



UNITED STATES MARINE CORPS
2d Marine Aircraft Wing, FMF, Atlantic
Marine Corps Air Station
Cherry Point, North Carolina 28533-6001

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5 Sept 1985

WING ORDER P3710.30A

From: Commanding General
To: Distribution List

Subj: Air Operations Manual, U. S. Marine Corps Auxiliary Landing Field, Bogue, North Carolina (Short Title: Air Ops Manual, MCALF, Bogue)

- Ref:
- (a) OPNAVINST 3710.7K
 - (b) OPNAVINST 3721.1H
 - (c) AirStaO P3710.5A
 - (d) AirStaO 3720.1
 - (e) NAVAIRINST 3710.2A
 - (f) NAVAIR OO-80R-14
 - (g) AirStaO P3570.2E
 - (h) AirStaO 3750.2E
 - (i) FAA 7110.65D
 - (j) OPNAVINST 3712.1H
 - (k) WgO 3120.1
 - (l) MCO P4030.19D
 - (m) MCO 5000.9

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 Control Zone.
2. Cancellation. WgO P3710.30
3. Action. Commanding Officers shall ensure that all personnel concerned are thoroughly familiar with and comply with the rules and regulations set forth herein.
4. Scope. This Manual has been prepared in accordance with references (a) and (b), the rules and regulations set forth herein apply to all aircraft operating within the Bogue Control Zone. Reference (c) sets forth rules and regulations for aircraft within the restricted, warning, and positive controlled airspace under the control of MCAS, Cherry Point. Reference (c) shall be used in conjunction with this Manual for all aircraft transiting or transitioning to the Bogue Control Zone. These rules and regulations do not change or supercede existing instructions issued by higher authority nor do they relieve the pilots of their responsibility to exercise good judgement and to observe safety precautions.
5. Responsibility. The Camp Commandant, MCALF, Bogue shall be a designated Naval Aviator/Naval Flight Officer and shall be charged with the responsibility of ensuring compliance with this Manual. All clearances shall be obtained

through his authorized representatives in accordance with references (a) and (b). The Base Operations Officer, MCALF, Bogue shall be responsible to the Camp Commandant for all aspects of airfield operations in compliance with applicable directives.

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, dated 19 Oct 1981. Procedures set forth by 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 Assistant Chief of Staff, G-3, via the chain of command.

8. Review. In accordance with reference (b), the Base 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.

9. Concurrence. The Commanding General, Marine Corps Air Station, Cherry Point, concurs with the manual insofar as it pertains to his command.

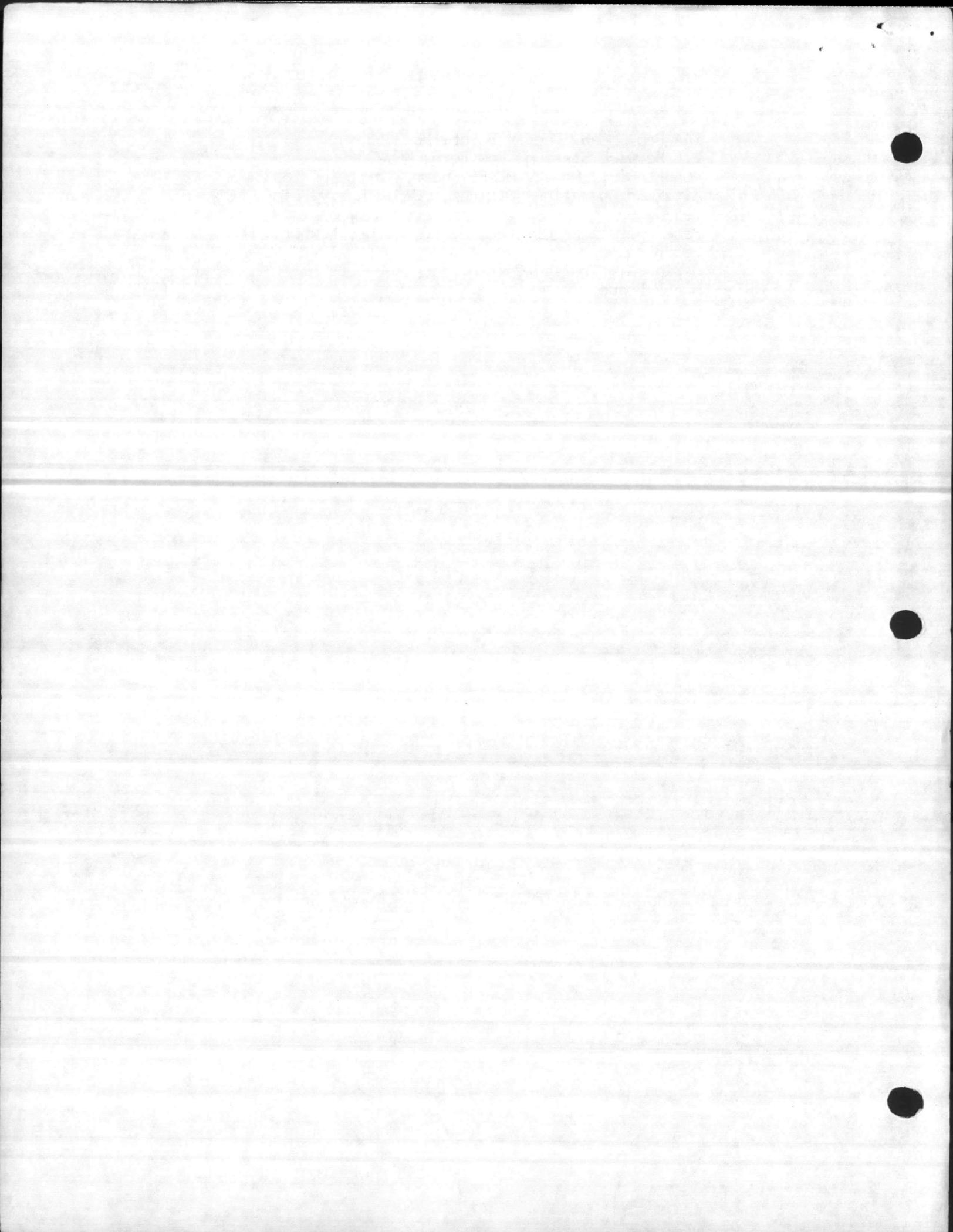
10. Certification. Reviewed and approved this date.


G. A. Ehos
Chief of Staff

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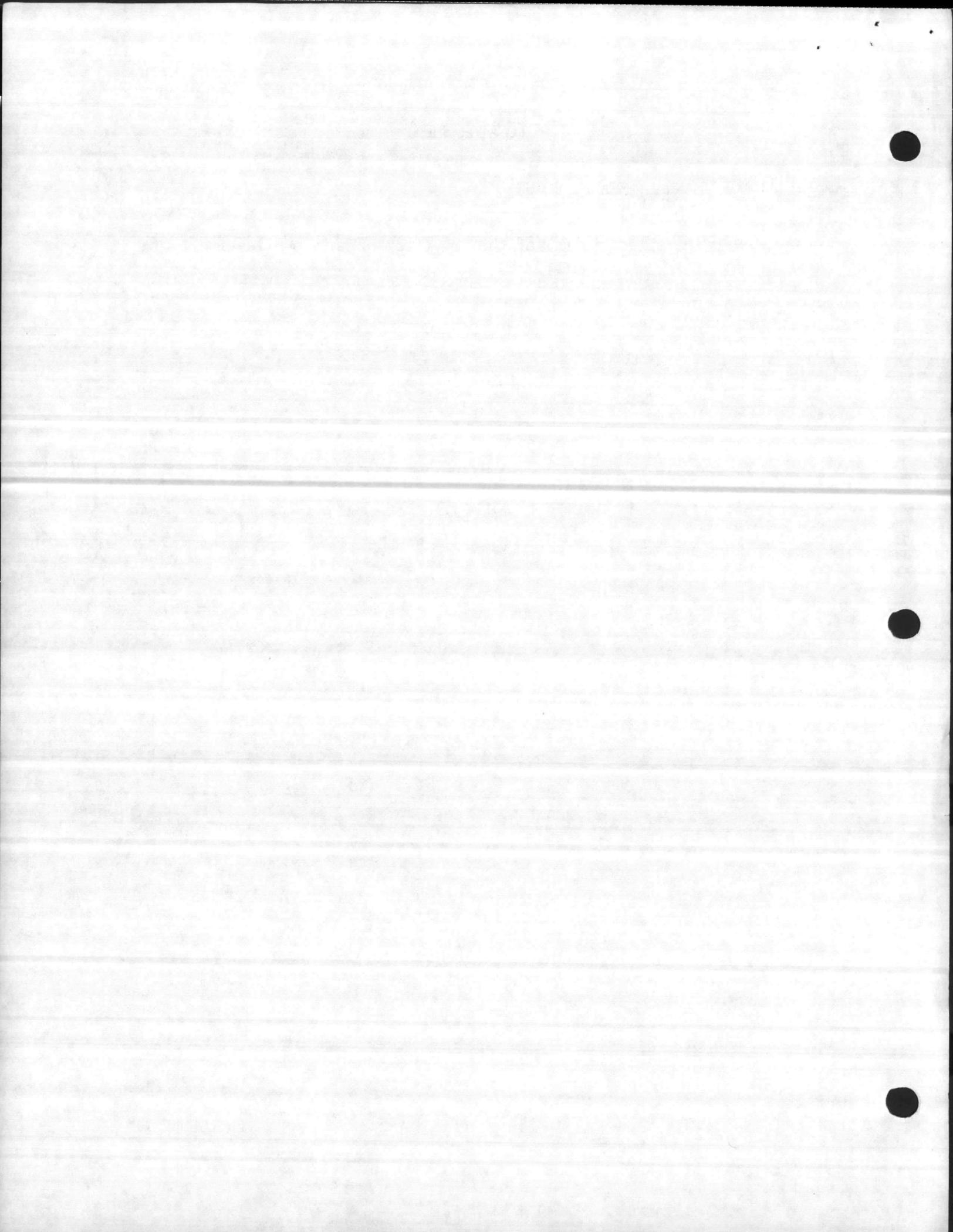
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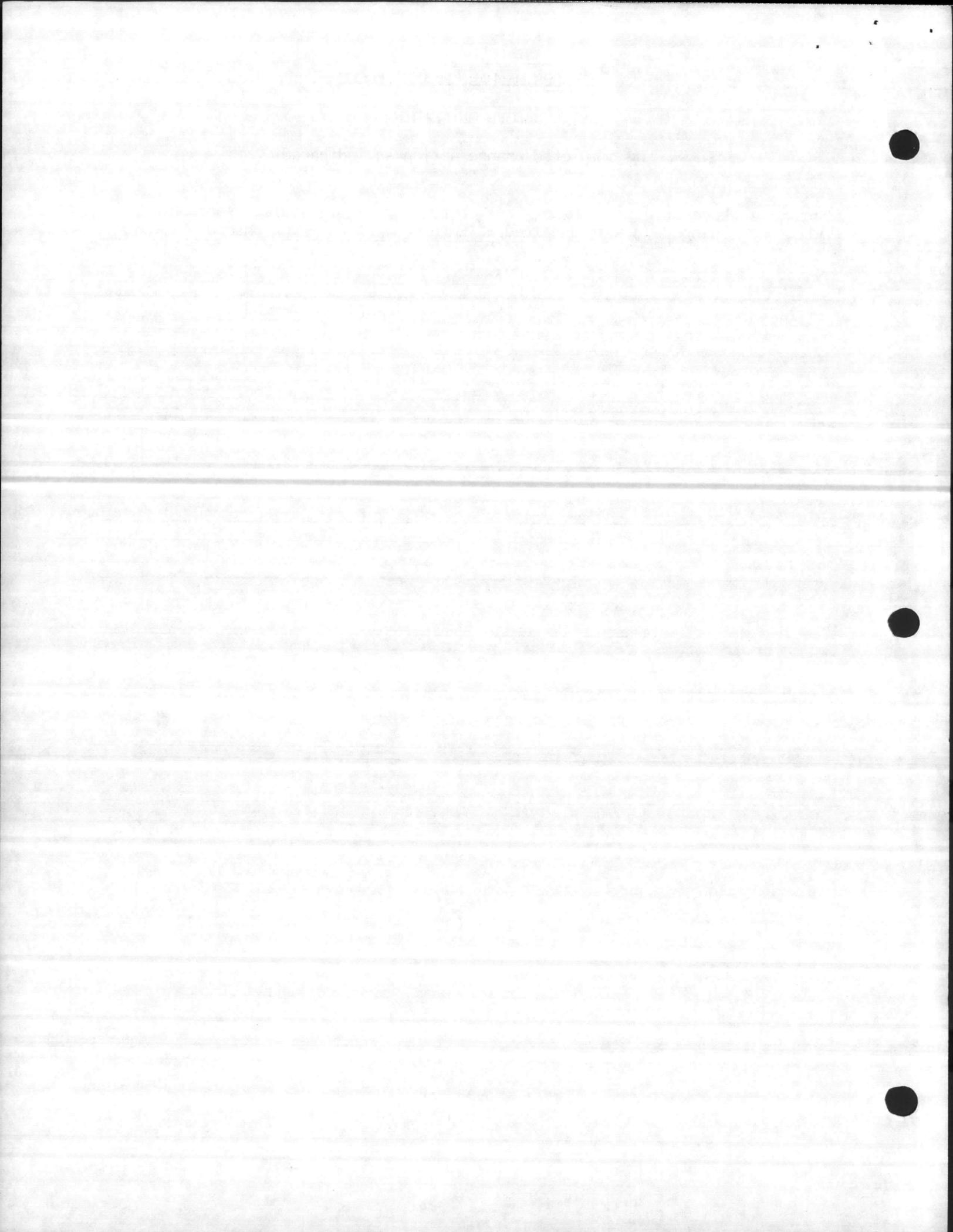
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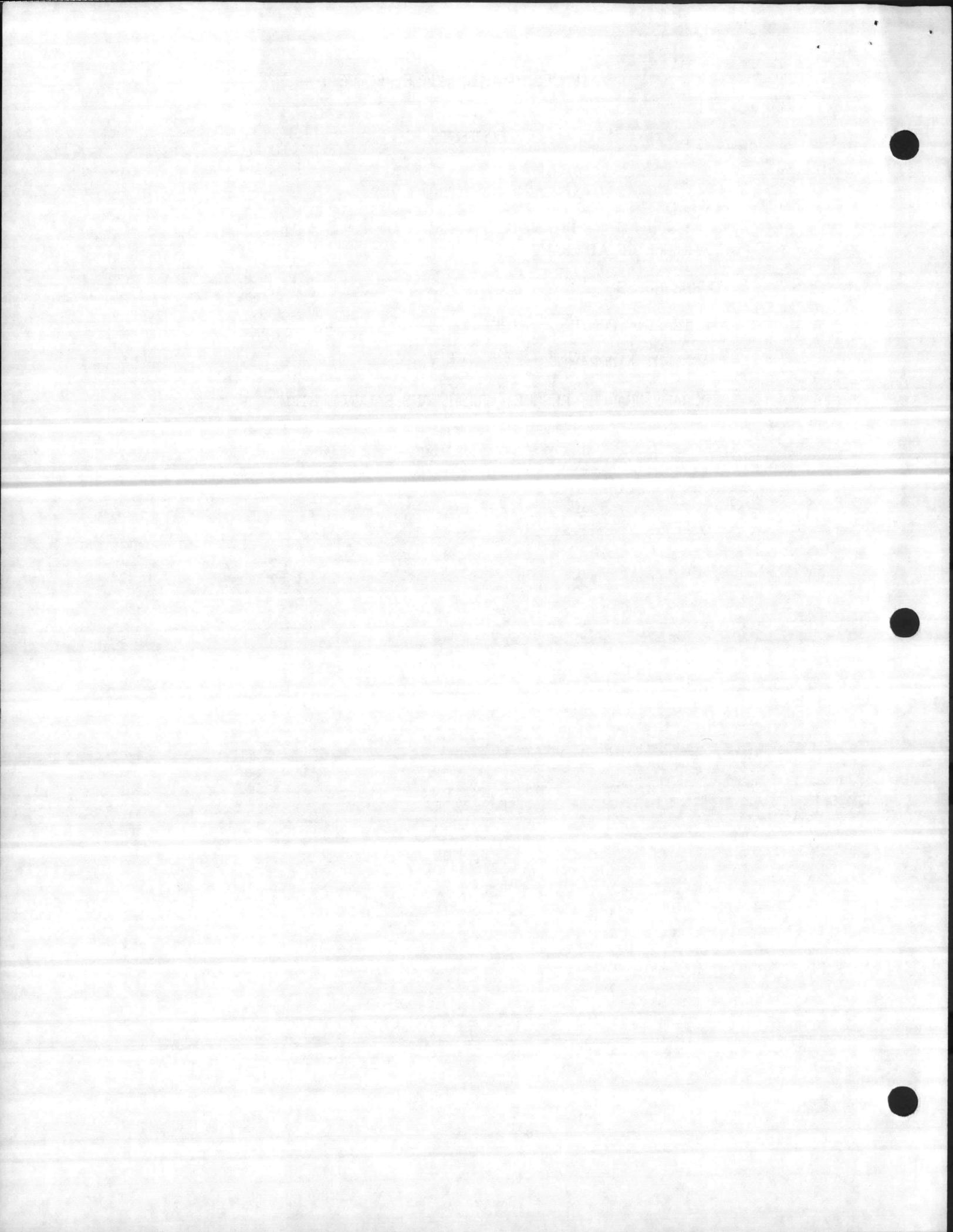


AIR OPS MANUAL, MCALF, BOGUE

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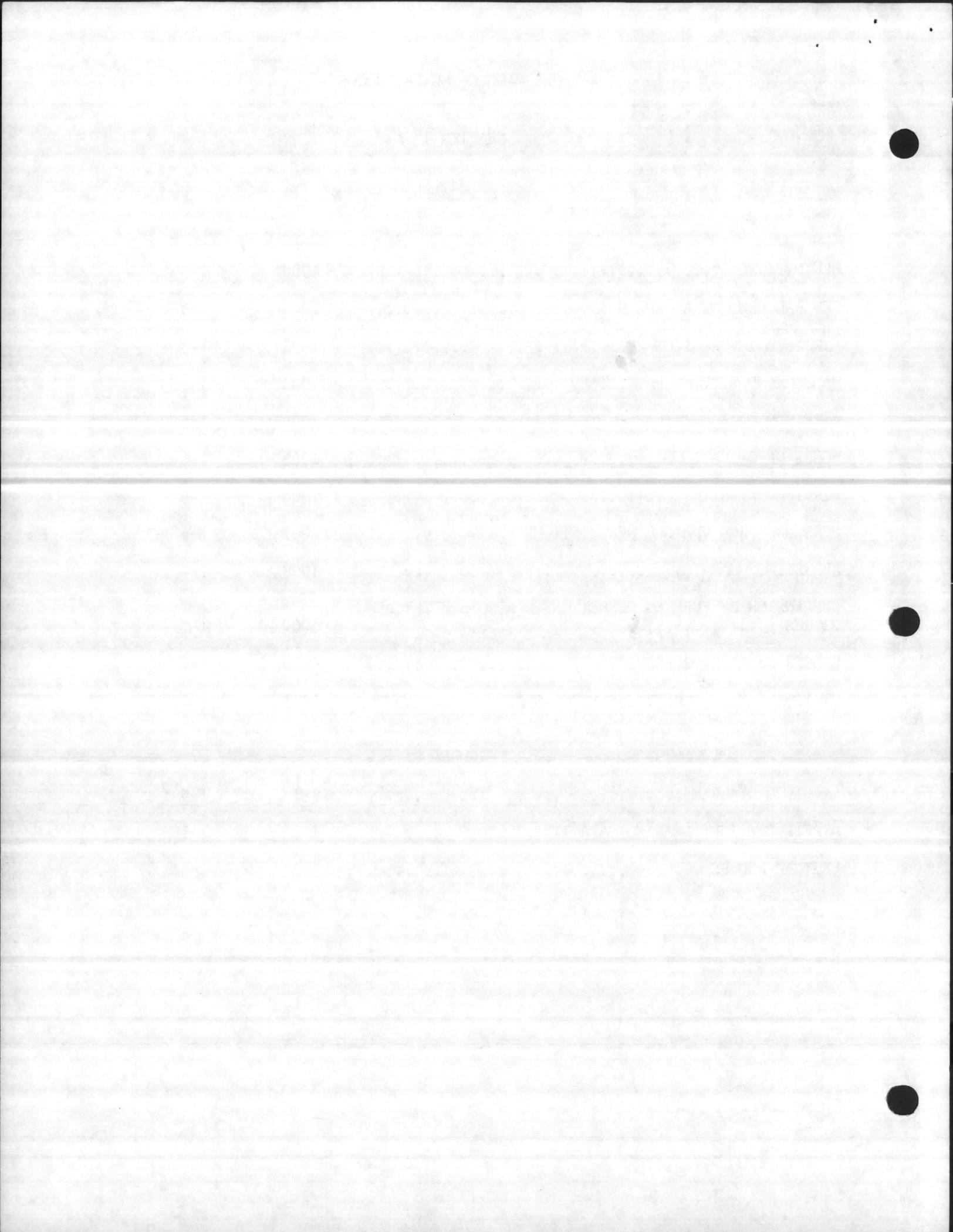
CHAPTER 1

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 a 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 Control Zone. 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 a flight. Any departure from these regulations during emergencies will be based on sound judgement and good airmanship. Reference (e) applies to the normal operations of aircraft within the Bogue Control Zone. 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. Marine Corps Auxiliary Landing Field, Bogue, North Carolina is located approximately four miles east of Swansboro, North Carolina, at latitude 34°41'25"N., longitude 77°01'46"W. The field elevation is 22 feet above mean sea level. Marine Corps Auxiliary Landing Field Bogue is predominately a category II airfield. However, due to its expeditionary environment, length and width of runways, and aluminum matted surface, it shall be considered a category III airfield for field carrier landing practice (FCLP) and fixed wing operations in accordance with reference (f).

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 DOD Flight Information Publication (enroute) 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. No servicing personnel are available. Pilots/deployed units must provide their own ground crews.
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. 254/264).
4. Weather Service. Bogue Metro is available during airfield hours. DD-175-1's may be obtained with 1 hour prior notification. Weather information

may be obtained by telephone (Ext. 272). During exercises and by special request, UHF radio, frequency 344.6 MHz, 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 in accordance with tower instructions. Cooling fans are available from Crash Crew. The hot brakes holding area, when feasible, is the 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. VIP Flights. All aircraft with VIP's aboard shall contact Bogue tower 10 minutes prior to 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. (Figure 1-1)

1. The airfield consists of one primary runway (5/23) and one crosswind runway (18/36) for VSTOL operations only.

a. Runway 5/23 is a lighted 96' by 4,004' AM-2 aluminum mat laid on a 150' by 4,000' asphalt strip. Magnetic headings are 048.1°/228.1°. There is approximately 272 feet of aluminum matting overrun at each end of this runway. The landing thresholds are designated by 10 foot wide solid white lines. The runway edges are outlined by standard SATS 6 inch white stripes; the centerline is a 2 foot wide dashed white line.

CAUTION: There is a minimum of 800 feet of cleared approach zone at the end of the runway. The surface is unstable and highly unsuitable for aircraft.

b. Runway 18/36 is a lighted 96' by 1,954' AM-2 aluminum mat laid on a 150' by 4,000' asphalt strip. Magnetic headings are 178.1°/358.1°. Runway 18/36 may be used as a taxiway at the tower's discretion to expedite the movement of aircraft on the ground.

c. Runway 9/27 is closed.

CAUTION: There are tall trees within 100 feet west and north of Runway 18/36. There is no overrun associated with Runway 18/36.

2. The Fresnel Lens Optical Landing System (FLOLS) is located approximately 650 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.

CAUTION: When requested by deploying units, the fresnel lens may be set up adjacent to a simulated Aircraft Carrier (CV) deck, and associated M-21 arresting gear at approximately midfield. When it is in this position or inoperative, tower shall so advise landing aircraft.

3. Runway Weight Bearing Capacity.

a. Runway 5/23	Single Wheel 150PSI	Gear 250PSI	Dual Wheel	Dual Tandem
(a) Sta. 4+00/36+20	157,500	86,000	205,000	307,000
(b) Sta. 21+75	115,500	57,000	150,000	225,000
Runway 18/36				
(a) Sta. 0+00/3+00	96,500	45,000	125,500	188,000
(b) Sta. 3+00/10+00	191,000	109,000	248,000	372,500

NOTE: See figure 1-2 for location of runway stations.

4. Taxiways. The taxiways consist of AM-2 aluminum matting approximately 48' wide, which connect the runways and aircraft parking pads as indicated in figure 1-1.

CAUTION: The area along the sides of the taxiways are unstable in many locations and unable to support the weight of an aircraft. Asphalt runways and taxiways present a severe FOD hazard. Exercise extreme care when operating in these areas.

5. LHA Deck. The deck size and markings are identical to an actual LHA. The deck lighting and simulated superstructure are to provide the same landing cues as the ship. HAPI/PCOLS and HPI approach systems are also available to the pilot.

6. Confined Area Landing (CAL) Sites. Two CAL Sites, unlighted 96' by 96' pads of AM-2 aluminum, are located at the field. Confined Area Landing Site 1 located approximately 800 feet southeast of the approach end of Runway 23, and CAL Site 2 approximately 400 feet southeast of approach end of Runway 5.

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

8. Navigational Aid. A TACAN (Channel 67, identifier NJM), is located on the east side of Runway 5/23 approximately mid-field, as depicted in figure 1-1. Colocated with the TACAN is an NDB, 272.2, identifier NJM. An AN/TPN-30 is also available for ACLS approaches on CH 5 (Course/Glide Scope and CH 65 (DME)).

CAUTION: TACAN, NDB, and ACLS are not IFR certified.

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 NKT or 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 3 refueling points for both hot and cold refueling.

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

1005. HOURS OF OPERATIONS. The Bogue Control Zone is normally operational 0900 to 1600 Monday through Thursday, 0900 to 1200 on Friday, and closed Saturdays, Sundays and holidays. Personnel limitations and operational commitments frequently change these hours. All changes in airfield operating hours will be posted in a Notice to Airmen (NOTAM). Requests for scheduling of operations should be made to MAG-14 operations. Requests for hours beyond 0700-2200 shall be made to COMCABEAST.

1006. AIRFIELD LIGHTING. Runway 5/23 is equipped with white bidirectional 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. Runway 18/36 is equipped with edge and threshold lighting.
2. Taxiways are equipped with bi-directional edge lights at 100 foot intervals.
3. A standard military green, dual-peaked white rotating beacon is located on top of the primary control tower.
4. 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.
5. Carrier deck lighting is available on Runway 5/23, located approximately midfield. Units anticipating its use contact Base Operations by telephone (Ext. 254/264).
6. Shielded flood lights are located at Pad 1, TAFDS, and the arresting gear areas.
7. LHA Deck lighting is compatible with all LHA lighting systems.

1007. PERSONNEL AND VEHICLE RESTRICTIONS.

1. 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 Base Operations. Exceptions to these restrictions are vehicles of the Crash Crew, Recovery and Operations vehicles, operating on the field (runways/taxiways). All operators shall be familiar with figure 1-3 and standard Air Traffic Control (ATC) light signals. The driver of any non radio-equipped vehicle will 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 on to the areas described above.

2. 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 a safe and reasonable speed.

3. 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.

4. All civilians shall be accompanied by the Operations Duty Officer (ODO) or his designated representative.

1008. ARRESTING GEAR. (Figure 1-1) An M-21 arresting gear is located approximately 500 feet from the approach end of each Runway, 05 and 23. The arresting gear on the upwind end of the departure runway will serve as an abort gear. Additionally, the M-21 arresting gear is located at midfield, 1,984 feet from the approach end of Runway 5. This gear is co-located with a CV deck and associated CV lighting.

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

NOTE: Tailhook aircraft shall not be permitted to launch unless an abort gear is rigged and operational. Under certain circumstances this may require launches counter to the traffic pattern. Aircrews should exercise extreme caution if requesting a downwind departure.

NOTE: Arrested landings, except for emergencies, require a Landing Signal Officer (LSO).

1009. SUSPENSION OF FUELING OPERATIONS DURING ELECTRICAL STORMS. The NAVAIR 06-5-502 states "fuel handling operations will be discontinued during severe electrical storms." Termination of fueling operations 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 OF LIFE OR PROPERTY

1. Reporting. A pilot shall report, without delay, to the Director of Standardization and Safety, 2dMAW, or the MCAS Safety Officer, if he:

a. Drops a bomb, fires 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. Considers that any munitions expended, or any flight maneuvers employed, may have endangered the life or property of another person (either in or out of the Naval service), or considers that another person may reasonably believe that his life or property has been endangered.

- d. Observes an apparently uncontrolled fire.
- e. Observes violations of flight regulations or the general prudential rules of flying.

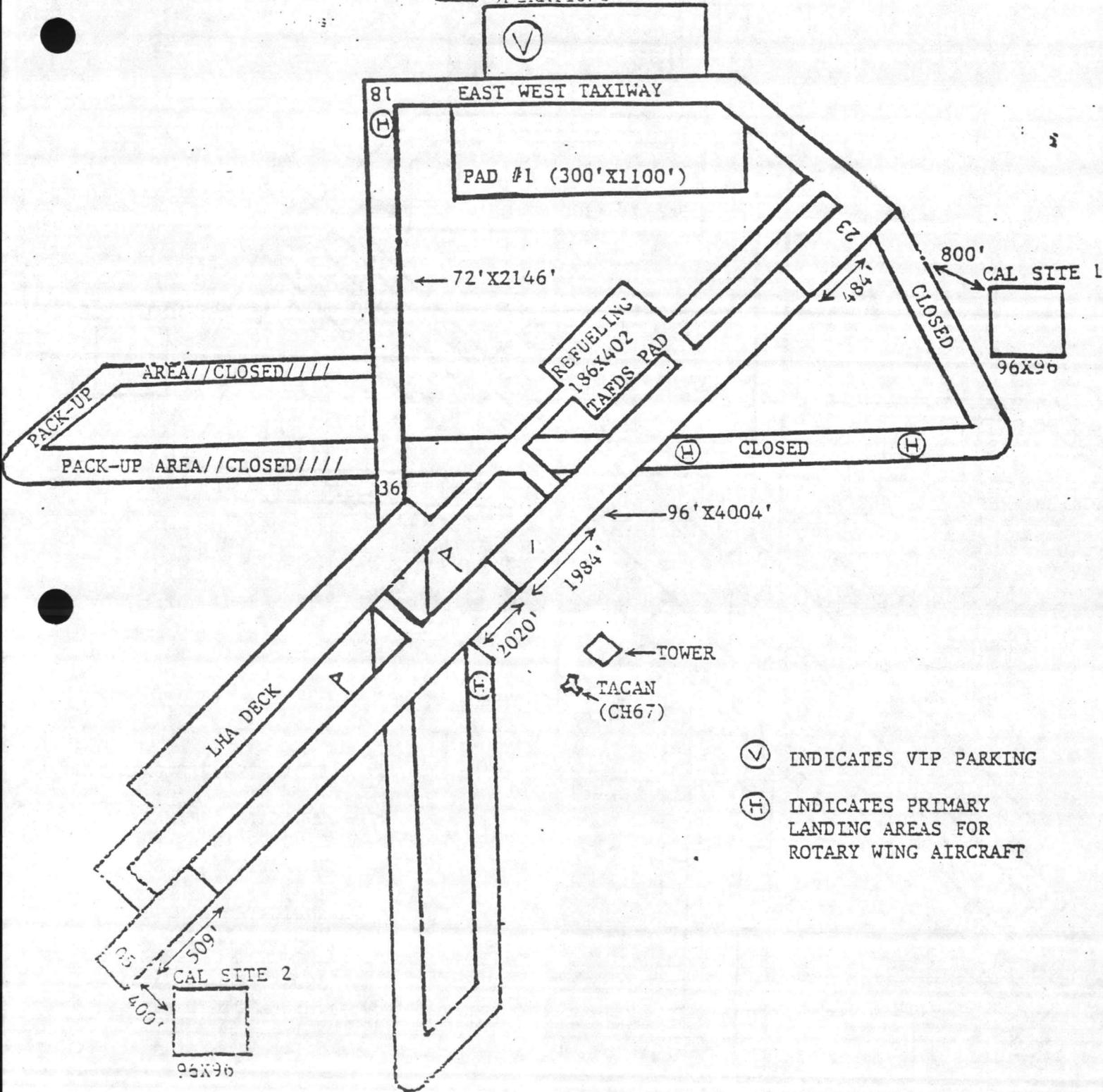
2. Investigation. The Director of Standardization and Safety, 2dMAW, or the Station Aviation Safety Officer, shall cause each report to be informally investigated. This report does not relieve the pilot of responsibility for any other report that may be required.

1011. VISITORS IN AIR TRAFFIC CONTROL SPACE

1. Visitors in the ATC/Tower area shall check in with and be controlled by the ATC Watch Officer.

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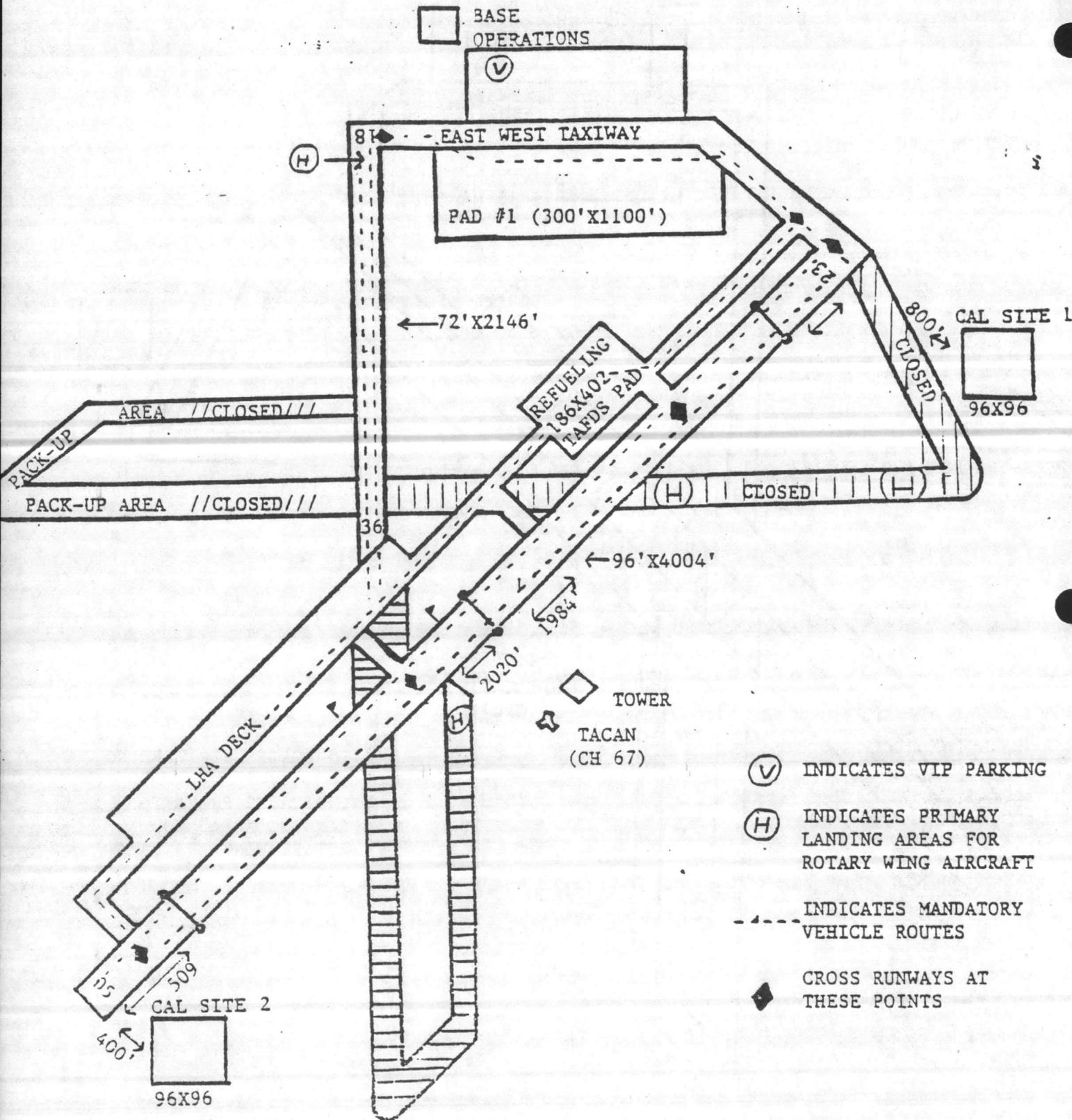
BASE OPERATIONS



- ⊙ INDICATES VIP PARKING
- ⊕ INDICATES PRIMARY LANDING AREAS FOR ROTARY WING AIRCRAFT

BLACK TOP SURFACE

Figure 1-1. Airfield Diagram



BLACK TOP SURFACE

Figure I-2. Airfield Weight Bearing Capacity

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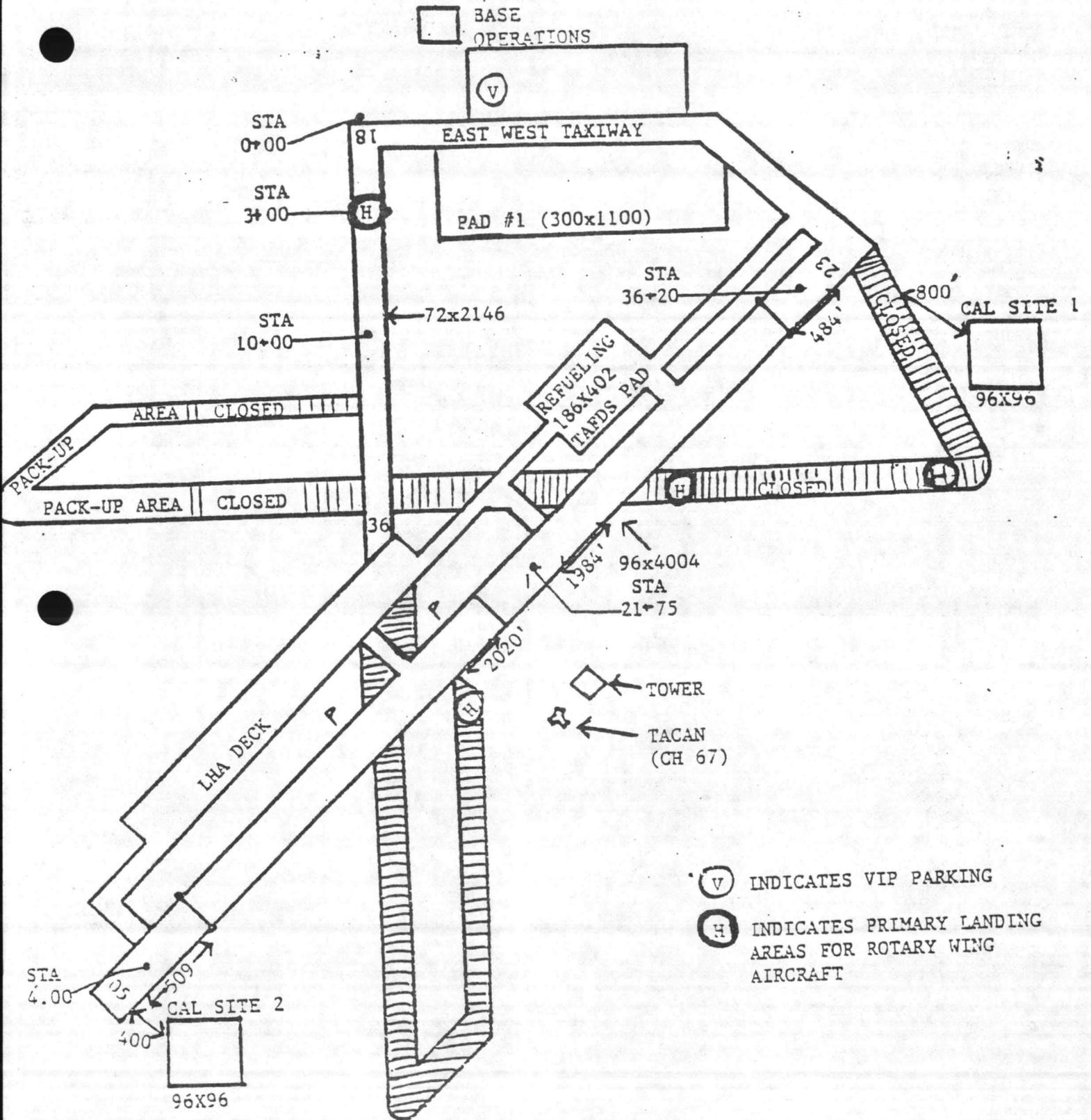
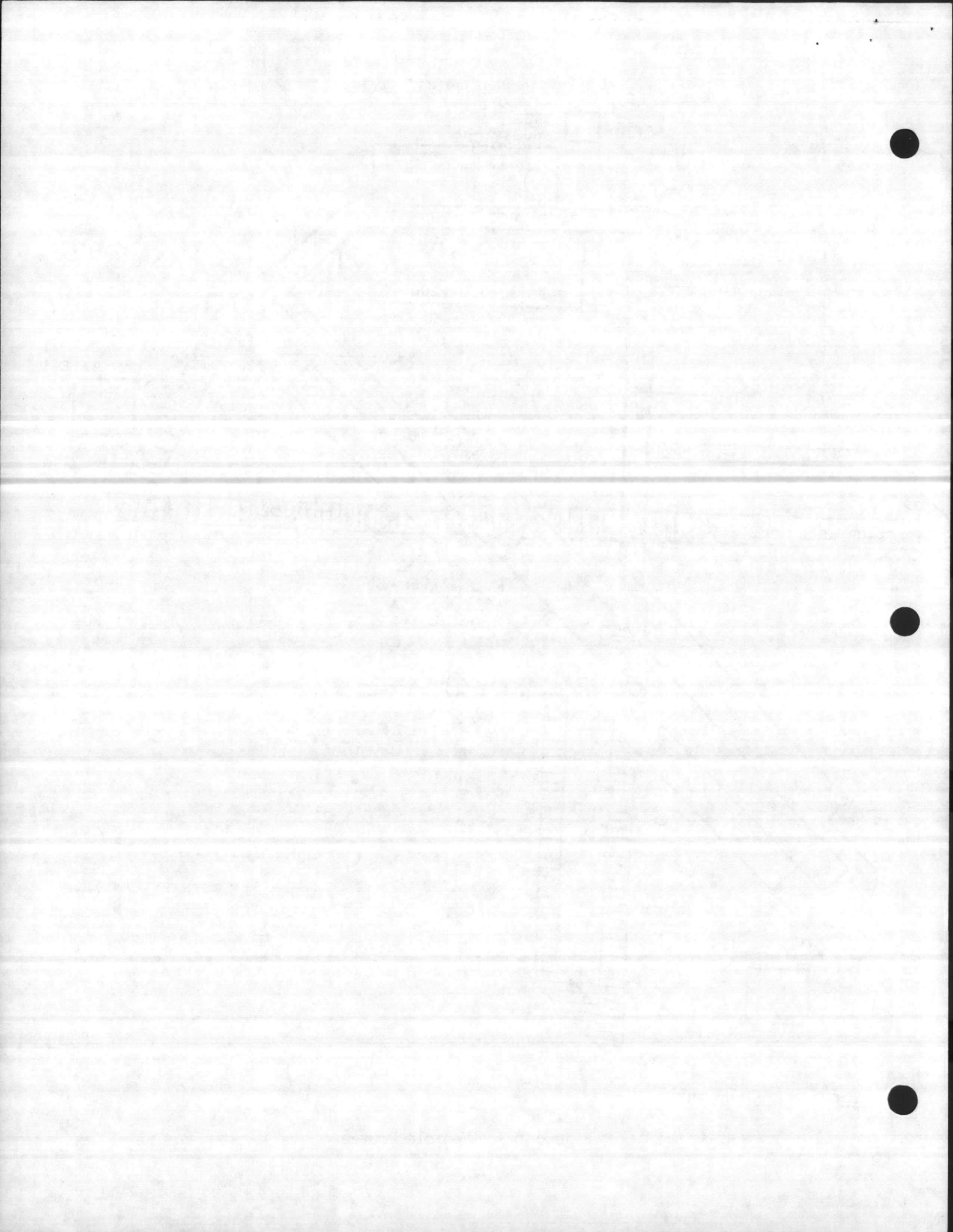


Figure 1-3. Vehicle Routes

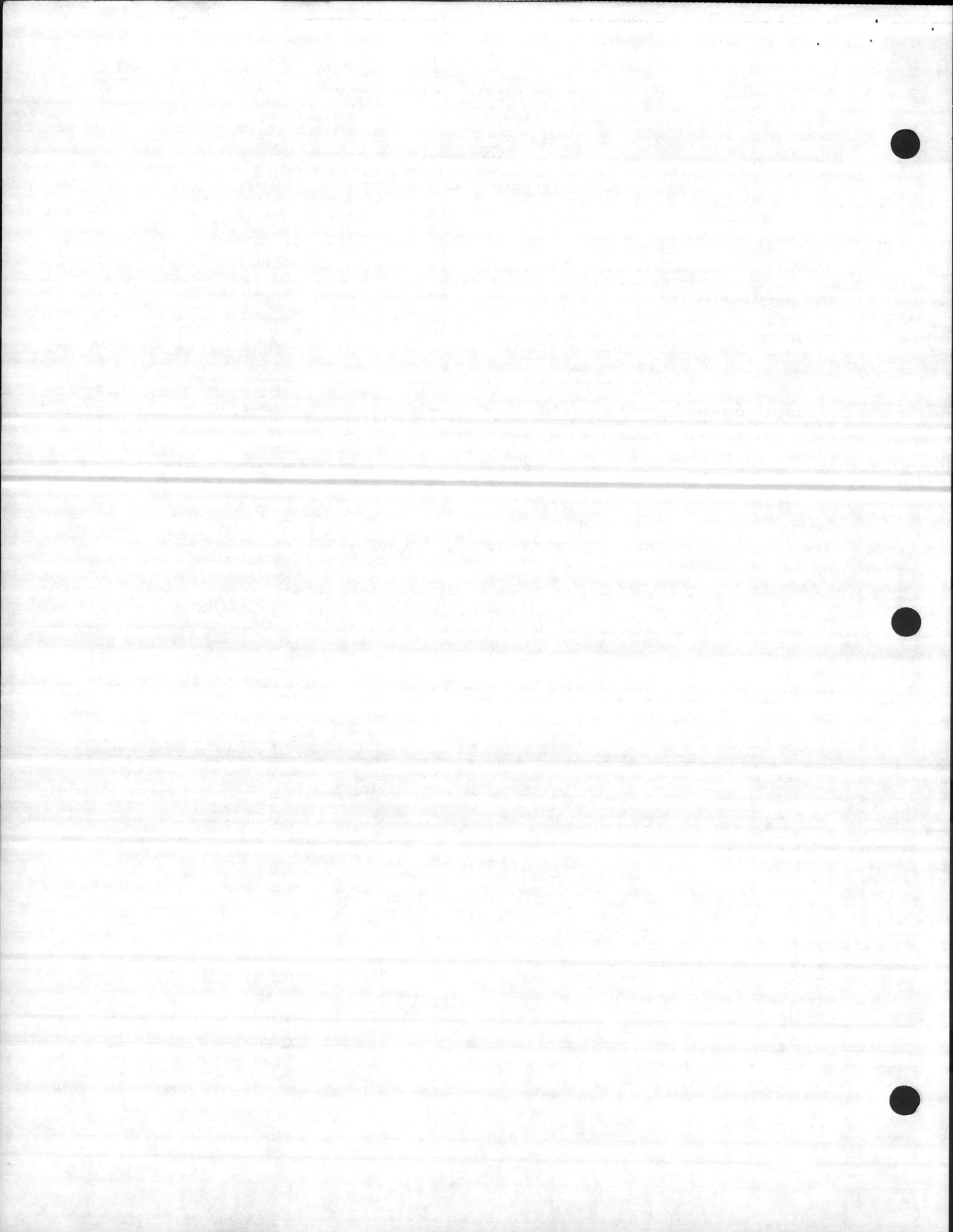


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CHAPTER 2

CLEARANCE OF AIRCRAFT

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CHAPTER 2

CLEARANCE OF AIRCRAFT

2000. GENERAL. Flights originating at MCALF, Bogue shall be cleared in accordance with current OPNAV instructions, FAA directives, flight information publications, and current command directives.

2001. CLEARANCE AUTHORITY. Authority and responsibilities for clearance of aircraft at MCALF, Bogue is vested in the following persons:

1. Camp Commandant, MCALF, Bogue.
2. Base Operations Officer.
3. Commanding Officers of deployed aircraft groups for those aircraft under their cognizance.
4. Clearance authority may further be delegated to the following persons:
 - a. Base Operations Duty Officer.
 - b. Assistant Base Operations Officer.
 - c. Commanding Officers of deployed squadrons provided weather conditions meet the criteria specified in reference (a).
5. The pilot in command of a naval aircraft or a flight leader is authorized to approve the flight plan for his proposed flight or to make modification thereto.

2002. FLIGHT PLANS

1. Form DD-175. The form DD-175 shall be used for point to point and round robin flights. The completed DD-175 form should be delivered to Base Operations a minimum of 1 hour prior to proposed departure.

2. Local Flights. The following local flights may be filed at MCALF, Bogue and are available by (1) filing in person at Base Operations, (2) daily flight schedule:

- a. Local Visual Flight Rules remain (VFR).
- b. Local IFR.

(1) Remain VFR on top within R5306A, B, and C, and/or W-122, provided the cloud tops are below 17,000 feet.

(2) Instrument Flight Rules W-122 reference (g).

(3) When filing a local IFR flight plan, the pilot in command will give the following information to base operations in person or via telephone (Ext. 254/264).

- (a) Type and number of aircraft.
- (b) Bureau/serial number of aircraft.
- (c) Call sign.
- (d) Airspeed.
- (e) Destination (restricted/warning area).
- (f) Estimated time of departure.
- (g) Estimated time enroute.
- (h) Fuel on board.
- (i) Pilot's name and grade/phone number.
- (j) Alternate/if required.
- (k) Desired recovery time/estimated time of return.
- (l) Any pertinent remarks.

NOTE. An expected recovery time will be given for each flight. This recovery time, or a subsequent amended time, must be met to avoid excessive delay or possible diversion. Flights of multiple aircraft should recover together or obtain separate recovery times.

3. Flights Within Special Use Airspace. An abbreviated single copy DD-175 may be used to file within R5306A, and C, W-122 and ATC assigned airspace (AirSta0 3722.1). To file an abbreviated single copy DD-175 the pilot will fill out below information:

NOTE. W-122 must be scheduled through FACSFAC, VACAPES(V274-2851). Two week advanced scheduling is desired. R5306A, C and targets located in these areas must be scheduled through 2dMAW (G-3, AV 582-3696/2246).

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

4. Stereotype Flight Plans. These flight plans will be filed utilizing a DD-175 with the following information:

- a. Aircraft unit/home station.
- b. Aircraft Bureau number/serial number.
- c. Call sign.
- d. Estimated time of departure.
- e. Requested altitude/flight level.
- f. Name of route.
- g. Pilot's name/signature.

5. Daily Flight Schedule. Deployed units shall publish a daily flight schedule. Six copies 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 nonworking day/holiday, and will include the 1st working day following. Changes and additions to the flight schedule may be made by calling the required information to Base Operations by telephone (Ext. 254/264). The daily flight schedule may be used to schedule the following type flights without the requirement of a DD-175:

- a. Local VFR.
- b. Air Traffic Control assigned airspace.

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 a 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 over head time may

file for return flight by passing the below information to Bogue Ground Control on frequency 262.6.

- a. Call sign.
- b. Aircraft type.
- c. Name/grade of pilot/crew.
- d. Estimated time of departure.
- e. Destination (ships main call).
- f. ADIZ penetration points and altitude.
- g. Estimated time enroute.
- h. Fuel on board.

NOTE: To ensure timely and proper processing, flight plans must be accurate and complete. This is solely the responsibility of the pilot. Flight clearance personnel shall not make changes to a flight plan without prior approval of the pilot.

2004. WEATHER MINIMUMS

1. The minimum weather criteria for fixed wing recovery at MCALF, Bogue is 1,000 foot ceiling and 3 statute miles visibility; helicopter VFR minimums are 1,000 foot and 3 statute miles visibility. Tower may authorize aircraft a VFR entry into the control zone with an initial altitude of 1,000 feet and 3 statute miles.
2. When MCALF, Bogue weather conditions are below VFR, fixed wing aircraft shall receive clearance from Cherry Point approach control prior to entering/departing the Bogue Control Zone. Cherry Point approach may effect a radar hand off to Bogue Ground Control Approach (GCA).
3. Instrument approach and landing minimums are as published in DOD Flight Information Publication (enroute supplement) and reference (a).
4. CCA's may be conducted at MCALF Bogue when the ceiling is at least 1,500' 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 2000'.
5. Take-off minimums are as follows:
 - a. Standard instrument rating; 300 foot ceiling and 1 mile visibility when GCA is available. If GCA is not available, 800 feet and 2 miles visibility.
 - b. Special instrument rating: As specified in reference (a).

AIR OPS MANUAL, MCALF, BOGUE

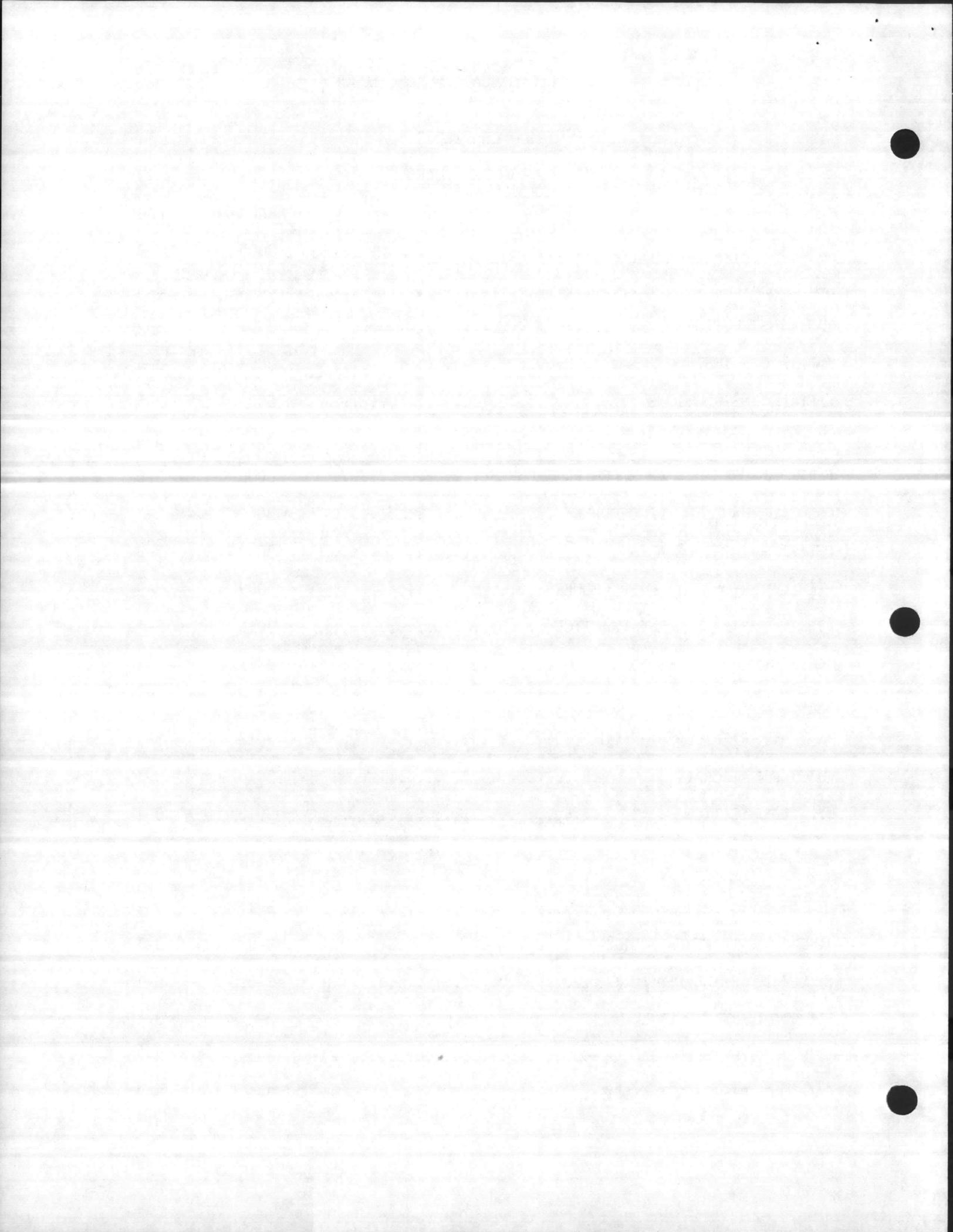
CHAPTER 3

COURSE RULES

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CHAPTER 3

COURSE RULES

3000. GENERAL

1. The pilot in command of an aircraft is directly responsible for the safe conduct of the flight and the observance of all regulations governing such flights. Air Traffic Control personnel are responsible for the issuance of clearances and advisory assistance in the conduct of safe flight with regard to separation from other known traffic and in furnishing local field and weather conditions. Pilots operating in visual conditions regardless of the type clearance (VFR/IFR), are directly responsible for avoidance of other aircraft. An IFR clearance during VFR conditions does not guarantee aircraft will not constitute a collision hazard.

2. Control of air traffic at MCALF, Bogue is exercised in accordance with procedures contained in FAA regulations naval directives, and local instructions.

3. Marine Corps Auxiliary Landing Field, Bogue airport traffic area is located within a control zone and is defined as that airspace within a 5 statute mile radius from the geographical center of the airport extending upward from the surface to, but not including 3,000 feet above the elevation of the airport. All aircraft operating within the airport traffic area will be under the control of Bogue tower.

4. Except as directed by the Base Operations Officer, no aircraft shall be permitted to taxi or take-off from this airfield during hours of normal operations unless two-way radio communications have been established and clearance has been received from the tower.

3001. NOISE ABATEMENT

1. The Secretary of the Navy required MCALF, Bogue to develop and implement a plan to guarantee local government land use around the airfield. The plan, titled, Air Installation Compatible Uses Zone Study (AICUZS), was derived from studies of noise and accident potential resulting from aircraft operations. As a result of the detailed analysis of flight paths and resulting noise impact, several operational changes were made:

a. Traffic Pattern Runway 5. The left traffic pattern to Runway 5 shall be one and one-half miles abeam to fly outside the White Oak Elementary School and at an altitude of 1,000 feet. The downwind shall be extended until crossing Highway 58 (an extension of the Emerald Isle Bridge) at 1,000 feet, but not to fly over the town of Cape Carteret.

b. Runway 23. Runway 23 is the primary runway and is utilized over Runway 5. Aircraft using afterburner for takeoff shall terminate its use as soon as practicable after take-off. The use of afterburner is prohibited over populated areas such as Bogue Banks and Cape Carteret.

c. All organizations operating aircraft are requested to carefully monitor

high-power turn-ups and air operations in the vicinity of the airfield with a view toward reducing noise.

3002. TAXI INSTRUCTIONS

1. During normal hours of operations all aircraft shall contact Bogue Ground Control on frequency 262.6 or 119.5 prior to taxiing from an aircraft parking pad. Local flights (VFR) shall provide the following information upon initial contact:

- a. Call sign (if more than one aircraft, call sign of each aircraft).
- b. Type aircraft.
- c. VFR/IFR.

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

- d. If ordnance is aboard.
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 the 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. Aircraft experiencing landing gear trouble (or indicated landing gear trouble) shall roll out straight ahead to a full stop (unless an arrested landing is made) and have pins inserted before taxiing back to the line.
5. The runway matting at Bogue may be extremely slippery at times and pilots are advised to taxi with extreme caution.

3003. TAKE-OFF INSTRUCTION

1. Take-off position for all fixed wing aircraft is on the centerline of the duty runway.
2. Take-off position on the duty runway does not constitute take-off clearance. Take-off clearance must be specifically obtained prior to starting take-off roll.
3. Right or left turns after take-off within 5 miles require tower approval.
4. Formation take-offs are not authorized; however, AV-8 stream take-offs may be approved.
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 well clear of fixed wing and AV-8 traffic patterns, and shall not overfly populated areas.

3004. LANDING INSTRUCTIONS

1. Pilots inbound to Bogue on VFR flights are encouraged to contact Cherry Point approach control for a radar handoff 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 on VFR flights shall obtain landing information from Bogue tower prior to entering the airport traffic area.
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 an imaginary point 5 NM on a straight line extension of the duty runway. At this point, commence a descent to arrive over the numbers at 1500 feet. The normal traffic pattern for Runway 5 and 23 is a left hand pattern, 1,000 feet altitude. For Runway 5, it shall be flown wide, one and one-half miles abeam, outside the White Oak Elementary School. The downwind shall be extended until crossing Highway 58 (an extension of the Emerald Isle Bridge) not to over fly the town of Cape Carteret (Figure 3-1).

NOTE: At the discretion of the Base Operations Duty Officer, the traffic pattern to Runway 5 may be changed to a right hand pattern in order to alleviate unnecessary noise for Cape Carteret and White Oak Elementary School. It shall be flown at 1,000 feet.

4. The VFR approach for landing in reciprocating or turbo-prop aircraft shall start at 2,000 feet. Once inside the initial a descent shall commence to arrive over the numbers at 1500 feet. Downwind altitude will be maintained at 1500 feet. Traffic permitting, a downwind entry or straight-in approach may be approved by tower on the pilot's request. The downwind leg shall be flown wide, outside the normal set traffic pattern, not to overfly Star Hill airport when landing Runway 5.
 5. Section landings are not authorized except for helicopters.
 6. Rotary wing aircraft shall contact Bogue tower 5 NM out and obtain clearance into the Bogue Airport Traffic Area, to remain below 500 feet AGL. They may approach the field for a normal approach or as directed by the tower controller.
- NOTE: Direction of approach is contingent upon the initial position of the helicopter when entering the Airport Traffic Area and upon traffic conditions.
7. Other than normal handling of aircraft pattern:
 - 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 initiate action for jet aircraft to utilize a downwind entry at normal pattern altitude.
 8. Upon pilot request, straight in approaches may be authorized. Pilots will

report at five miles for straight in approach. They will report at three miles with gear configuration for final approach 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 are not permitted when FCLP's 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 is no specific restriction on the stage of qualification required for a pilot to land at MCLAF, Bogue other than that stipulated in this Order, the model aircraft NATOPS manual, the unit SOP's or NOTAM's.

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

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 live or hung ordnance.

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

a. Contact Bogue tower when 10 miles from the airfield and request an ordnance approach.

b. Arrive and report at 5NM; 1,000 feet on the extended center line of the runway and commence a straight in approach.

CAUTION: Instrument Flight Rules traffic may be 1,500 feet, 7 miles descending on straight in approach.

c. Report at three miles with landing gear down.

d. After landing, taxi to the dearming area for dearming.

e. Aircraft, which for some reason do not make an arrested landing (waveoff, hook skip, etc.), shall proceed straight ahead, and 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 handoff to Bogue with external ordnance.

b. The pilot shall execute the approach as directed by approach control and upon landing, proceed to the dearming area for dearming.

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

4. Single aircraft with no radio requiring an external ordnance approach will proceed as follows (day and night):

a. Pilots shall squawk mode 3, code 7700 for one minute then code 7600.

b. Arrive at 5 miles initial point at 1,000 feet.

CAUTION: The IFR traffic may be at 7 miles, 1,500 feet descending on straight in approaches.

c. Maintain 1,000 feet, lower the landing gear and turn on the landing/taxi light and fly between the runway and the tower, turning downwind at the numbers (Left hand pattern for Runway 23 and right hand pattern for Runway 5).

d. Execute a standard approach. If the pilot receives no light signal by one-half mile, commence a waveoff straight ahead until the upwind numbers and repeat as before.

e. After the pilot has landed, the tower will issue the appropriate light signals.

f. After dearming, the pilot shall flash the aircraft taxi/landing light for clearance and the tower will respond with the appropriate light signal.

5. At all times pilots shall attempt not to overfly populated areas with hung or live ordnance.

3007. ORDNANCE HANDLING PROCEDURES

1. An ordnance ready supply area may be maintained of 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.

NOTE: 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 storing activity.

2. The only authorized storage area is the Guthrie Point area off the end of Runway 36. When this area is utilized Runways 18 and 36 shall only be used for VIOL operations. These operations shall be flown so as not to overfly the ordnance storage area. The tower controller will inform newly arriving aircraft of the restriction, when it applies.

3. Operations involving assembly/disassembly, and loading/unloading of forward firing ordnance is only authorized on the closed portions of Runways 36 and 27. Inert, practice bombs may be loaded on Pad 1.

4. The ordnance arming/dearming 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 or 230 degrees magnetic for Runway 5 and 090 degrees magnetic for Runway 23 during final arming and dearming.

NOTE: The closed portion of Runway 36 may be utilized for arming/dearming at the discretion of the Bogue Field Operations Officer.

6. Refueling shall not be conducted with live forward firing ordnance aboard. Aircraft with Mark (MK) 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 200Mhz while on the ground.

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

10. Main beams or 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 Base 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, BT-9 is located at 053 degrees/28.5 NM off the NKT TACAN.

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 5 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 Above Ground Level (AGL) unless specifically cleared by the tower or tower control agency. Pilots shall avoid over flying 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 cause damage or constitute a nuisance.

CAUTION: There are numerous unlighted obstructions within 5NM of the airfield.

4. Helicopters may land at Bogue on other than hard surface areas at the pilots discretion only.

CAUTION: Tall trees prohibit tower control in some areas of the airfield.

5. Closed field helicopter operations may be authorized by the Base Operations Officer. Closed field operations shall be limited to one landing, one takeoff for each helicopter.

6. During special VFR and exercises involving extensive helicopter operations VFR Entry/Exit Routes shall be used.

a. VFR Entry/Exit Routes

<u>Route</u>	<u>Point</u>	<u>Description</u>	<u>Lat/Long</u>	<u>TACAN (NJM)</u>
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°43'30"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	2.0/233°

NOTE: See figures 3-4 and 3-5.

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.

(1) Depart to West

- a. 05 - Jones Island Route
- b. 23 - Queens Creek Route

(3) Arrive from West

- a. 05 - Queens Creek Route
- b. 23 - Jones Island Route

(2) Depart to East

- a. 05 - Broad Creek Route
- b. 23 - Gales Creek Route

(4) Arrive from East

- a. 05 - Gales Creek Route
- b. 23 - Broad Creek Route

3010. FIELD CARRIER LANDING PRACTICE.

1. VFR, FCLP operations may be conducted on Runway 5 or 23. Pattern altitude is normally 600 feet for Runway 23 and 1000 feet for Runway 5. The direction of the pattern for Runway 5 is contingent upon the season and time of day. The Base Operations Duty Officer shall determine the pattern to minimize the noise to the surrounding communities. In any case, the left hand pattern for Runway 5 shall be flown wide, one and one-half miles abeam, outside the White Oak Elementary School. The down wind for Runway 5 shall be extended until crossing Highway 58 an extension of the Emerald Isle Bridge, not to overfly the town of Cape Carteret.

NOTE: For aircrews preparing for actual carrier qualification, the altitude and pattern restrictions may be waived through prior coordination with the Base Operations Officer. Carrier breaks may be authorized, traffic permitting.

2. The Operations Duty Officer may terminate VFR FCLP if he or the Air Traffic Control Facility Supervisor encounter conditions that preclude a safe and orderly conduct of operations.

3. FCLP Weather Minima.

a. VFR: 1000 feet and 3 miles provided ATC can monitor aircraft in the pattern and there is no conflict with transient aircraft. Aircraft participating in FCLP's normally have priority over other traffic.

b. IFR: GCA's shall be conducted when the airfield is below 1000 feet and 3 miles unless special VFR has been authorized.

c. When Fixed Wing Special VFR is necessary for training, MCALF, Bogue tower shall advise Cherry Point Approach Control that such operations are to be conducted in their control zone prior to commencing operations.

NOTE: Fixed Wing Special VFR shall be in accordance with reference (i).

4. The following general procedures/policies apply to FCLP operations:

a. The LSO shall brief with the ODO and ATC Watch Officer 30 minutes prior to conducting FCLP's.

b. The LSO shall be provided with a communications vehicle, operator/driver, two UHF radios and one crash net radio.

c. Radio contact with aircraft in the FCLP pattern and the Control Tower must be maintained. If contact with either aircraft or the Control Tower can not be maintained, FCLP shall be discontinued. The primary frequency for conducting FCLP's is 321.8.

d. 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.

e. 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.

f. If a red light is received from the tower prior to the 180 degree, pilots shall depart traffic pattern downwind and reenter 5 mile initial repeating procedures.

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

6. Aircraft inbound to MCALF, Bogue for scheduled FCLP may, upon approval of the tower, enter the initial and break at 1000 feet.

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. Squawk 7700 for 1 minute, then switch to 7600.

b. Enter appropriate 5 mile initial based upon observance of local traffic or wind direction.

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

d. Break long maintaining break altitude through the 180 degrees position.

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

f. If a red light is received from the tower prior to the 180 degree, depart traffic pattern downwind and re-enter 5 mile initial repeating procedures.

2. During the hours of darkness maintain a close watch for other traffic. Perform the same procedures as for daylight (except for rocking wings) but utilize all available aircraft light in an attempt to attract 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.

4. In the event of a radio failure while in IFR conditions and under control of Cherry Point Approach Control/GCA, it is recommended that pilots have 284.2 dialed in on AN/ARC (UHF/ADF). Cherry Point approach control shall attempt to contact the aircraft and resume GCA procedures (pilot receive only), in accordance with reference (c).

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

3013. AV-8 (HARRIER) OPERATIONS

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

a. Take-offs

- (1) Conventional (CTO)
- (2) Short (STO; 400 to 1200 feet on roll).
- (3) Rolling Vertical (RCTO; requires approximately 100 feet of roll).
- (4) Vertical (VTO; requires concrete surface or AM-2 matting).

b. Landings

- (1) Conventional (CL; 6,000 to 8,000 feet of roll).
- (2) Slow (SL; 2,000 to 4,000 feet of roll).
- (3) Rolling Vertical (RVL; 200 to 400 feet of roll).
- (4) Vertical (VL; requires concrete surface or AM-2 matting).

c. Press-up: A vertical takeoff, hover, and vertical landing.

2. Confined Area Landing Sites

a. Basic VFR weather is required for the use of a CAL Site (1,000 foot ceiling, 3 miles visibility); however, Special VFR (800 feet, 2 miles) may be authorized. (Paragraph 312.3 applies)

b. Pilots shall state their request for intended use of CAL Site 1 or CAL Site 2, upon initial radio contact with Bogue Tower/CGA. 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 being used.

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

NOTE: AV-8 entry into a CAL Site shall be controlled by a Landing Site Supervisor (LSS), normally utilizing an FM radio. 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 guard on UHF for instructions or advisories from the tower.

d. Entries

(1) Straight in approach:

(a) Runway 5 CAL 1: Make straight in approach until at the junction of Runway 5/23 and closed Runway 9/27; then transition to CAL site.

(b) Runway 23 for CAL 1: At one mile, transition to the left of the extended runway centerline for final straight in approach to the site.

(c) Runway 5 for CAL 2: At one mile, transition to the right of the extended runway centerline at a sufficient distance for final approach to be made to the site.

(d) Runway 23 for CAL 2: Make straight in approach until at the junction of Runways 5/23 and 18/36 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 of the CAL Site is 600 feet.

NOTE: When cleared by tower, an entry into a CAL Site may be made from any heading by transitioning from the normal traffic pattern to the site. Areas illustrated in figure 3-6 shall not be overflowed.

e. Departures.

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

(2) Runway 23 from CAL 1: 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.

(3) Runway 5 from CAL 2: Depart to the intersection of Runways 5/23 and 18/36. Then turn right on centerline of Runway 5 until cleared downwind.

(4) Runway 23 from CAL 2: Depart straight ahead until cleared downwind by tower.

NOTE: When cleared by tower, departures from a CAL Site may be in any direction, transitioning to the normal traffic pattern. Areas illustrated in figure 3-6 shall not be overflown.

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. Other aircraft may be limited to takeoffs and landing only.

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

3. AV-8 USE OF CROSS WIND RUNWAY 18/36

a. AV-8 aircraft are authorized use of Runway 18/36 when the wind is such that deceleration cannot be safely made to the duty runway.

b. Approaches to Runway 18/36 will be made to the duty runway breaking overhead and transitioning to 18/36 as follows:

(1) Duty Runway 5; Landing 18. Aircraft shall break left over the upwind numbers of Runway 5 to the 180 degree position of Runway 18 and proceed with normal approach.

(2) Duty Runway 5; Landing 36. Aircraft shall break left mid-field, to the 180 degree position of Runway 36 and proceed with normal approach.

(3) Duty Runway 23; Landing 18. Aircraft shall break left mid-field, proceed upwind to the 360 degree to parallel Runway 18/36 to a 180 degree position, then proceed with a normal approach.

(4) Duty Runway 23; Landing 18. Aircraft shall break left when past the upwind numbers to a deep 180 degree position to Runway 36 and then proceed with a normal approach.

c. Departures from Runway 18/36 shall be straight ahead and turning left or right as tower directs to conform with the traffic pattern. Tower instructions shall be received prior to takeoff.

CAUTION: Tall trees are within 100 feet west and north of Runway 18/36.

CAUTION: AM-2 aluminum runway matting is not anchored. Consistent with safe operations, aircraft shall cross over Runway 5/23 and the parallel taxiway not less than 100 feet AGL.

4. General Operating Instructions for Harrier Operations. Due to the expeditionary nature of the airfield, AV-8 pilots must exercise caution. The runway and associated taxiways are not anchored and the vertical jet blast can lift up sections of the AM-2 aluminum, 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 Operations Duty Officer.

NOTE: At no time shall a Harrier over-fly populated areas at an altitude below 1,000 feet AGL within the Bogue Control Zone. This restriction includes Emerald Isle (Bogue Banks), Cape Carteret, Bayshore Park, and Swansboro.

3014. CIVILIAN AIRCRAFT. Civilian aircraft not under U.S. jurisdiction are not authorized to operate at MCALF, Bogue. If this is required by military necessity, a held-harmless agreement will be initiated prior to any operations.

3015. FM COMMUNICATIONS. AN AN/PRC-77 is located in the Base Operations Office. It is operational on 48.70 MHz during the hours the airfield is open. This is an administrative net and aircraft may contact Base operations "Bogue 03" to relay or request information.

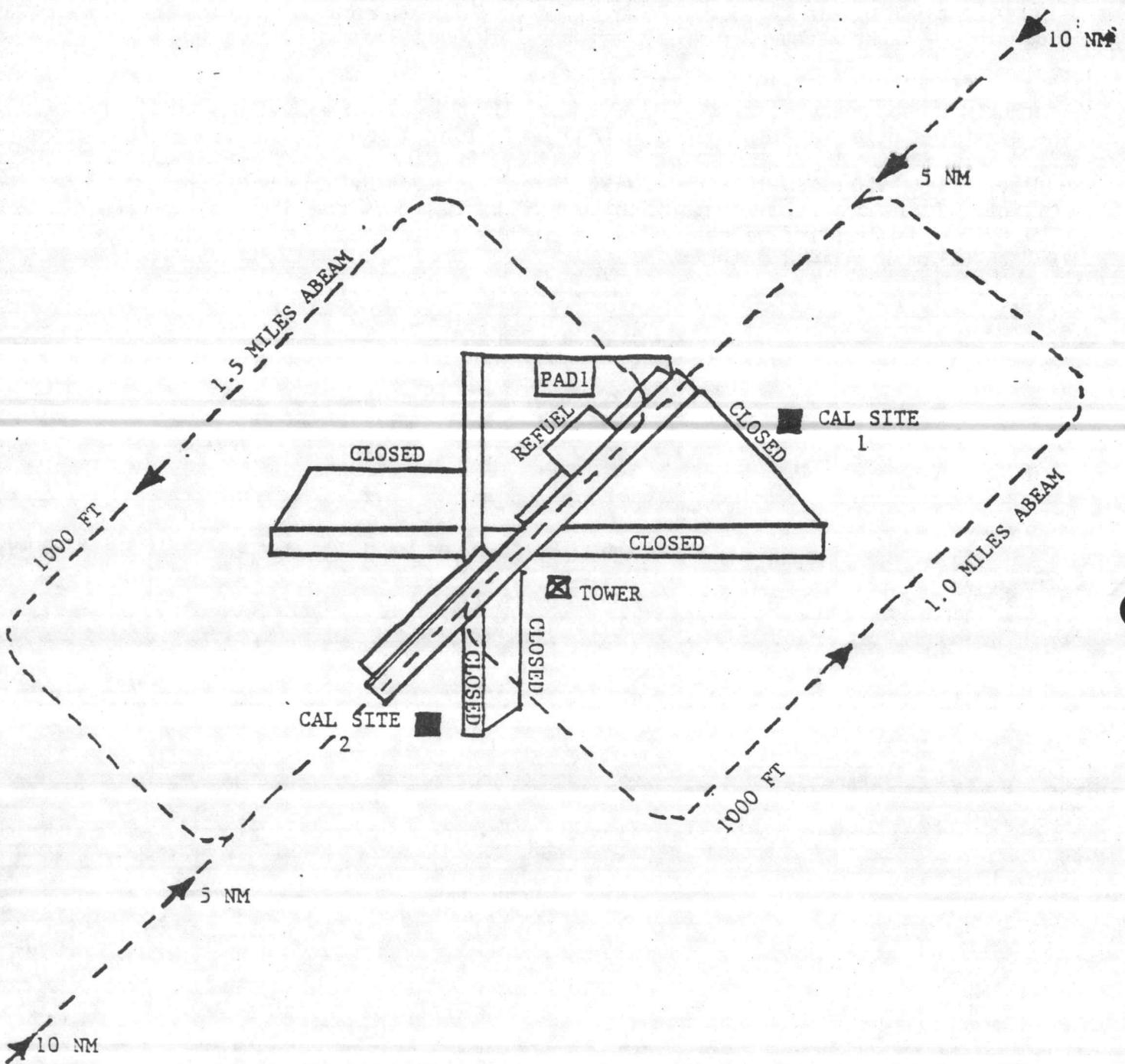


Figure 3-1. Jet Traffic Pattern

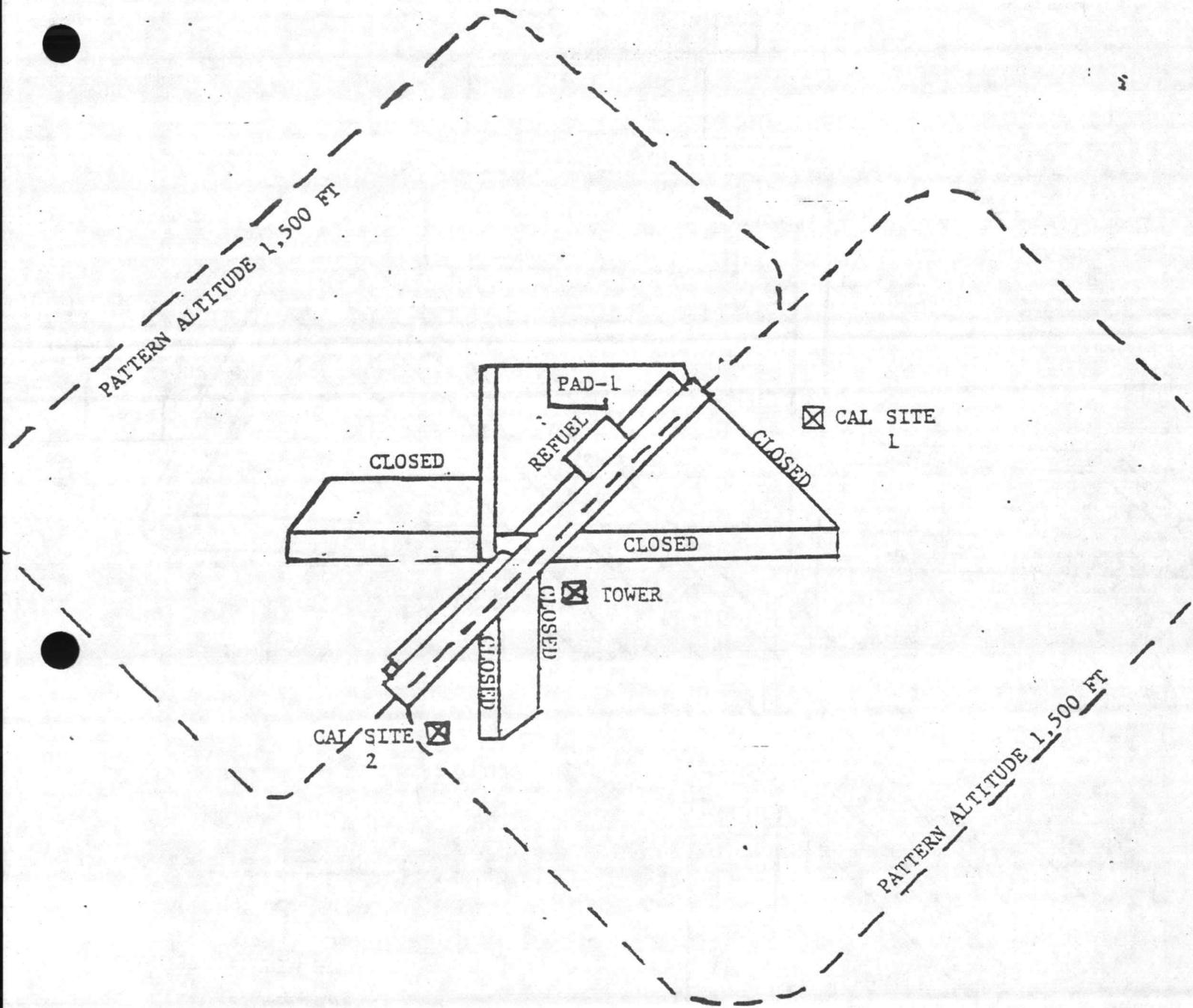
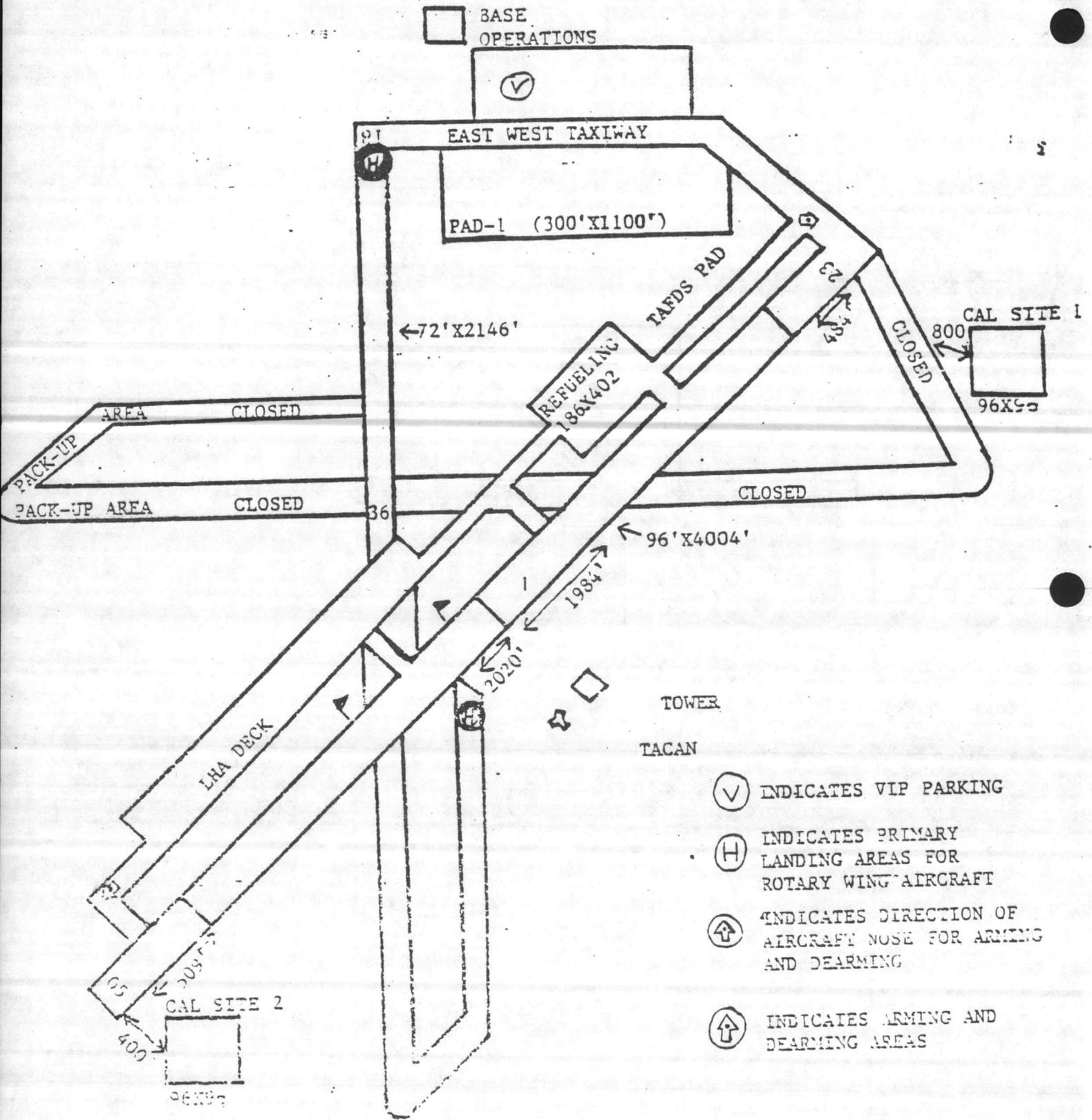


Figure 3-2. Turboprop Traffic Pattern



BLACK TOP SURFACE

Figure 3-3. Ordnance Arming/Dearming

L. FOREST C R O A T A N N A T I O N A L

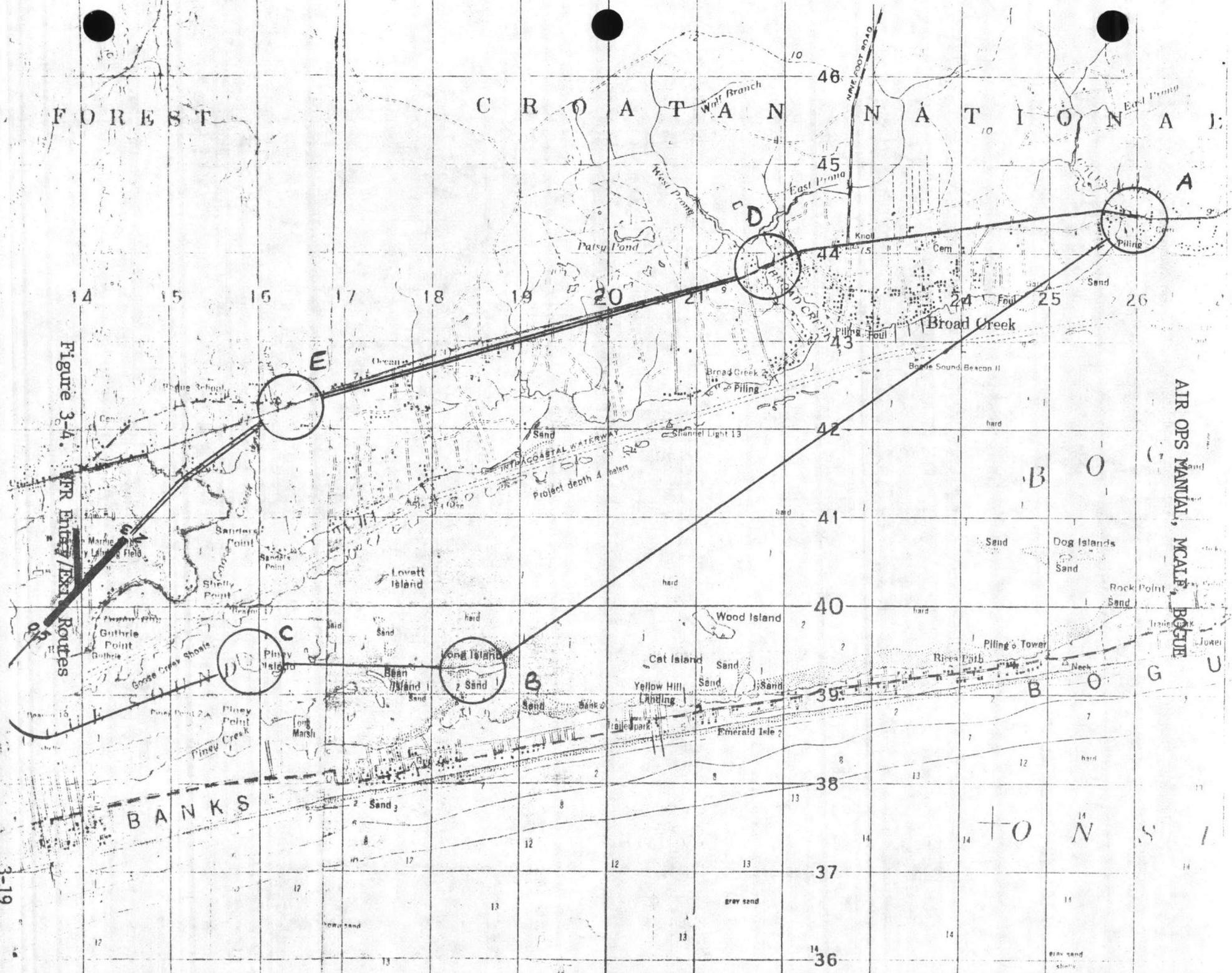


Figure 3-4. WFR Entry/Exit Routes

AIR OPS MANUAL, MCALF, BOGUE

CROATAN NATIONAL FOREST

Whitehouse Forks

45

46

43

42

41

40

39

38

37

Holland Point

Hancock Point

Cannon Point

Hampton Bob

Peletier

Community Building

Bucks Corner

Quarry

Pettiford Creek

Robinson Point

RIVER

F

Jones Island

Sand

Swansboro

Dablin

Boathouse Creek

Cedar Point

Cape Carter

Ennett Point

Hunting Island

BOG

Plum

Trailer park

Sand tanks

AIR OPS MANUAL, MCAF, BOGUE

Star Hill Airfield

Golf course

Bayshore Park

Bogue

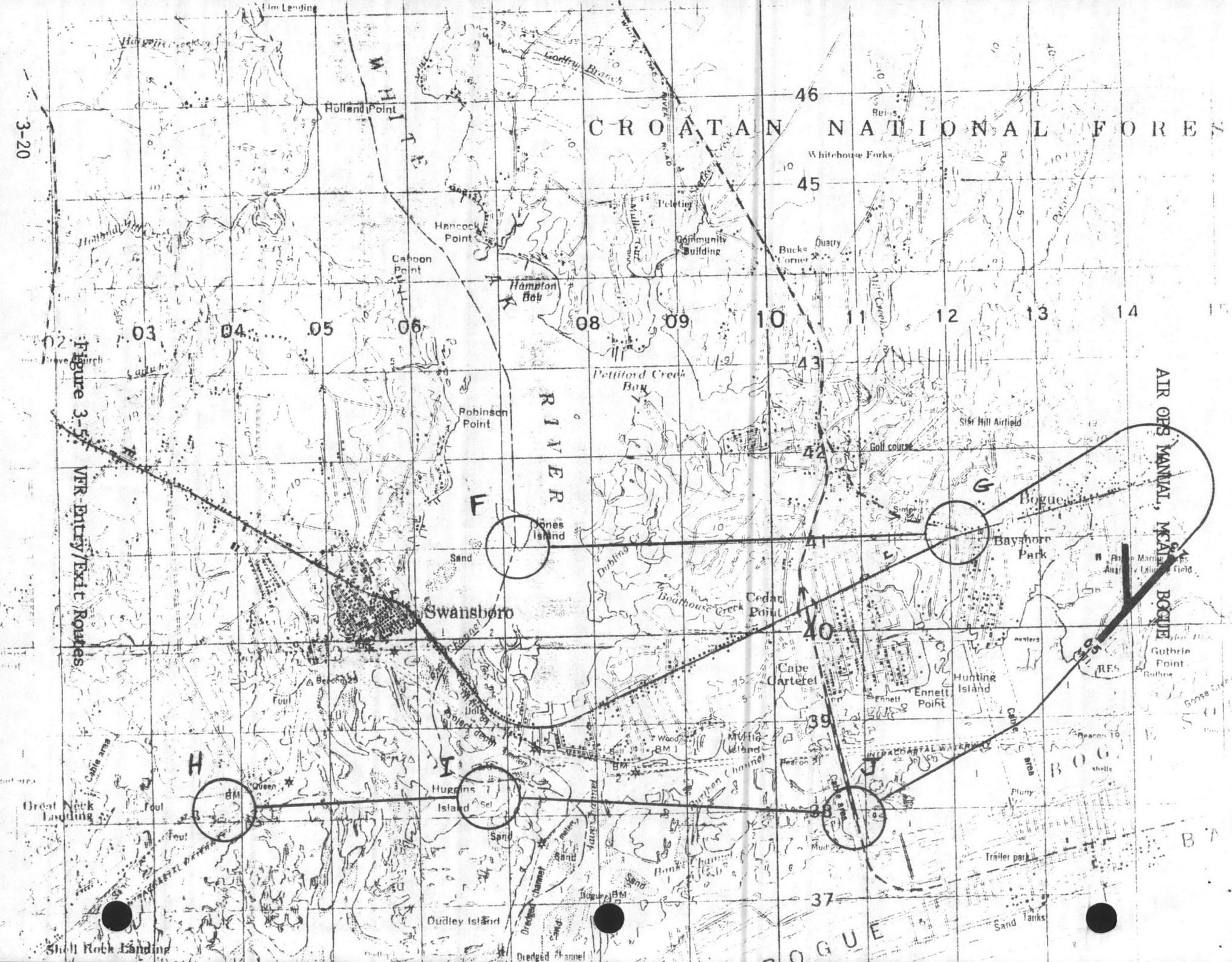
Guthrie Point

Guthrie

Ennett

Ennett Point

Figure 3-5 VFR Entry/Exit Routes



Great Neck Landing

Shell Rock Landing

H

Huggins Island

Sand

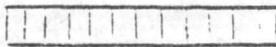
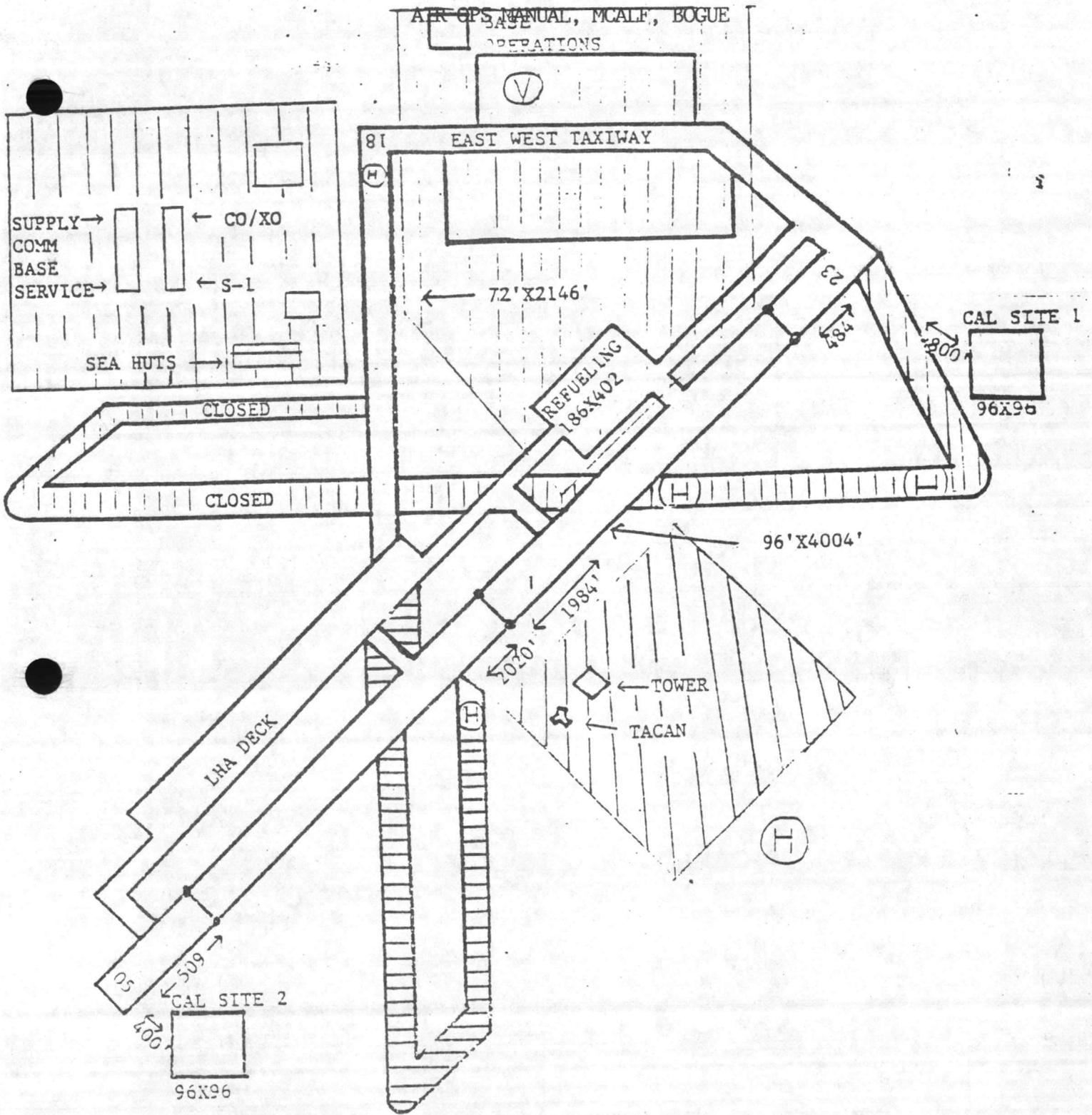
Dudley Island

Dredged Channel

B

M

A

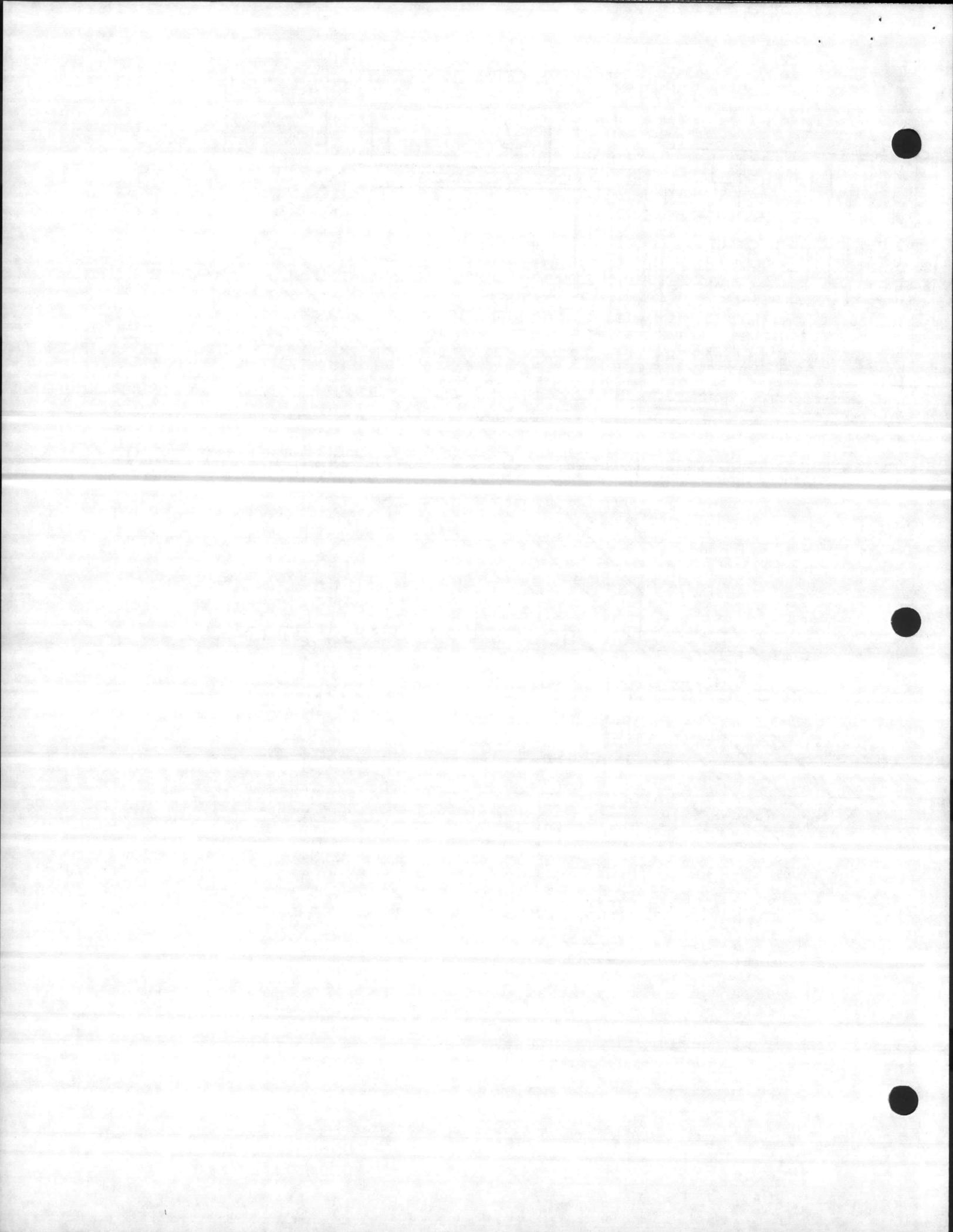


BLACK

TOP

SURFACE

Figure 3-6. CAL Site Restricted Zones



AIR OPS MANUAL, MCALF, BOGUE

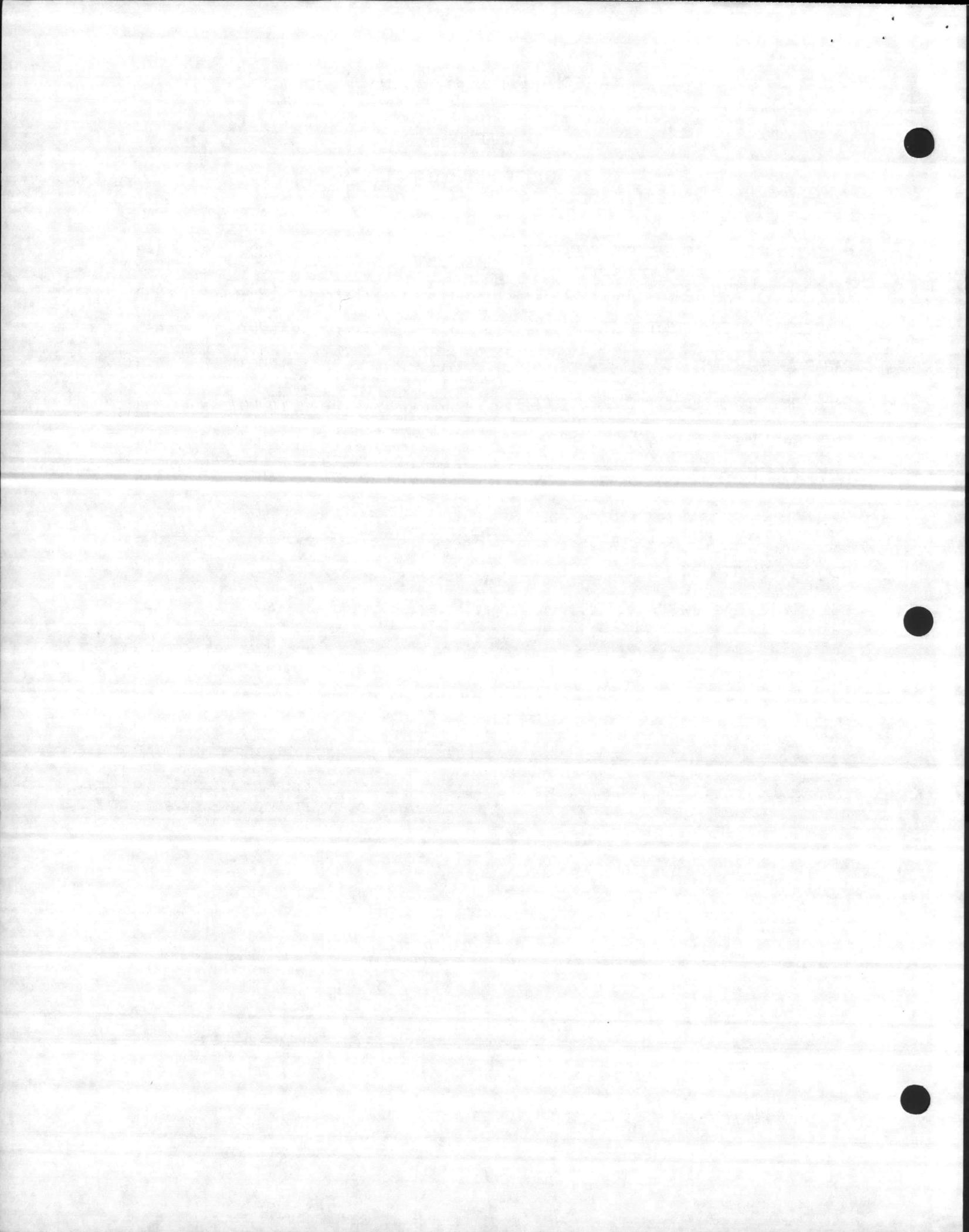
CHAPTER 4

AIR TRAFFIC CONTROL

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CHAPTER 4

AIR TRAFFIC CONTROL

4000. MARINE AIR TRAFFIC CONTROL SQUADRON

1. The Marine Air Traffic Control Squadron 28, Det-Bravo, consists of the ANTSQ-18 Control Center (LCC), the control tower, and navigational aids (TACAN and NDB). While the MATCS detachment does not meet the criteria as a Naval Air Traffic Control Facility (ATCF) while operating aboard a Short Airfield for Tactical Support (SATS) or an Expeditionary Airfield (EAF) at MCALF, Bogue the detachment shall be organized and managed as an ATCF in accordance with reference (j).

2. Continuous Air Traffic Controller training is in progress at MCALF, Bogue. It is not required that pilots be advised when a student is controlling traffic, although such information is usually given on initial contact. Students are monitored by qualified personnel at all times. Students shall not control GCA when the airfield weather conditions are reported IFR.

3. In accordance with reference (c), all aircraft establishing two-way radio contact with Cherry Point approach control and upon being assigned an altitude shall be placed on an IFR flight plan unless the pilot specifically requests to remain VFR. When the pilot no longer desires approach control services he shall cancel his flight plan.

NOTE: Pilots are reminded that, when in VFR weather conditions, an IFR clearance does not provide separation from other aircraft operating VFR. Traffic information is an additional service and is provided on a workload permitting basis. However, vigilance shall be maintained by each pilot to see and avoid other aircraft (FAR 91.67).

4001. AIRPORT TRAFFIC AREA. The airport traffic area is the air space within a 5 statute mile radius of the airport extending from the surface up to, but not including, 3,000 feet (AGL). During hours of normal operations, unless otherwise authorized by air traffic control, no person may operate an aircraft within the airport traffic area without first establishing two-way radio communication with the Control Tower/Bogue GCA.

4002. FUNCTIONS OF THE CONTROL TOWER

1. All aircraft operating in the airport traffic area, all vehicular and aircraft traffic on the taxiways and runways, except civil aircraft in and out of Star Hill, shall be under the "positive control" of Bogue tower. The radio control originating in the control tower is divided into two working positions, local control and ground control.

2. Radio frequencies for the MCALF, Bogue control tower are listed in the latest DOD Flight Information Publication (enroute) IFR-supplement.

4003. RADAR APPROACHES

1. All IFR aircraft inbound to MCALF, Bogue shall be handed off to Bogue GCA

from Cherry Point Approach as stipulated in the current Letter of Agreement, dated 19 October 1981.

2. Precision and surveillance approaches are available to Runway 5/23. The pattern altitude is 1,500 feet, with a right traffic pattern to Runway 5 and a left traffic pattern to Runway 23.

4004. CARRIER CONTROLLED APPROACHES (CCA)

1. Simulated CCA's are available at MCALF, Bogue and shall be conducted in accordance with the current Letter of Agreement dated 19 Oct 1981. Scheduling shall be in accordance reference (k).

2. The LSO shall effect coordination with the ODO and the ATC Watch Supervisor at least 30 minutes prior to the first period.

3. The CCA pattern is illustrated in figure 4-1 and 4-2. It shall be a right traffic pattern for Runway 5 and left traffic pattern for Runway 23. The pattern altitude shall be 800 or 1,200 feet.

4. Weather minimums for CCA's shall be 1,500 feet/3 miles visibility.

5. Control transfer from final controller to "paddles" will normally be accomplished at three quarters of a mile from touch down. In the event the pilot does not have the runway environment in sight at minimums, he will execute climbout/missed approach procedures immediately.

6. CV deck lighting is available on Runway 5/23 at approximately the midfield position.

NOTE: During VFR conditions Bogue GCA shall serve as the feeder facility; however, aircraft must maintain their own visual separation as they will be considered as VFR traffic.

4005. EMERGENCY PROCEDURES

1. Pilots experiencing an airborne emergency should give as much of the following information as is possible. Approach and longfield arresting gear are normally rigged. If derigged, a five minute delay can be expected.

- a. Radio call/Bureau no.
- 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 in order that crash equipment can be alerted and the field readied.

3. All aircraft departing the Bogue Control Zone 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/GCA via the 5 GP-630 line.

NOTE: The 5 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 (1) defines the class of cargo and procedures used by this airfield. 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 take-off 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 Classes A or B 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 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 (high explosives) or class B (rocket engines, warheads) cargo will be loaded/unloaded at the closed portion of Runway 18/36.

d. Aircraft reporting class A (high explosives) cargo will be handled in accordance with reference (m). This order allows class C cargo to be loaded/unloaded at Pad 1 so long as loading/unloading does not impede other aircraft and provided this cargo is segregated from any other flammable substance. This cargo will require a security guard armed with a riot gun and access to two CO2 or PKP fire extinguishers within the storage area.

CCA/GCA PATTERN RW 23

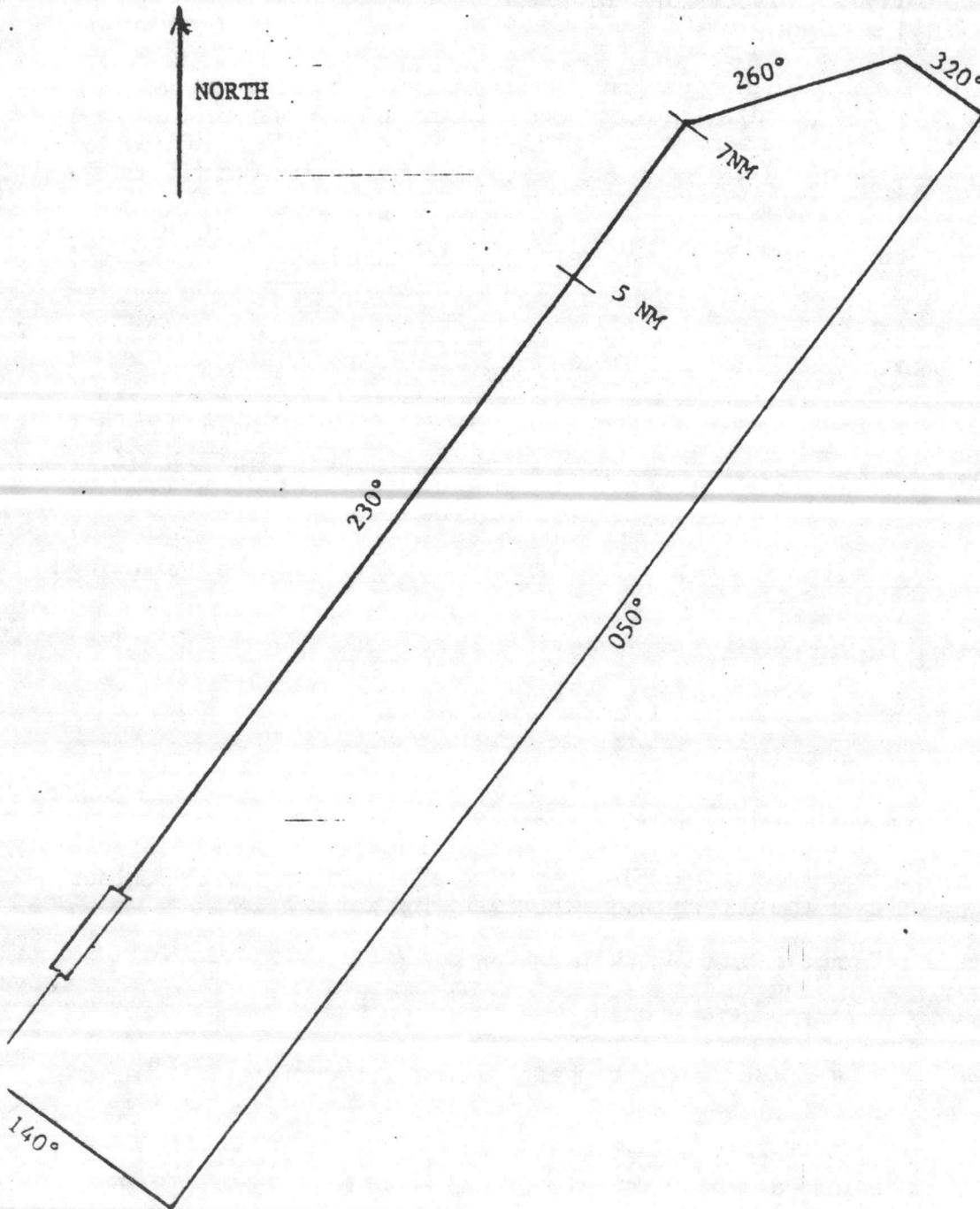


Figure 4-1. CCA/GCA Pattern RW 23

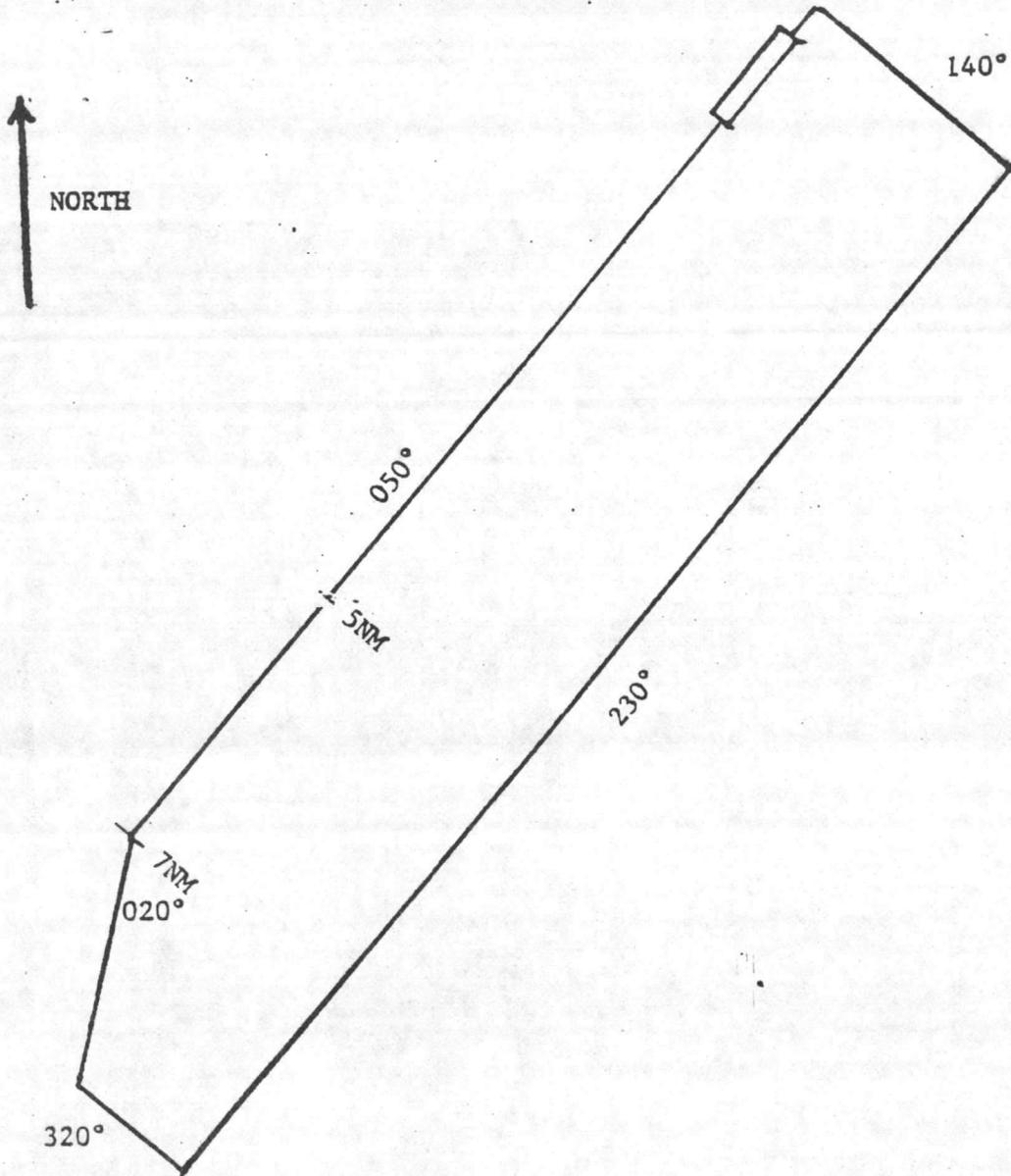
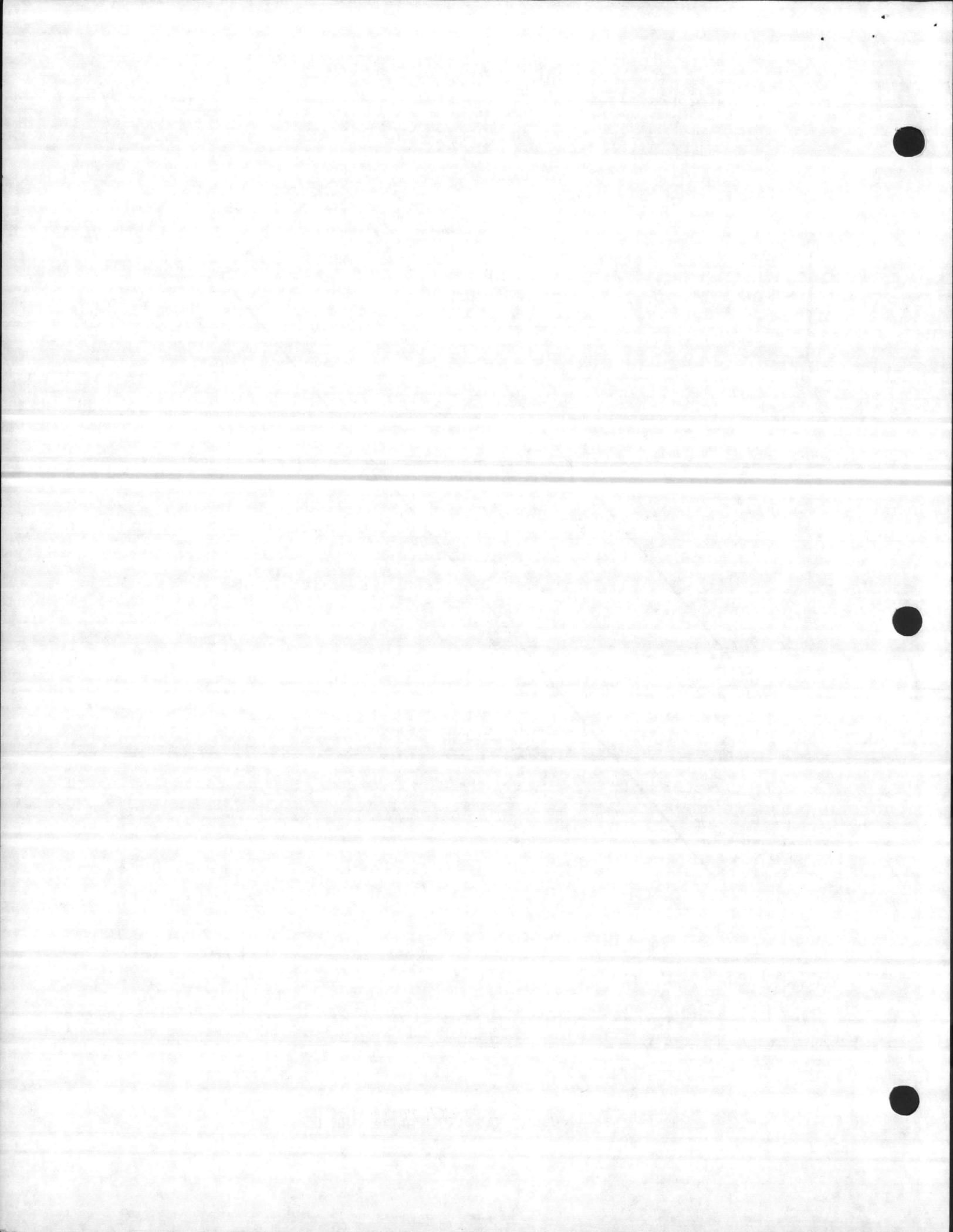


Figure 4-2. CCA/GCA Pattern RW 05

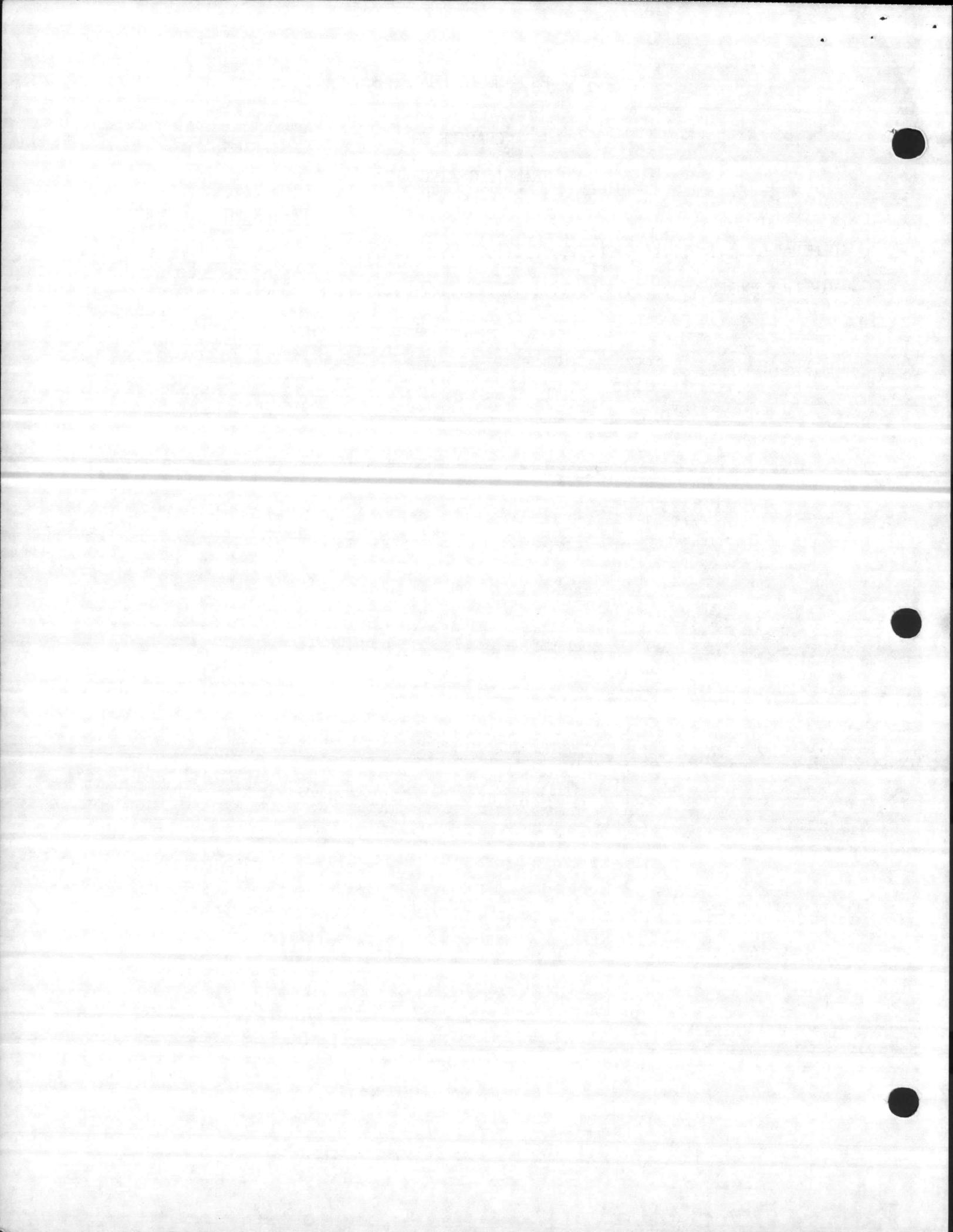


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CHAPTER 5

TRANSIENT AIRCRAFT

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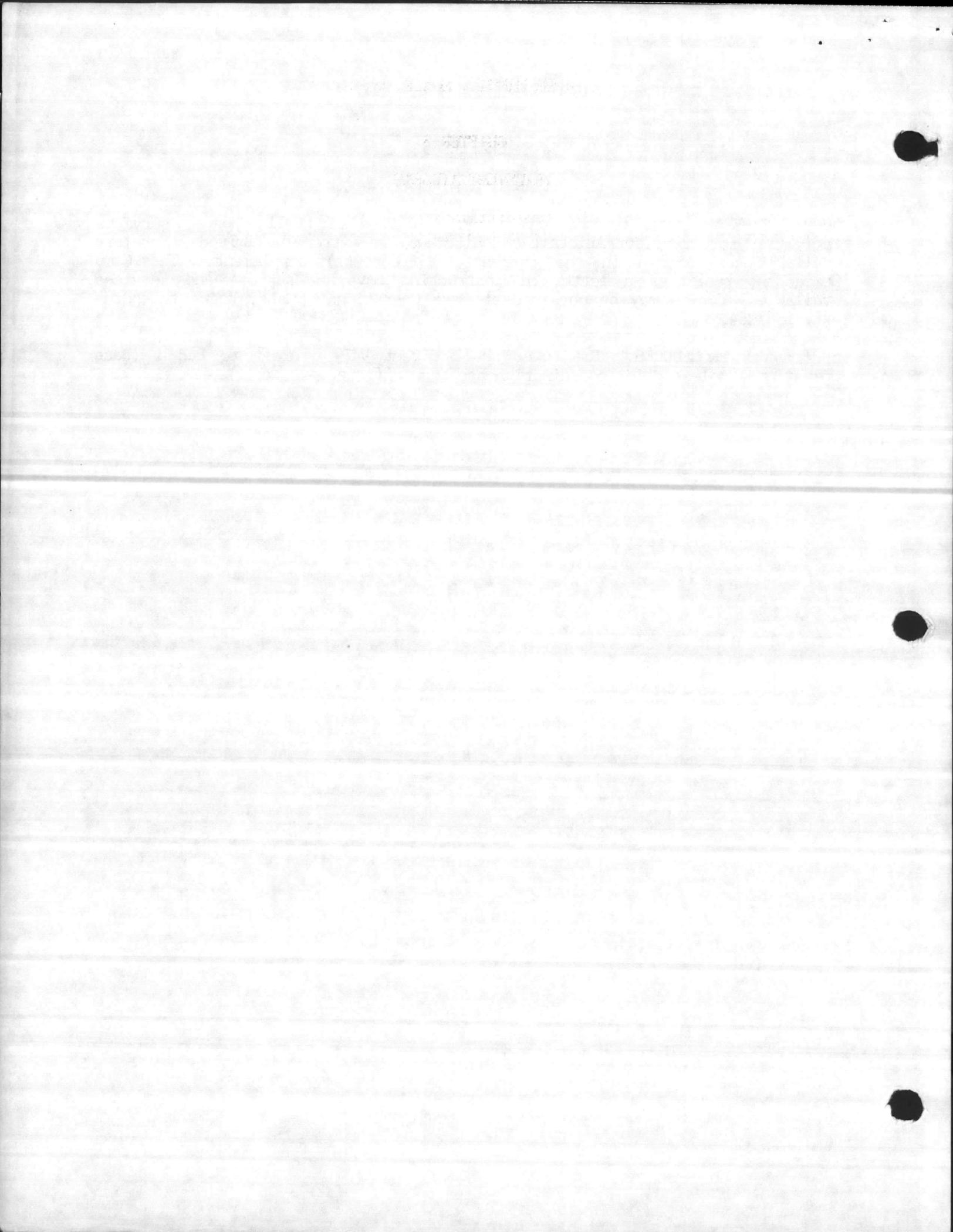


CHAPTER 5

TRANSIENT AIRCRAFT

5000. GENERAL. Due to the expeditionary nature of MCALF, Bogue, services facilities for transient aircraft and aircrews are extremely limited. Services available are listed in the current IFR (enroute) supplement. The Camp Commandant publishes a letter of instruction covering support and services available. Copies may be obtained at Base Operations, MCALF, Bogue telephone ext. 254/264.

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



AIR OPS MANUAL, MCALF, BOGUE

CHAPTER 6

AIRCRAFT SEARCH, RESCUE, CRASH, AND SALVAGE BILL

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