta. This Manual allows class C cargo to be loaded/unloaded at Pad 1 as long as loading/unloading does not impede other aircraft and provided this cargo will require a security guard with a riot gun and access to two CO₂ or Purple K Powder fire extinguishers within the storage area.

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CHAPTER 5

TRANSIENT AIRCRAFT

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CHAPTER 5

TRANSIENT AIRCRAFT

5000. GENERAL. Due to the expeditionary nature of MCALF, Bogue, service facilities for transient aircraft and aircrews are extremely limited. Services available are listed in the current DOD FLIP (Enroute) IFR Supplement. The Airfield Operations Officer publishes a letter of instruction covering support and services available. Copies may be obtained at Base Operations, MCALF, Bogue telephone extension 0674/0675/0654.

5001. VIP PROCEDURES. The tower shall direct VIP aircraft to Pad 1 (Base Operations) unless prior coordination has been effected.

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CHAPTER 6

AIRCRAFT SEARCH, RESCUE, CRASH AND SALVAGE BILL

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CHAPTER 6

AIRCRAFT SEARCH, RESCUE, CRASH, AND SALVAGE BILL

6000. SEARCH, RESCUE, CRASH, AND SALVAGE BILL. The MWSS-271 Airfield Operations Officer, shall publish an Air Search, Rescue, and Salvage Bill which includes detailed instructions/procedures concerning aircraft mishaps. It will be incorporated as Chapter 6 of the Bogue Air Operations Manual.

6001. MISHAP RESPONSIBILITY/SEARCH & RESCUE

1. The primary concern in the event of air or ground mishap is the preservation of life and minimization of property damage. This bill is written primarily to address pre-mishap planning and cannot cover all possible contingencies. Specific instructions for those personnel actively involved in Aircraft Rescue and Firefighting are covered in their applicable SOP's and NATOPS.

2. Flying squadrons conducting flight operations aboard the field will continuously review and exercise their own premishap plans and drills to support their specific requirements.

6002. TRAINING AND DRILLS

1. Periodic premishap drills will be conducted at the direction of the Airfield Operations Officer and Aircraft Rescue and Firefighting (ARFF) Officer. These drills may include, mass casualty-drill, grid map/mishap location drills, and communication drills.

2. ACCOUNTABILITY OF PERSONNEL IS VITAL. Immediately upon receiving word of a mishap or drill, each section is required to conduct a muster verifying the location and safety of personnel and report their status directly to Base Operations.

6003. DEFINITIONS. The geographical area to which this bill is applicable is divided into three parts: on-airfield, on-station, and off-station.

1. On-airfield mishaps are those that occur on or immediately adjacent to the runways, taxiways, and parking areas.

2. On-station mishaps are those that occur within the MCALF, Bogue confines.

3. Off-station mishaps are those that occur beyond the boundaries of MCALF, Bogue.

6004. COMMAND AND CONTROL. The senior ARFF member on-scene shall have control of the activities of all responding agencies and personnel until relieved by the ARFF Officer or the Airfield Operations Officer. In an off-station mishap, command and control at the mishap site shall be governed by applicable Letter(s) of Agreement or other appropriate protocol. Regardless, the first unit on-scene shall take charge and immediately begin rescue and property protection operations.

6005. RESPONSE PROCEDURES.

1. In the event of a mishap, ARFF and Provost Marshal's Office (PMO) personnel will respond immediately and move to the scene of the accident. ATC will suspend all flight clearance and departures as well as vector incoming aircraft away from the field until ARFF support is once again available. ATC is further tasked with notifying the MCAS Cherry Point Base Operations and Cherry Point SAR. The Tower Supervisor shall pass the following information:

- a. Aircraft type
- b. Aircraft call sign
- c. Nature of emergency
- d. Fuel state
- e. Number of personnel aboard
- f. Ordnance/hazardous cargo carried
- g. Location
- h. Other pertinent information as available

2. In the event of an off-station mishap, the response convoy, consisting of ARFF and PMO vehicles as well as the ambulance, will form at the Main Gate. The senior ARFF member will assume responsibility and direction for the convoy. He will request any additional communications, personnel, and equipment support as it becomes necessary.

6006. MISHAP SITE SAFETY SECURITY

1. Due to the violent nature of aircraft mishaps, wreckage can be scattered over a great distance. The response team must be careful to avoid disturbing as little of the accident scene as possible while still providing medical and property protection assistance. Whenever possible, the team should approach the mishap site from upwind.
2. All areas found to contain wreckage, ordnance, and human remains will be identified and placed under guard as soon as possible. The guards will be stationed sufficiently distant from the area to protect them from the possibility of exploding ordnance and flying debris. Working parties may be drawn from MCALF, Bogue to assist in this effort.
3. Identification of all available witnesses at or adjacent to the mishap site must be accomplished expeditiously. Their name, address, and phone number must be recorded and given to the senior ARFF member or his appointed representative. These will be retained and delivered to the MCAS Aviation Safety Officer at ext. 3352/4089 or his representative as soon as possible.
4. Bystanders should be verbally discouraged from taking photographs of the victims or classified materials. Physical restraint is prohibited. Media shall be directed to the Joint Public Affairs Office. No statements should be given to anyone not connected with the accident investigation. Questions about the mishap should be answered by stating, "The matter is under investigation and more information will be released by the Joint Public Affairs Office as it becomes available."
5. If the mishap has occurred on private property, the Joint Law Center will handle all matters pertaining to claims investigation and compensation for damages.

Security and rescue personnel must not make any promises or statements about compensation for any damages".

6007. MISHAP REPORTING. The MCALF, Bogue ODO will report all information as it becomes available to the MCAS Station ODO (ext. 3632/2233). Report all information as it becomes available. Do not wait for complete report. Some of the information to be passed will include:

- a. Location and time of mishap
- b. Number of personnel aboard
- c. Known survivors or parachute(s) sighting(s)
- d. Known injuries and medical aid required
- e. Description of aircraft to include type, bureau number, markings, etc.
- f. Ordnance/hazardous materials aboard
- g. Directions to the mishap site, if off-station
- h. Other information as pertinent or directed

AIR OPS MANUAL, MCALF, BOGUE, NC

APPENDIX A

List of Acronyms

2d MAW	- 2d Marine Aircraft Wing
ADF	- Automatic Direction Finder
AGL	- Above Ground Level
ALS	- All-Weather Landing Subsystem
ARFF	- Aircraft Firefighting and Rescue
ATC	- Air Traffic Control
CAL	- Confined Area Landing
CCA	- Carrier Controlled Approach
CCS	- Control and Communication Subsystem
CDSA	- Class D Surface Area
CV	- Aircraft Carrier
DIRLAUTH	- Direct Liaison Authorized
DoD	- Department of Defense
DoT	- Department of Transportation
DSS	- Department of Safety and Standardization
ETA	- Estimated Time of Arrival
FCLP	- Field Carrier Landing Practice
FLIP	- Flight Information Publication
GCA	- Ground Control Approach

AIR OPS MANUAL, MCALF, BOGUE, NC

HF - High Frequency

IFF - Identification Friend or Foe

IFR - Instrument Flight Rules

LHA - Landing Ship Helicopter Assault

LSO - Landing Signals Officer

LSS - Landing Site Supervisor

MACS - Marine Air Control Squadron

MCALF - Marine Corps Auxiliary Landing Field

MCAS - Marine Corps Air Station

MSL - Mean Sea Level

MWSS - Marine Wing Support Squadron

NATOPS - Naval Air Training and Operating Procedures Standardization Program

NCA - Identifier for MCAS, New River

NJM - Identifier for MCALF, Bogue

NKT - Identifier for MCAS, Cherry Point

NM - Nautical Mile

ODO - Operations Duty Officer

SOP - Standard Operating Procedures

TACAN - Tactical Air Navigation

TAFDS - Tactical Airfield Fuel Dispensing System

UAV - Unmanned Aerial Vehicle

AIR OPS MANUAL, MCALF, BOGUE, NC

- UHF - Ultra High Frequency
- VFR - Visual Flight Rules
- VHF - Very High Frequency
- VIP - Very Important Persons
- VSTOL OLS - Vertical/Short Take-off and Landing Optical Landing System