



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
POSTAL SERVICE CENTER BOX 8003  
CHERRY POINT, NORTH CAROLINA 28533-0003

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30 Apr 14

AIR STATION ORDER 3710.5L

From: Commanding Officer  
To: Distribution List

Subj: AIR OPERATIONS MANUAL, MARINE CORPS AIR STATION, CHERRY  
POINT, NORTH CAROLINA (SHORT TITLE: AIROPSMAN, MCAS  
CHERPT)

Ref: (a) OPNAVINST 3710.7  
(b) NAVAIR 00-80T-114  
(c) AirStaO 3140.1A  
(d) JO 7110.65  
(e) NAVAIR 00-80T-103  
(f) AirStaO P8020.1C  
(g) NAVSEA OP 5 Vol 1  
(h) MCO 8023.3  
(i) NAVAIR 00-80T-109  
(j) MCO P4030.19  
(k) AirStaO 3715.1B  
(l) AirStaO 3570.2S (FOUO)  
(m) AirStaO 3000.2B  
(n) MCO 5530.14A  
(o) 32 CFR 766.6  
(p) SECNAVINST 3770.2  
(q) OPNAVINST 3710.31  
(r) AirStaO 3750.1  
(s) OPNAVINST 3721.20  
(t) DODD 3025.18  
(u) DODD 3003.01  
(v) NAVAIR 00-80R-14

Encl: (1) Air Operations Manual

1. Situation. Provide rules and regulations for the conduct of aviation operations aboard Marine Corps Air Station (MCAS) Cherry Point, per the references.

a. Description of References. Reference (a) is Naval Air Training and Operating Procedures Standardization (NATOPS) General Flight and Operating Instructions, reference (b) is the NATOPS Air Traffic Control Manual, reference (c) is Marine Corps Air Station

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(MCAS) Cherry Point's Destructive Weather Operations, reference (d) is the Federal Aviation Administration (FAA) order outlining air traffic control (ATC) procedures and phraseology for use by ATC personnel, reference (e) is the NATOPS Conventional Weapons Handling Procedures Manual Ashore, reference (f) is Ordnance Safety Precautions for MCAS Cherry Point, reference (g) is Ammunition And Explosives Safety Ashore, reference (h) is Personnel Qualification and Certification Program for Class V Ammunition and Explosives, reference (i) is the Aircraft Refueling NATOPS Manual, reference (j) is Preparing Hazardous Materials for Military Air Shipments, reference (k) is the MCAS Cherry Point Foreign Object Damage (FOD) Prevention Program, reference (l) is MCAS Cherry Point Range Standard Operating Procedures, reference (m) is MCAS Cherry Point Bird/Wildlife Aircraft Strike Hazard (BASH) and Procedures, reference (n) is the Marine Corps Physical Security Program Manual, reference (o) is the Approving Authority for Landings at Navy/Marine Corps Aviations Facilities, reference (p) is Joint Military and Civil use of Navy and Marine Corps Aviation Installations, reference (q) is Operational Procedures for Aircraft Carrying Hazardous Materials, reference (r) is the MCAS Cherry Point Pre-Mishap Plan, reference (s) is the Department of Defense Notice to Airmen (NOTAM) System, reference (t) is Defense Support of Civil Authorities (DSCA), reference (u) is Department of Defense Support to Civil Search and Rescue (SAR), and reference (v) is NATOPS U.S. Navy Aircraft Firefighting and Rescue Manual.

2. Cancellation. ASO P3710.5K.

3. Mission. The Airfield Operations (AirOps) Department shall manage aviation operations aboard MCAS Cherry Point and associated airspace and activities per this instruction. All Commanding Officers (COs), aircrew, and personnel operating aboard MCAS Cherry Point shall be familiar and comply with this Order.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. The AirOps Officer (AirOpsO), under the direction of the Director of Operations, is the duly authorized representative of the CO for the management of aviation operations aboard MCAS Cherry Point. Sound business practices shall be used to provide safe service to tenant units and visiting aircraft, while preserving community relations.

(2) Concept of Operations. This Order sets forth detailed rules and regulations which are applicable to control of aircraft and vehicle operations aboard MCAS Cherry Point, and for the control of air traffic within the restricted areas and controlled airspace under the control of the Air Station. All personnel operating on MCAS Cherry Point shall comply with all the provisions of this Order.

5. Administration and Logistics. The Commanding General, Second Marine Aircraft Wing (2d MAW) and the Commanding Officer, Fleet Readiness Center East (FRC-E) concur with this Order insofar as it pertains to members of their command.

6. Command and Signal

a. Command. This Order is applicable to all active duty, Reserve, and Air National Guard personnel; civilian employees and government contractors operating within MCAS Cherry Point and the restricted and controlled airspace under the control of MCAS Cherry Point.

b. Signal. This Order is effective the date signed.



T. M. PEHRSON  
Executive Officer

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RECORD OF CHANGES

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| Change Number | Date of Change | Date Entered | Signature of Person Incorporated Change |
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(Note: Current Local Area Obstacle/Obstruction Map can be obtained  
by contacting Airfield Operations at (252)466-4334/6768/2233.)

## Chapter 1

### GENERAL

1. General Prudential Rules. The regulations contained in this Order govern the operations of all aircraft operating from this Air Station and within the airspace under control of the Commanding Officer, Marine Corps Air Station (MCAS) Cherry Point. These regulations are not intended to cover every contingency that may arise. MCAS Cherry Point is designated a Class D Surface Area (CDSA) and pilots are expected to exercise good judgment in the operation of their aircraft; the pilot in command of an aircraft is responsible for the safe and orderly conduct of flight. Any departure from these regulations during emergencies will be based on sound judgment and good airmanship. The policy and guidance set forth in references (a) and (b) apply to the normal operation of aircraft within the MCAS Cherry Point CDSA. The regulations contained in this Order also apply to all 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.

2. Definitions. As used in this Order, the following have the meaning shown:

- a. "Shall" or "must" means a procedure is mandatory.
- b. "Shall not" or "must not" means a procedure is prohibited.
- c. "Should" means a procedure is recommended.
- d. "May" or "need not" means a procedure is optional.
- e. "Will" means futurity, not a requirement for application of a procedure.

3. Airfield Description.

a. MCAS Cherry Point (NKT) (Cunningham Field), North Carolina is located adjacent to Havelock, North Carolina at latitude 34 54' 05" North, longitude 76 52' 84" West. The field elevation is 29' above Mean Sea Level (MSL). The landing area consists of four primary runways, which are offset to form a common center-mat area (figure 1-1). Takeoffs are made from the center of the airfield and landings are made toward the center of the airfield. Runways are approximately 200' wide and have a 100' wide asphalt shoulder paralleling each side. Magnetic headings, elevations, and runway dimensions are as follows:

| <u>DEPARTURE<br/>RUNWAY</u> | <u>MAG HDG</u>     | <u>ELEVATION</u><br>(MSL) | <u>LENGTH</u> | <u>WIDTH</u> |
|-----------------------------|--------------------|---------------------------|---------------|--------------|
| 5L                          | 055.2 <sup>0</sup> | 24'                       | 8,491'        | 200'         |
| 14R                         | 145.2 <sup>0</sup> | 25'                       | 8,399'        | 200'         |
| 23L                         | 235.2 <sup>0</sup> | 26'                       | 8,188'        | 200'         |
| 32R                         | 325.2 <sup>0</sup> | 27'                       | 8,984'        | 200'         |

| <u>ARRIVAL<br/>RUNWAY</u> | <u>MAG HDG</u>     | <u>ELEVATION</u><br>(MSL) | <u>LENGTH</u> | <u>WIDTH</u> |
|---------------------------|--------------------|---------------------------|---------------|--------------|
| 5R                        | 055.5 <sup>0</sup> | 23'                       | 8,188'        | 200'         |
| 14L                       | 145.5 <sup>0</sup> | 19'                       | 8,984'        | 200'         |
| 23R                       | 235.5 <sup>0</sup> | 19'                       | 7,553'        | 200'         |
| 32L                       | 325.5 <sup>0</sup> | 17'                       | 7,553'        | 200'         |

Note: Runway 23R and 32L have reduced landing distances due to center-mat design. Landing distance available (LDA) for 23R is 7,553' and LDA for 32L is 7,607'. While not normally used for arrivals, 5L and 14R have displaced thresholds that limit landing distance to 7,553' and 7,607' respectively.

b. All departure runways terminate in graded end zones in the takeoff direction. The zones are compacted, smoothly graded and sodded. These zones, except when wet, will support most aircraft currently used by the Marine Corps. Within each end zone there is an overrun consisting of six inches of compacted shell rock. These overruns, even when moisture-saturated, will provide reasonable support. The overruns on the departure runways are designed to provide a reasonably effective deceleration area for an aborting aircraft.

| <u>DEPARTURE<br/>RUNWAY</u> | <u>OVERRUN<br/>LENGTH</u> | <u>OVERRUN<br/>WIDTH</u> | <u>END ZONE<br/>LENGTH</u> | <u>END ZONE<br/>WIDTH</u> |
|-----------------------------|---------------------------|--------------------------|----------------------------|---------------------------|
| 5L                          | 550'                      | 200'                     | 1,600'                     | 500'                      |
| 14R                         | 550'                      | 200'                     | 1,600'                     | 500'                      |
| 23L                         | 550'                      | 196'                     | 2,600'                     | 500'                      |
| 32R                         | 550'                      | 200'                     | 1,600'                     | 500'                      |

c. The areas beyond the landing Runways 5R and 14L are not prepared end zones.

d. Taxiway width and use vary as follows:

| <u>TAXIWAY</u> | <u>WIDTH</u> | <u>USE</u>                     |
|----------------|--------------|--------------------------------|
| A              | 94'          | Access to southwest fuel pits. |

| <u>TAXIWAY</u> | <u>WIDTH</u>   | <u>USE</u>  |
|----------------|----------------|---|
| B              | 89'            | Two-way traffic to hangar area.<br>All traffic taxi left side.  |
| C              | 118'           | Access to "Aircraft Rinse Facility", VTL-4<br>South pad, and Runway 32L/14R.  |
| D              | 100'           | Access to VTL-4 South pad has 100'<br>asphalt shoulder paralleling each side.   |
| E              | 126'           | Access to ordnance safety area, Compass<br>Rose, Runway 32L/14R, and Runway 23R/5L.   |
| F              | 200'           | See paragraph 3.e below for description.  |
| G              | 148'           | Access to and from northwest ramp area to<br>M/N Taxiways and Runway 14L/32R.   |
| H              | 150' /<br>140' | See paragraph 3.f below for description.  |
| I              | 97'            | Connects northwest ramp and H/M/N Taxiways.   |
| J              | 75'            | Access to and from northwest ramp and<br>Runway 14L/32R.  |
| K              | 400'           | Access to Runway 23R/5L, VTL-1 North pad, and<br>Foxtrot Taxiway.   |
| K(H/P)         | 75'            | Access to Crash Crew training area, and the<br>High-Power Turn-Up Area. Aircraft will not<br>taxi under their own power in this area. |
| M              | 98'            | Parallel to Runway 14L/32R and H/N Taxiways.<br>Heavy aircraft not authorized on taxiway due<br>to load bearing capacity.             |
| N              | 75'            | Parallel to Runway 14L/32R and H/M Taxiways.  |
| L              | 100'           | Access to and from 14L/32R, Heavy Aircraft<br>Refueling Area, and Aerial Port Operations<br>Group (APOG).                             |
| CALA           | 75'            | Access to the Combat Aircraft Loading<br>Area (CALA).   |

| <u>TAXIWAY</u> | <u>WIDTH</u> | <u>USE</u>   |
|----------------|--------------|--|
| CENTER-MAT     |              | Center of the Airfield where all four runways intersect. |

NOTE: The center-mat is a very large area that can be confusing for aircrew who are not familiar with MCAS Cherry Point. Aircrew not familiar should inform controllers and request progressive instructions.

e. Foxtrot Taxiway (200' X 7,100') is utilized for Un-manned Aerial Vehicle (UAV) operations, overflow aircraft parking, special operations/airlifts, and as a training area. Use of Foxtrot Taxiway must be scheduled through Airfield Operations (AirOps) Operations Duty Officer (ODO) at (252)466-2233/4334.

f. Hotel Taxiway is a peripheral taxiway to the northwest ramp. It is 140' wide from Juliet Taxiway to fuel pit five and 150' from fuel pit five to the center-mat. This taxiway is the access from the center-mat to VIP-1. Hotel Taxiway also provides access to and from fuel pits 1-5 and the northwest ramp. Hotel Taxiway is restricted to helicopters only from fuel pit five to Juliet Taxiway.

g. There are four AV-8 vertical takeoff and landing (VTL) pads available as follows:

| <u>PAD</u>      | <u>LOCATION</u>  |
|-----------------|--|
| VTL-1 North     | Adjacent to Warm Up Area 3.  |
| VTL-2 Northeast | Between the high power run up area (located on kilo taxiway) and Echo Taxiway.             |
| VTL-3 Southeast | Between the four and three thousand foot remaining boards on the right side of Runway 32L. |
| VTL-4 South     | At the end of Delta Taxiway.   |

h. There are five designated helicopter pads on the airfield as follows:

| <u>PAD</u> | <u>LOCATION/DESCRIPTION</u>  |
|------------|--|
| FRC-E      | Inside the Fleet Readiness Center East (FRC-E) fenced-in area at the juncture of Bravo |

Taxiway and the FRC-E fence line gate. It is painted with an "H" inside a Triangle and is unlit. Operations at the FRC-E pad require prior coordination with FRC-E (464-7820 or UHF 293.825 MHz, call sign "Camel Base".)

- HELIPAD 1 (H-1) At the southeast end of VIP-1 (Red Carpet area located at the base of the tower in front of the Airfield Operations building), and is painted with an "H" inside a 75' square and is unlit.
- HELIPAD 2 (H-2) At the intersection of India and November Taxiways. This pad is restricted to skid-type helicopters only.
- HELIPAD 3 (H-3) On Runway 14L at the intersection of Juliet Taxiway and is painted with an "H" inside a 75' square.
- HELIPAD 4 (H-4) In the center of the CALA, painted with an "H" inside a 75' square.

i. There are two Helicopter Landing Zones (LZs) off the airfield; Miller's Landing LZ, next to the Golf Course located at NKT 360°/3 nautical miles (NM), and the Shady Grove LZ west of Bartlett Pond located at the NKT 330°/2.5 NM. Both landing zones require a PPR. Neither LZ is visible from the tower, and all landings and takeoffs will be "at your own risk." Furthermore, due to moderate, uncontrolled foot and bicycle traffic and special events in both areas, units desiring to use these LZs shall specifically address this factor during the Operational Risk Management (ORM) process to prevent injury to non-participating personnel.

j. Navigation Aids

(1) The following navigation aids are maintained by MCAS Cherry Point:

(a) NKT Tactical Air Navigation (TACAN) - Ch 75X, located just east of Echo Taxiway

(b) Instrument Landing System (ILS) - VHF Freq 108.9 Khz/Ch 26X for Runway 23R

1. The ILS Critical Areas shall remain clear of obstacles (figure 1-1). Personnel requiring operation within the

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ILS Critical Areas shall establish two-way and maintain communication with ground control prior to entering. Approval for entry is dependent on aircraft traffic and weather conditions.

2. Personnel and equipment will not be allowed in the ILS Critical Area while an aircraft is conducting an ILS approach when the weather conditions are below 800' ceilings or 2 SM visibility.

(2) There are two TACAN check points located on the airfield as follows:

| <u>CHECKPOINT</u> | <u>BEARING</u>   | <u>DISTANCE</u> |
|-------------------|------------------|-----------------|
| Taxiway Bravo     | 269 <sup>0</sup> | 0.5 NM          |
| Taxiway November  | 295 <sup>0</sup> | 0.6 NM          |

k. Local Radio Channels. Local radio channels are established for ease of operation by local flying squadrons. The frequencies associated with these channels are subject to change and are published in applicable DOD flight publications.

#### 4. Hours of Operation

a. MCAS Cherry Point airfield is open 24 hours a day. Check Notices to Airmen (NOTAM) for holidays and Command special events and other airfield hour changes.

b. Closed-Field Operations. When either the tower or crash crew are unmanned, closed-field operations (i.e., takeoffs and landings) are prohibited per reference (a) "except in the case of an aircraft emergency or when such operations have been authorized by approval of the aircraft's reporting custodian and coordinated with the AirOps".

#### 5. Hangar and Service Facilities.

a. Limited hangar space is available for detachment or transient aircraft requiring emergency repairs. Administrative and maintenance spaces are also available on a limited basis.

b. Requests must be submitted in writing to AirOps and can be faxed or e-mailed to FLIGHTPLANNING@USMC.MIL.

c. Refer to Chapter 6 of this Order for specific services available to transient aircraft.

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d. Rinse Facility. The rinse facility (Bird Bath) is located on Charlie Taxiway and the following procedures apply:

(1) The aircraft must enter the Charlie Taxiway from Runway 32L and be positioned over the yellow rectangle located on Charlie Taxiway for approximately 20 seconds. When the system activates, the aircraft should taxi forward onto the rinse rack.

(2) The system is programmed for a 90-second rinse and will stop automatically.

e. Wheel load capacities for all runways, taxiways, and parking aprons can be found in figure 1-2 of this Order.

6. Prior Permission Required (PPR). All transient aircraft are required to obtain a PPR 24 hours in advance. All tenant aircraft requiring services from the MCAS Cherry Point transient line or tenant aircraft carrying a Distinguished Visitor (DV) shall obtain a PPR 24 hours in advance. A PPR can be obtained by contacting the AirOps ODO at (252)466-2233/4334.

7. Compass Rose and Compass Swing Sites. A compass rose is located at the Arm/De-arm Area adjacent to Echo Taxiway and is available on a case by case basis (figure 1-1). An MC-2 compass swing site is located on Hotel Taxiway near the intersection with India Taxiway. Units desiring to use the MC-2 compass swing site shall contact the AirOps ODO at (252)466-2233/4334 for scheduling.

#### 8. Average Annual Weather Data

a. Maritime location makes the climate of MCAS Cherry Point relatively mild. The daily range in temperature is moderate when compared to a continental-type of climate of the same latitude. Rainfall in this area is usually ample and fairly well distributed throughout the year. Spring is usually the driest season, with summer being the wettest.

b. MCAS Cherry Point resides in the Western Atlantic hurricane belt and periodically experiences hurricane conditions. Reference (c), Destructive Weather Operations, addresses hurricane conditions and preparations/actions to be taken for each condition.

c. Visibility throughout the area is normally good, although early morning shallow ground fog is quite common with a light southerly wind flow.

d. During the warm months, the prevailing wind direction is out of the south-southeast, the normal sea breeze direction. As a rule, summers are quite warm and humid, but excessive heat is rare. Sea breezes, arriving around noon, tend to alleviate the inland heat. Average high temperatures exceed 90°F about 20 percent of the days from May to September. Prolonged periods of haze can be expected with stagnant warm air masses.

e. May through September rainfall comes principally from thunderstorms which occur about every three to six days. From May through August, prevailing wind direction is south-southwesterly. A tornado has never affected this Station, but a few funnel clouds have been observed. Tornado activity has been reported within 30 statute miles (SM) of MCAS Cherry Point, as well as water spouts over the Atlantic Ocean and larger rivers and sounds.

f. From October through February, the prevailing wind direction is northerly. By mid-winter, numerous polar air masses reach the middle Atlantic coast, causing sharp drops in temperature. In January 1985, a record minimum temperature of -2°F was recorded at the Air Station. Usually, the area's winter temperatures are moderated by the Appalachian Mountains and the warming effects of the Atlantic Ocean.

g. Refer to the Meteorological Climate Summary for complete meteorological data specific to MCAS Cherry Point.

## 9. Airfield Lighting

a. A standard military green, double-peaked white rotating beacon is located on top of the tower approximately three quarters of mile from the center of the airfield on a bearing of 250 degrees.

b. Runway 32L (primary night runway): Controllable high intensity edge, threshold, end and centerline lights.

c. U. S. Standard Approach Lighting System with Sequenced Flashing Lights (ALSF-1) are installed on Runway 32L.

d. Runway 23R, 14L and 5R: controllable high intensity edge, threshold, and end lights.

e. U. S. Standard Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR-1) approach lights with sequenced flashers are installed on Runway 23R.

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f. VTL pads and taxiways are marked by blue cone or flush-type lights, except Alpha and Charlie Taxiways which are unlit.

g. Runway end lights are located on Runways 32L and 23R just prior to the center-mat.

h. Runway distance remaining markers are located along each side of all runways and indicate in thousands of feet the length of runway remaining. The distance markers are lighted when the runway lights are operating.

i. Green lead-in/lead-out lights are provided to assist aircraft proceeding to and from the center-mat via Warm-up Area 2 and November Taxiway.

j. Carrier deck lighting for Field Carrier Landing Practice (FCLP) is available on Runway 23R (figure 1-1). See chapter 3, paragraph 8 of this Order for FCLP details.

#### 10. Emergency Arresting Gear

a. E-28 bi-directional hydraulic rotating arresting gear is available as depicted in figure 1-1. Arresting gear is 1,500' from the approach end of all runways and is marked by standard arresting gear markers. Arresting gear may be used as takeoff abort gear.

b. Arrested landings will normally be made to an off-duty runway, wind direction and velocity permitting.

c. Normally all arresting gear will be in the raised "in battery" position except for the active arrival runway.

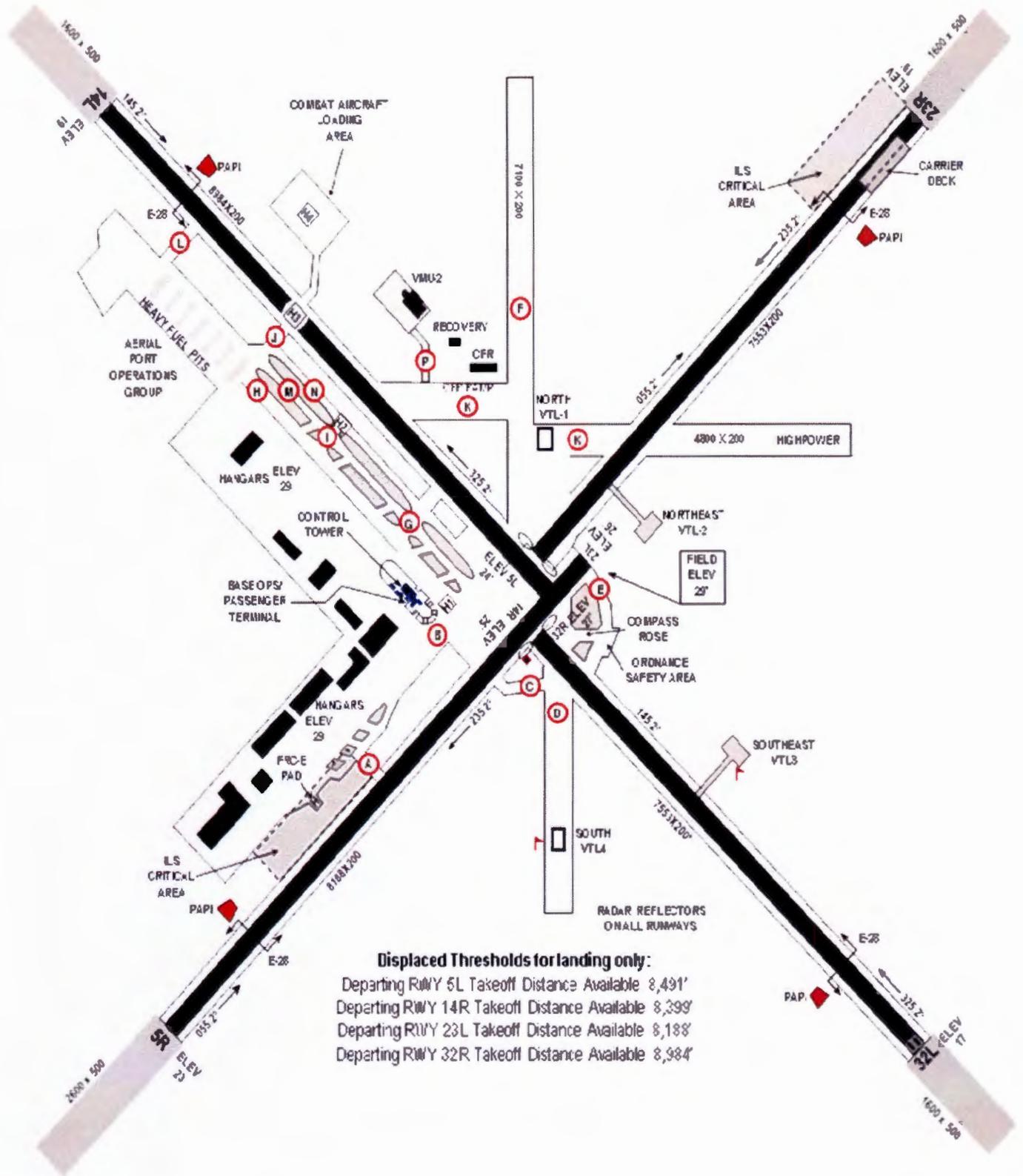


FIGURE 1-1. Airport Diagram

| PAVED AREA DESIGNATION | PCN         | YEAR BUILT | LAST SURFACE UPGRADE | NOTES                      |
|------------------------|-------------|------------|----------------------|----------------------------|
| Runway 5R-23L          | 80/R/B/W/T  | 1942, 51   | 1997                 | Resurfaced 2013            |
| Runway 14L-32R         | 80/F/A/W/T  | 1942       | 1997                 | Upgraded 2007              |
| Runway 23R-5L          | 80/F/A/W/T  | 1942       | 1997                 | Upgraded 2007              |
| Runway 32L-14R         | 80/F/A/W/T  | 1942       | 1997                 | Resurfaced 2012            |
| Center-mat             | 56/F/A/W/T  | 1988       | N/A                  |                            |
| VTL-1 (North)          | TBD         | 1986       | 2008                 |                            |
| VTL-2 (Northeast)      | 36/R/B/W/T  | 1986       | N/A                  |                            |
| VTL-3 (Southeast)      | 37/F/A/W/T  | 1986       | N/A                  |                            |
| VTL-4 (South)          | 44/R/B/W/T  | 1986       | N/A                  |                            |
| Helicopter Pad         | 56/R/B/W/T  | 1952, 78   | N/A                  |                            |
| Taxiway A              | 33/F/B/W/T  | 1942       | 1997                 |                            |
| Taxiway B              | 66/R/B/W/T  | 1956       | 1997                 |                            |
| Taxiway C              | 43/F/B/W/T  | 1951       | 1997                 |                            |
| Taxiway D              | 36/F/A/W/T  | 1942       | 1997                 |                            |
| Taxiway E              | 41/F/A/W/T  | 1951       | 1997                 |                            |
| Taxiway F              | 53/F/A/W/T  | 1942       | 1997                 |                            |
| Taxiway G              | 53/F/B/W/T  | 1993       | N/A                  |                            |
| Taxiway H              | 71/R/B/W/T  | 1952, 78   | N/A                  |                            |
| Taxiway I              | 52/R/C/W/T  | 1952       | 1997                 |                            |
| Taxiway J              | 50/R/B/W/T  | 1983       | N/A                  |                            |
| Taxiway K              | 29/F/A/W/T  | 1942       | 1980                 |                            |
| Taxiway L              | 52/R/B/W/T  | 2002       | N/A                  |                            |
| Taxiway M              | 50/R/B/W/T  | 1983       | N/A                  |                            |
| Taxiway N              | 63/R/B/W/T  | 1993       | N/A                  |                            |
| Arm/Dearm              | 85/R/B/W/T  | 1976       | N/A                  |                            |
| CALA                   | 44/R/B/W/T  | 1985       | 1996                 | CALA limited to 26/F/A/W/T |
| CALA Taxiway           | 26/F/A/W/T  | 1985       | N/A                  | Taxiway limits CALA        |
| VIP Apron              | 56/R/B/W/T  | 1982       | N/A                  |                            |
| Hanger 130 Apron       | 57/R/B/W/T  | 1961, 76   | N/A                  |                            |
| Hanger 131 Apron       | 65/R/B/W/T  | 1978, 82   | N/A                  |                            |
| Hanger 250 Apron       | 43/R/C/W/T  | 1952, 83   | N/A                  |                            |
| Hanger 1665 Apron      | 79/R/B/W/T  | 1959, 74   | N/A                  |                            |
| Hanger 1667 Apron      | 76/R/B/W/T  | 1974       | N/A                  |                            |
| Hanger 1700 Apron      | 65/R/B/W/T  | 1963, 74   | N/A                  |                            |
| Hanger 1701 Apron      | 49/R/B/W/T  | 1963, 76   | N/A                  |                            |
| Hanger 3998 Apron      | 101/R/B/W/T | 1976, 82   | N/A                  |                            |
| FRC (DEPOT) Apron      | 76/R/B/W/T  | 1953, 58   | N/A                  |                            |
| Refuel Pits 1          | 72/R/B/W/T  | 1952       | N/A                  |                            |
| Refuel Pits 2          | 74/R/B/W/T  | 1952       | N/A                  |                            |
| Refuel Pits 3          | 60/R/B/W/T  | 1952       | N/A                  |                            |
| Refuel Pits 4          | 66/R/B/W/T  | 1952       | N/A                  |                            |
| Refuel Pits 5          | 72/R/B/W/T  | 1952       | N/A                  |                            |
| Refuel Pits 6-9        | 83/R/C/W/T  | 1956       | 1997                 |                            |
| Refuel Pits 10-15      | 61/R/B/W/T  | 1982       | N/A                  |                            |
| Compass Rose           | 74/R/B/W/T  | 1976       | N/A                  |                            |
| Warm Up Area 1         | 63/R/B/W/T  | 1989       | N/A                  |                            |
| Warm Up Area 2         | 52/R/B/W/T  | 1980       | N/A                  |                            |
| Warm Up Area 3         | 43/F/A/W/T  | 1996       | N/A                  |                            |
| Warm Up Area 4         | 34/F/A/W/T  | 1997       | N/A                  |                            |

1. PCN values are flip chart values from Airfield Structural Condition Survey March 2009.
2. AGL is computed by dividing aircraft ACN by PCN. Values less than or equal to 1.0 are allowed to utilize that surface area. Values greater than 1.0 must contact AirOps for approval.
3. Runway PCN value limiting factor is the Center-mat.

Figure 1-2. Allowable Aircraft Loads

## Chapter 2

### FLIGHT PLANNING

1. General. All flights originating from MCAS Cherry Point shall be conducted per current Office of the Chief of Naval Operations and Naval Air Systems Command (OPNAV/NAVAIR) instructions, Federal Aviation Administration (FAA) directives, Flight Information Publications (FLIP), and this Order.

#### 2. Flight Planning

a. Flight planning services are located on the first deck of AirOps building 199 and are available 24 hours daily except for holidays and published closures. The flight planning room contains current FLIPs, charts, and NOTAM information for local area airfields. Specific NOTAM data for any point in the world can be obtained from MCAS Cherry Point Flight Planning or Raleigh Flight Service Station.

b. All NOTAMs will be processed per reference (a). NOTAM information concerns the establishment of, condition of, or change in any aeronautical facility, service, procedure, or hazard; the timely knowledge of which is essential to personnel concerned with flight operations.

#### 3. Instructions For Filing And Completing Flight Plans

##### a. Filing Flight Plans

(1) A flight plan appropriate for the intended operation shall be submitted to Airfield Operations (AirOps). The Flight Weather Briefing (FWB) system shall be the primary means for submitting a flight plan for processing. Additional methods of filing flight plans can be in person, via e-mail (digitally signed or a signed and scanned copy in Adobe Acrobat **Portable Document Format** (PDF)) or fax, or as a last resort, over the phone. Flight plans not submitted via FWB must be signed by the Pilot in Command (PIC)/Formation Leader, certifying that applicable criteria set forth in reference (a), have been met. A Department of Defense Flight Weather Briefing Form (DD-175-1), shall be completed for all flights conducted under Instrument Flight Rules (IFR). FWB is also the primary means for requesting a DD-175-1.

(2) All transient aircraft and local aircraft that depart MCAS Cherry Point not conducting a local flight, whether Visual Flight Rules (VFR) or IFR, are required to file a flight plan

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prior to departure. Types of flight plans and instructions for their use can be found in paragraph 3.b. Examples are:

(a) Transient USMC helicopters/V-22s/F-18s using hot pits then departing for another station.

(b) Helicopters departing FRC-E and not returning.

(c) U.S. Navy (USN) helicopters hot-pitting and returning to Naval Air Station Norfolk.

(d) Local helicopter and fixed-wing aircraft departing to Myrtle Beach International Airport or Savannah/Hilton Head International Airport on a cross country flight.

(3) All flight plans shall be filed with the AirOps Flight Clearance Department. Air Traffic Control (ATC) will only process flight plans designated by Flight Clearance. All aircraft without a flight plan on file shall contact Flight Clearance via radio on UHF 305.7 Mhz/VHF 126.2 Khz or via telephone at (252)466-4334/6768/3757. For aircraft hot-pitting and departing, filing at the originating station for the entire route is preferred.

b. Types of Flight Plans. Pilots shall file by one of the following methods:

(1) Department of Defense Military Flight Plan (DD-175) used for other than local flights, point to point, and round-robin flights within the Continental U.S. (CONUS), Honolulu, Alaska, and San Juan domestic control areas and for flights from CONUS to Canada.

(2) Daily Flight Schedule/abbreviated DD-175

(a) A daily flight schedule or abbreviated single copy DD-175 may be used to file flight plans for local flights that are to be conducted within the local flying area, adjacent offshore operating/training areas, and MCAS New River. Sufficient information relative to the flight must be included to satisfy the needs of ATC/Flight Clearance to flight guard that flight. The pilot in command (PIC) will ensure all requirements outlined in reference (a), are met prior to requesting clearance for flight.

1. All commanding officers are responsible for ensuring flight schedules comply with the criteria set forth in reference (a).

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2. Flight schedules will be delivered to Flight Clearance at least one day prior to scheduled flight.

a. Flight schedules may be delivered via e-mail to the following global e-mail address: FLIGHTPLANNING@USMC.MIL. If unable to deliver via e-mail, eight copies of the daily flight schedule shall be delivered to AirOps in building 199.

b. Every attempt should be made to deliver flight schedules by 1800 the day prior for the following day's flights. Flight schedules that include weekends/holidays should be submitted on the last full workday prior to the weekend/holiday and will include the first scheduled workday following the weekend/holiday. This will ensure timely and proper processing and eliminate delays in requests for clearance.

c. Additions, changes or cancellations to the flight schedule or flight plan shall be passed to Flight Clearance by phone at (252)466-4334/6768/3757 or radio on UHF 305.7 MHz/VHF 126.2 KHz at least 30 minutes prior to the aircraft's proposed departure time.

d. Stereo routes may be used in lieu of a DD-175. Refer to paragraph 2.6 of this Order for specific instructions on stereo routes.

(3) Department of Defense International Flight Plan (DD-1801). The DD-1801 shall be used whenever aircraft will land at a foreign airfield or penetrate foreign or oceanic control areas. DD-1801 flight plans may be filed by the same methods as a DD-175.

(a) Due to FAA modernization plans, aircraft desiring access to Area Navigation, Global Positioning System (RNAV(GPS)) waypoints, Standard Instrument Departures (SIDS), and Standard Terminal Arrival Routes (STARS) must file a DD-1801. Aircraft filing a DD-175 will be given "conventional" routing only (VOR, TACAN, NDB, radial/DME etc). Additionally, there is currently no provision for stopovers or terminal delays with a DD-1801 flight plan.

(b) To ensure timely and proper processing, DD-175 flight plans shall be submitted at least one hour prior to proposed departure time. DD-1801 flight plans shall be submitted at least two hours prior. Flight Planning personnel shall not make changes to flight plans without approval of the PIC.

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c. Local Flight. Local flights are those flights that originate and terminate at MCAS Cherry Point (with no intermediate stops) and are conducted within the local flying area (200 NM radius of MCAS Cherry Point TACAN (NKT)) or within the offshore operating areas. Aircraft landing at MCAS New River, MCALF Bouge, MCOLF Atlantic Field, MCOLF Oak Grove, MCOLF Camp Davis and all authorized LZs within the local flying area are considered a local flight.

d. The Flight Clearance Department will verify that a flight plan appropriate for the intended operation has been filed for all aircraft departing MCAS Cherry Point.

#### 4. Weather Minimums

a. The minimum weather criteria for VFR operations within the Cherry Point Restricted Area (R-5306) are established in reference (a).

b. Instrument approach and landing minimums are published in FLIPs and reference (a).

c. Takeoff minimums are as follows:

(1) Departure minimums for standard/special instrument rating are per reference (a).

(2) VFR departure minimums are 1,000' ceiling and 3 SM visibility.

(3) Special VFR (SVFR) operations are not authorized for fixed-wing aircraft; SVFR operations are authorized for rotary wing aircraft. Minimum ceiling/visibility authorized for SVFR operations is 500' ceiling and 1 SM visibility and aircraft must be able to remain clear of clouds while within the CDSA.

#### 5. Weather Services

a. Full meteorological and oceanographic services are available 24 hours a day. Routine weather information may be obtained by phone at (252)466-2346/2523 or via e-mail request at MCIEAST\_METOC\_CENTER@USMC.MIL or on the Regional METOC Center East (RMC-E) web site at:  
<https://pki.weather.navy.mil/AviationWeb/ViewLocalForecast?stationId=32>

b. Weather warnings and advisories are issued in accordance with reference (c) to warn host and tenant units of forecasted or

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imminent destructive weather that may adversely affect operations aboard MCAS Cherry Point or within the local flying area.

c. A Daily Weather Forecast is issued for MCAS Cherry Point no later than 0600L daily and is available on the RMC-E main web page. The Daily Weather Forecast contains the current synoptic situation, a 96 hour forecast, astronomical data, sea conditions, aviation parameters, current weather observations, the most recent terminal aerodrome forecasts (TAF) and a regional east coast satellite image with weather radar overlay.

d. A DD-175-1 shall be completed for all flights to be conducted in instrument meteorological conditions (IMC) per reference (a). The Flight Weather Briefer (FWB) system is the primary means for requesting a DD-175-1. At the discretion of the duty forecaster, flight plans encountering visual meteorological conditions (VMC) throughout may be briefed using VFR. All briefings will be conducted by the duty forecaster no earlier than three hours prior the estimated time of departure (ETD). Briefs are only valid for three hours past briefing or ETD plus one half-hour. Briefings received more than three hours prior to takeoff will be void and require re-briefing prior to departure.

e. In-flight weather information and weather updates may be obtained via "Cherry Point METRO" on UHF frequency 343.5 MHz. The meteorological office (METRO) service shall not be used to obtain a DD-175-1 flight weather briefing but may be used to update an existing brief. The only exception is Search and Rescue (SAR) aircraft requiring a flight weather brief in response to an emergency.

f. A flight weather folder may be requested for extended flights. Pilots should provide Regional Meteorological Oceanographic Center (METOC)-East (RMC-E) as much lead time as possible to prepare the folder with a minimum of two hours advance notification recommended. The folder will consist of:

- (1) USN Flight Forecasting Folder.
- (2) DD-175-1.
- (3) Horizontal Weather Depiction (HWD) or Vertical Cross Section (VXS).
- (4) Upper Level Winds & Temperatures applicable to appropriate flight levels.
- (5) Satellite Imagery.

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(6) Ditch Heading Chart, for over water flights.

(7) Predicted Altimeter Setting Chart, for over water flights.

(8) Miscellaneous Charts (sea surface temperatures, surface winds, streamlines, etc.) as requested for specific requirements.

g. Climatological, astronomical and tidal information is available upon request.

h. Tactical decision aids may be produced upon request. Tactical decision aids provide meteorological, oceanographic and electromagnetic forecasts for hazard avoidance during air, surface, and amphibious operations. One of these tactical decision aids is the Geophysics Fleet Mission Program Library (GFMP). GFMP produces tactical products such as the Propagation Conditions Summary (PCA), Electromagnetic Coverage Diagram (COVER) and Electromagnetic Path Loss (LOSS). Additionally, performance of air-to-ground electro-optical weapon and navigation systems can be forecasted utilizing the Target Acquisition Weapons Software (TAW).

6. Stereo Route/Pre-Filed Flight Plans. MCAS Cherry Point utilizes stereo routes in lieu of abbreviated DD-175 where appropriate. Flights with intentions to land at an airfield other than MCAS Cherry Point must be listed on the squadron flight schedule. Stereo Routes can be filed via squadron flight schedules or by contacting Flight Planning at (252)466-4334/6768/3757 or via radio on UHF 305.7 MHz/VHF 126.2 KHz. These routes shall not be used to land at any airfield unless a landing is included in the stereo route. Flight plans should be filed a minimum of one hour prior to departure. Current stereo routes can be obtained via the web at the following address: <https://cherrypoint.mcieast.usmc.mil/sites/chpt/Operations/OperationsDirectorate/AirFieldOpsDept/FLIGHT%20PLANNING/default.aspx> or by contacting Flight Planning at (252)466-4334/6768/3757.

7. Clearance Delays. During periods of Washington Center saturation, the ATC Facility Watch Supervisor (FWS)/Controller in Charge (FWS/CIC) will advise Flight Planning of delays. A sign will be posted in the flight planning room and the information will be transmitted via the **Automatic Terminal Information Service (ATIS)**, giving the anticipated clearance delay and reason.

8. Shipboard Operations

a. Flights departing MCAS Cherry Point and terminating aboard a ship shall be filed on a DD-175 or local flight schedule.

b. Aircraft operating from a ship on a minimum turn (hot-pitting) may file for the return flight by passing the below information to Flight Clearance on UHF 305.7 MHz/VHF 126.2 KHz.

- (1) Call sign.
- (2) Aircraft type.
- (3) Name/grade of PIC.
- (4) Estimated time of departure.
- (5) Destination (ship's call sign).
- (6) Estimated time enroute.
- (7) Fuel onboard.

9. Customs And Agriculture Inspections. Flights arriving from any foreign airfield require a customs and agriculture inspection. Chapter six of this Order contains specific instructions for requesting customs and agriculture inspections.

10. Flight Planning Prior Permission Required Procedures. MCAS Cherry Point has a 24 hour PPR policy for all transient aircraft conducting full stop landings, aircraft with VIPs, and aircraft which require custom and agriculture inspections. The following procedures will be followed to ensure adherence to this policy:

a. Flight Planning will publish a daily airflow of transient aircraft and aircraft that require special handling. The airflow will include PPR numbers. The airflow will be updated via the web as required. The ATC FWS, and Visiting Aircraft Line (VAL) spotter will be notified immediately of any changes.

b. Flight Planning will screen all aircraft movement messages and ATC will screen all flight progress strips to ensure inbound aircraft have a PPR. In the event an aircraft does not have a valid PPR, Flight Planning will notify the AirOps ODO and ATC will notify the FWS.

c. Air Traffic Control will direct aircraft without a PPR to remain outside the CDSA and to contact Flight Planning on UHF

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305.7 MHz /VHF 126.2 KHz. Once aircraft information is verified and PPR requirements have been met, Flight Planning will notify the FWS.

d. In the event an aircraft lands without a PPR, ATC will immediately notify the Provost Marshal's Office (PMO) and the AirOps Officer so the appropriate security measures for a potential intruder can be taken.

e. Emergency aircraft and medical evacuation helicopters are exempt from PPR requirements.

#### 11. Overdue Aircraft Procedures

a. An aircraft is considered overdue when communications cannot be established with the aircraft or the aircraft fails to arrive within 30 minutes of the proposed estimated time of arrival (ETA). Flight progress strips shall be used to monitor inbound flights to MCAS Cherry Point. Information for flight progress strips shall be obtained from the following sources:

(1) ATC Tower shall pass all IFR and VFR arrival and departure times to Flight Clearance within 15 minutes of arrival/departure.

(2) The Flight Planning dispatcher shall send appropriate messages via AIRS for overdue aircraft, in accordance with reference (d).

b. Flight Clearance is responsible for initiating appropriate action when an aircraft becomes overdue. The following actions shall be taken:

(1) Initiate a thorough check of the airfield for the aircraft in question. For MCAS Cherry Point based aircraft, the reporting custodian will make a physical check. For aircraft not based locally, VAL personnel will make a physical check.

(2) Send appropriate messages via AISR for overdue aircraft per reference (d).

(3) If notification is made the overdue aircraft has hazardous cargo onboard, that info will be passed to the Rescue Coordination Center (RCC) at U.S. Coast Guard Air Station Elizabeth City (252)335-6070.

## Chapter 3

### COURSE RULES

#### 1. General

a. The pilot in command of an aircraft is directly responsible for the safe conduct of the flight and observance of all regulations governing such flights. ATC personnel are responsible for issuing clearances, advisory assistance with regard to separation from other known traffic, and local field and weather conditions. Pilots operating in visual conditions, regardless of the type of clearance, are directly responsible for avoidance of other aircraft. An IFR clearance during VMC conditions does not guarantee that another aircraft will not constitute a collision hazard.

b. MCAS Cherry Point is a CDSA that extends from the surface to 2,500' AGL within a 5 NM radius from the geographical center of the airport. All aircraft operating within Cherry Point Class-D airspace are required to have two-way radio communications and will be under the control of ATC.

c. The local flying area is the airspace within a 200 NM radius of MCAS Cherry Point.

d. The PIC is responsible for ensuring all members of his or her crew are familiar with MCAS Cherry Point course rules. A course rules brief should be given prior to initial flights within the MCAS Cherry Point local flying area. Requests for formal course rules briefs can be made to the AirOps ODO at (252)466-4334/6768/3757.

e. Unless otherwise specified, procedures listed in this manual apply to all types of aircraft. Additional procedures for helicopter, tilt-rotor, and vertical and/or short take-off and landing (VSTOL) aircraft can be found in paragraphs 3.11 and 3.12.

2. Noise Abatement Procedures. The noise associated with aircraft operations is inherently loud. It is the policy of the Commanding Officer to adhere to all FAA Regulations and OPNAV instructions regarding minimum safe altitudes and noise abatement. MCAS Cherry Point and 2d MAW personnel shall be sensitive to the effects of noise on the base and surrounding communities and shall take all steps necessary to reduce aircraft noise impacts on the general population.

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a. Break Traffic, Low Approach, and Touch and Go. Break traffic (overhead pattern), low approaches, and touch and go landings are not authorized between 2300L and 0700L without prior approval from the AirOps ODO.

b. Engine Run-ups

(1) Run-ups are authorized in the high power run-up area (figure 1-1) from 0700-2300L Monday through Saturday and 1200-2300L on Sunday.

(a) High power run-ups are defined as 80 percent or greater power.

(b) Normal or low power run-ups are defined as less than 80 percent power.

(2) High power C-130 run-ups are authorized in Warm-Up Areas 3 and 4 within the same time restrictions noted in paragraph 3.2.b(1) (figure 1-1).

(3) Engine run-ups on the line will not exceed 75 percent. Engine run-ups in Warm-Up Areas 1 through 4 will not exceed 80 percent (figure 1-1).

(4) High power run-ups are not authorized on Runway 5L or Runway 14R except for departing aircraft. Stationary high power run-ups shall be conducted on concrete surfaces only. Jet aircraft shall not do run-ups, regardless of power intensity, on any asphalt portion of the runway.

(a) Tactical jet aircraft, with the exception of multi-ship AV-8Bs flights, shall not commence departure from any asphalt portion of the runways.

(b) AV-8Bs shall only conduct full weight practice vertical take-offs (No-Go vertical takeoffs (VTOs)) on harrier pads or the high power ramp.

c. Quiet Hours. Quiet hours are defined as a restriction on engine turn-ups and aircraft taxiing, take-offs, and operations in the local pattern. Aircraft returning to the field during such periods may make a straight-in full-stop conventional landing depending on the type of quiet hours. Due to low noise signature, remotely piloted vehicles (RPV) are exempt from these restrictions; however, they may be restricted from flying over certain locations on the airfield during quiet hour periods.

(1) There are three types of quiet hours:

(a) Rule A: Landings, take-offs, taxiing, hot-pitting, practice approaches, aircraft engine starting, engine run-ups, and auxiliary power units are not permitted. Noise producing ground support equipment (GSE) shall not be used. All flight line vehicle traffic shall remain at least 1,000' away from the location where the quiet hours event is occurring.

(b) Rule B: Straight-in full stop landings may be permitted. Aircraft taxiing directly to parking after full stop landings may be permitted with prior approval from the ODO. Otherwise, aircraft will be parked and shut down at a location identified by the AirOps ODO. Hot refueling, practice approaches, aircraft engine starting, engine run-ups, and auxiliary power units are not permitted.

(c) Rule C: Landings, take-offs, taxiing, hot-pitting, practice approaches, aircraft engine starting, engine run-ups, and auxiliary power units are not permitted. Noise producing GSE shall not be used. A Ramp freeze will be in effect for the designated area; no vehicle movement of any kind is authorized.

(2) All requests for quiet hours will be submitted via appropriate chain of command to AirOps at least 15 days prior to the requested date.

(3) Quiet hours are restricted to one hour in duration. Quiet hour requests for longer than one hour in duration must be approved by the Commanding Officer, MCAS Cherry Point.

(4) Quiet hours for retirement ceremonies are restricted to the last Friday of the month. Quiet hours for retirement ceremonies on days other than the last Friday of the month must be approved by the Commanding Officer, MCAS Cherry Point.

(5) Preferred times for quiet hours are 0900-1000 or 1500-1600 on Fridays.

(6) AirOps will announce the approved quiet hour periods via an airfield activities report and NOTAM.

(7) AirOps shall notify the ATC Facility Watch Officer (FWO) one hour prior to quiet hours and specify the rule and whether aircraft may taxi directly to their line or are required to shut down after clearing the runway and centermat.

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(8) AirOps is the deciding authority for determining the completion of quiet hours and will notify the FWO when normal ops may continue.

d. Noise Sensitive Areas

(1) Aircraft shall avoid flying over the industrial complex aboard MCAS Cherry Point, the densely populated areas of the Air Station, Aircraft Rescue and Fire Fighting (ARFF), and the rifle range below pattern altitudes. Pilots shall also avoid flying over the City of Havelock, Minnesott Beach, Cedar Island Ferry Terminals, and ferries.

(2) AV-8B arrivals and departures to the VTL pads will not overfly ARFF or the rifle range.

(3) Within R-5306A, the following areas shall be avoided below the altitude indicated:

| <u>AREA</u>  | <u>LATITUDE/LONGITUDE</u> | <u>ALTITUDE</u> | <u>DISTANCE</u> |
|--------------|---------------------------|-----------------|-----------------|
| Lowlands     | N35°18' W76°35'           | 3,000'          | within 2 NM     |
| Hobucken     | N35°15' W76°34'           | 3,000'          | within 2 NM     |
| Bayboro      | N35°08' W76°46'           | 1,000'          | within 1 NM     |
| Oriental     | N35°02' W76°42'           | 1,500'          | within 1 NM     |
| Cedar Island | N35°01' W76°19'           | 1,500'          | within 1 NM     |
| Ward Creek   | N34°47' W76°34'           | 750             | within 2 NM     |

(4) Aircraft operating and conducting multiple runs at BT-9 shall avoid the towns of Hobucken and Lowland by 3,000' when within 3 NM.

(5) Tactical jet aircraft are not authorized to perform practice approaches at Beaufort/Michael J. Smith Field. Avoid overflying this airport by 2,000' within 3 NM.

e. Noise Complaints. Noise complaints should be referred to the AirOps noise complaint line at (252)466-1092. Noise sensitive areas are depicted in figure 8-1.

(1) The AirOps Officer is responsible for collecting, documenting, and researching noise complaints. Completed reports shall be forwarded to the MCAS Cherry Point Community Plans and

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Liaison (CP&L) Officer for review. Copies are forwarded to the Second Marine Aircraft Wing (2dMAW) Safety Officer and the MCAS Cherry Point Director of Operations (DirOps).

(2) The CP&L Officer is responsible for contacting complainants and providing feedback.

f. Aircraft Incident/Noise Abatement Committee

(1) A standing Aircraft Incident/Noise Abatement Committee consisting of key Air Station and 2d MAW personnel will meet as directed by DirOps to review aircraft incident/noise complaints, aircraft operating procedures, and current special use airspace (SUA) issues. The status of any public, political or official activity regarding military aircraft operations will also be reviewed. Summary reports from the aircraft incident/noise complaint system and from operational discrepancy reports will be provided to the committee by DirOps.

(2) Membership of the committee will consist of the following:

- (a) MCAS Cherry Point DirOps (Chairman)
- (b) 2d MAW Assistant Chief of Staff for Operations G-3
- (c) MCAS Cherry Point AirOpsO
- (d) MCAS Cherry Point CP&L Officer
- (e) Marine Aircraft Group 14 (MAG-14) Operations Officers (OpsO)
- (f) MCAS Cherry Point ATC Facility Officer (Recorder)

3. Danger to Life or Property. Pilots shall report, without delay, to the AirOps ODO at (252)466-4334/6768/3757 if they:

a. Drop a bomb or fire a gun, rocket or missile outside the limits of a regularly defined target area.

b. Return from a flight and find that bombs, rockets, missiles, or any aircraft part may have been unaccountably expended or dropped (things falling off aircraft (TFOA)).

c. Believe that any munitions expended or any flight maneuvers employed may have endangered the life or property of

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another person, or consider that another person may reasonably believe their life or property has been damaged.

d. Observe an apparently uncontrolled fire.

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

f. Pilots shall report if it has been determined an emergency fuel dump has taken place below recommended altitudes. Information about the flight profile (aircraft, altitude, location) will be evaluated to determine whether a spill response or field investigation is appropriate.

g. When a Precautionary Emergency Landing (PEL) takes place within the local flying area, provide the location and cause of the PEL to include status of aircraft and aircrew. The appropriate agencies will be notified and they will determine whether any assistance is required from MCAS Cherry Point if further flight cannot be attempted until cause of PEL is corrected by maintenance personnel.

#### 4. Taxi Instructions.

a. A flight plan appropriate for the intended operation shall be submitted prior to requesting taxi instructions. Chapter two of this manual outlines instructions for submitting flight plans.

b. Aircraft requiring an IFR clearance or requesting VFR flight following to an area other than R-5306 shall contact Clearance Delivery on frequency 316.125 MHz or VHF 125.95 KHz prior to taxi, but not more than 15 minutes before proposed departure time. VFR aircraft that intend to proceed direct to R-5306 shall contact Cherry Point Approach on UHF 360.775 MHz or VHF 119.75 KHz prior to taxi, identify their mission number, and receive a squawk for flight following after departure.

c. ATIS information is available on UHF 244.875 MHz/VHF 127.475 KHz and shall be monitored before initial contact with Cherry Point Ground Control. Upon initial call, inform Ground Control that ATIS information (code) has been received.

d. All pilots of aircraft carrying bombs, munitions or other explosive devices shall report "external ordnance" to Ground Control prior to taxi.

e. Departing flights should attempt to taxi as a single element and should remain on their line until the flight is ready for taxi. The lead aircraft will contact Ground Control for taxi

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instructions. Flight leads may use Warm-Up Area 1 or 2 to marshal members of the flight as directed by Ground Control; however, individual flight members who taxi separately shall advise that they are a part of (call sign) flight.

f. Heavy aircraft (C-5, C-17, C-141, L1011, B-747, etc.) are not authorized on Alpha, Charlie, Delta, Echo, Hotel and Mike Taxiways, the High Power Area, or the ARFF apron.

g. When takeoff position is not available, large transport, turbo-prop or aircraft producing a heavy prop wash and requiring a run-up shall use Warm-up Area 3, unless VTL-1 North is in use; then use Warm-Up Area 4. While in these areas, the aircraft shall take up a heading parallel to the duty runway (figure 1-1).

h. Aircraft on taxiways have priority over aircraft entering the taxiway.

i. Taxiing through the refueling pits, for any reason other than refueling, is prohibited.

j. During the hours of darkness, aircraft equipped with landing and/or taxi lights shall utilize the lights for all taxi movements unless the aircraft is being directed by a taxi director. Pilots are expected to exercise good judgment to avoid blinding pilots of other aircraft.

k. Pilots of taxiing aircraft who sight an emergency vehicle that displays a flashing red light shall stop and hold their position until cleared to proceed.

l. Flight/section leaders who anticipate non-standard formation flight on departure (more than 1 NM between lead and trail aircraft) shall advise Ground Control. The last aircraft in the flight will receive a non-discrete squawk. "Non-standard formation" should be included in the remarks section of flight plans.

m. Helicopters are not permitted on Bravo Taxiway south of Hangar 131 or on the South (AV-8B) Ramp.

n. Minimum separation between taxiing helicopters (skid or wheels) and fixed-wing aircraft is 1,500'. If fixed-wing aircraft desire a greater distance from taxiing helicopters, they should advise Ground Control.

## 5. Takeoff Instructions

a. Tactical jet aircraft shall restrict their takeoff position to the concrete centermat only. Takeoff from the runway's asphalt surface areas is prohibited.

b. Vertical Short Take Off and Landing (VSTOL) aircraft making vertical takeoffs and landings shall do so only on the designated VTL pads. The centermat may be used for emergencies only. All VSTOL aircraft should restrict their takeoff positions to the centermat with the exception of multiple-ship flights. Full-weight practice vertical take-offs (No-Go VTOs) will be restricted to the VTL Pads or the high-power ramp.

c. For Runways 32R and 23L, the long position is defined as the runway numbers. The short position is defined as the nose wheel on the seam of asphalt and concrete. For Runways 5L and 14R, the long position is defined as the first yellow arrow pointing toward the displaced threshold. The short position is the runway numbers (nose wheel on the seam of the asphalt and concrete).

d. VFR departures, unless entering the pattern on downwind, shall maintain 500' MSL or below until clear of the VFR traffic pattern.

e. Departing aircraft shall avoid overflying the rifle range, ARFF, radar site, industrial complex, staff and officer housing. Aircraft are not permitted to over fly magazines or ammunition staging areas below 500' AGL.

f. Takeoff with external ordnance is authorized on Runway 23L only when the crosswind limitation for all other runways is exceeded for aircraft type. Caution must be exercised so as to avoid over flying the schools located left of the Runway 23L extended centerline.

g. Maximum performance takeoffs shall not be permitted unless an operational requirement exists and the request is approved by the Tower Controller.

h. SVFR for fixed-wing aircraft is authorized within the MCAS Cherry Point airspace.

## 6. Landing Instructions

a. Due to the complexity of airspace and traffic volume at

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Cherry Point, inbound pilots should contact Approach Control for radar vectors to the traffic pattern.

b. All aircraft shall monitor ATIS on UHF 244.875 Mhz/VHF 127.475 Khz and upon initial contact, advise the controller ATIS information (code) has been received.

c. The pilot shall give a "wheels down" report as the aircraft turns onto the base leg or after lowering the landing gear on a straight-in approach. If such a report is not received the controller will remind the pilot to "check wheels down" at an appropriate position in the pattern.

d. The landing portion of Runways 32L and 23R end at the junction of the asphalt and concrete of the centermat.

e. During an emergency when the possibility of an extended roll out exists, pilots may, by making a slight turn (jog) in the centermat area, roll from the landing portion of the runway to the departure portion. Pilots intending to use the jog shall advise the controller prior to landing in order for the tower to have sufficient time to clear the centermat area. Use of the jog provides a minimum of 15,525' of landing distance.

f. Section touch-and-go's are prohibited.

g. Landing/taxi lights and anti-collision lights shall be used (day and night) when meteorological conditions permit.

h. ATC may secure or reduce airfield lighting intensity for aircraft conducting night vision goggle (NVG) operations. Pilots shall make requests for lighting changes with Ground/Tower Controllers.

## 7. Traffic Patterns

### a. Tower

(1) The Control Tower may authorize VFR and SVFR aircraft to enter the traffic pattern from any direction.

(2) Pattern altitude is 1,000' MSL, standard left traffic for all runways except Runway 32L. Runway 32L is right (figure 8-2).

(3) Simultaneous operations to VTL pads and runways are conducted per reference (a).

b. Overhead

(1) Aircraft shall arrive at the initial at 2,100' MSL and then descend to reach the break at 1,500' MSL prior to the numbers. Once established on downwind, aircraft shall descend to 1,000' MSL prior to turning base leg.

(a) Initial. A point 6 NM from the Air Station on the extended centerline of the runway, except for Runway 23R which, to avoid over flying the towns of Minnesott Beach and Oriental, is offset to the left on the NKT 061<sup>0</sup> radial at 6 NM (the center of the Neuse River).

(b) Break. The break shall be at 1,500' MSL and called by the tower. The break will be at the approach end for all runways except Runway 5R, which is at mid-field. Direction of the break is left for all runways except Runway 32L. MARS 900 series aircraft (VMAT-203) will break at mid-field for all runways unless amended by the tower. If specific approval to break is not received from the tower, aircraft should maintain break altitude, depart the CDSA on runway heading and contact Approach Control for re-sequencing.

(2) Speed from the initial point to the break shall not exceed 250 knots indicated airspeed (KIAS) unless required by individual aircraft operating limitations. The normal course rules speed is 350 KIAS for the AV-8B, EA-6B, and F-18 aircraft.

c. VFR Straight-in Approach

(1) Contact Cherry Point Approach Control outside 20 NM from the field and request radar monitoring for a VFR straight-in approach. VFR straight-in approaches to Runway 5R are not permitted with external ordnance.

(2) Arrive at a point 5 NM inbound at 1,000' MSL and commence a straight-in approach. Report landing gear down at 3 NM.

d. Runway selection is based on wind direction.

(1) The instrument/calm wind runway is Runway 32L.

(2) Due to noise abatement restrictions, Runway 5R will not be the duty runway unless the cross wind component is sustained at 10 knots or more. Aircraft requesting Runway 5R due to aircraft limitations when the wind is less than 10 knots will be restricted to full stops only.

8. Field Carrier Landing Practice (FCLP)

a. Squadrons that have a training requirement to conduct FCLPs, carrier controlled approaches (CCA), or anticipate the use of the carrier deck lighting for night FCLPs at MCAS Cherry Point shall schedule them with the AirOps ODO at (252)466-2233/4334 at least two weeks prior to the date of anticipated operations.

b. A Recovery Technician will install the lighting control box for night FCLPs as directed by AirOps.

c. The LSO may specify lighting requirements for the FCLP pattern. During night FCLP periods, the carrier deck lighting on Runway 23R may be requested as the only lighting desired. When a non-participating aircraft is within 6 NM inbound to the airfield or an FCLP/CCA aircraft is a full-stop landing, all appropriate lighting shall be returned to its normal intensity.

d. The Landing Signal Officer (LSO) shall brief with the FWO at least one hour prior to scheduled operations and agree to conduct the operation per with the briefing and requirements listed below:

(1) During FCLP/CCA operations to Runway 23R, non-participating aircraft will be limited to full-stop landings and departures only.

(2) Other operations are allowed at ATC discretion. All FCLP aircraft using Runway 23R shall turn crosswind not later than VTL-2 Northeast pad.

(3) No more than four aircraft shall be allowed in the FCLP/CCA pattern.

(4) A 600' MSL traffic pattern (1,000' MSL at night) will be used for FCLPs. A 1,600' MSL pattern shall be utilized for CCAs. A left traffic pattern will be used for all runways. FCLPs to Runway 32L shall only be conducted after normal school hours (0800-1530L).

(5) FCLPs to Runway 5R are prohibited. CCAs to Runway 5R are permitted only if wind limitations restrict the use of other runways.

(6) The Delta Pattern altitude is 2,000' MSL.

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e. The LSO shall maintain radio contact with the control tower and the aircraft in the FCLP pattern. If contact cannot be established or maintained with the Control Tower or the aircraft in the pattern, FCLP/CCA operations shall be discontinued.

f. All FCLP aircraft shall inform the tower "next to last," meaning this pass is a touch-and-go and the next pass will be a full-stop landing. Tower will advise "Paddles, tower frequency". Tower will sequence the aircraft accordingly to establish appropriate runway separation and turn on the appropriate runway lighting.

g. Upon termination of all FCLPs and CCAs the Landing Signals Officer (LSO, call sign "paddles") shall advise AirOps.

h. Field Carrier Landing Practice Weather Minima

(1) All FCLP operations conducted to Runway 23R with simultaneous operations to Runways 32L and 14L require a 1,500' ceiling and 3 SM visibility and dry runways.

(2) All FCLPs without simultaneous operations require a 1,000' ceiling and 3 SM visibility, provided the tower can maintain visual contact with all aircraft.

(3) The Tower Watch Supervisor may authorize one aircraft in the FCLP pattern when weather conditions are below FCLP minima, but meet SVFR weather conditions. When the weather conditions are below VFR weather minimums with more than one aircraft in the pattern, the CCA pattern shall be utilized.

i. Carrier Breaks. Carrier breaks are only authorized for entry into a scheduled FCLP pattern.

(1) Day. Aircraft shall arrive at a 6 NM initial at 2,100' MSL, descend to reach the break at 800' MSL, and then descend on downwind to 600' MSL prior to turning base leg.

(2) Night. Aircraft shall arrive at a 6 NM initial at 2,100' MSL, descend to reach the break at 1,000' MSL. The downwind leg will be at 1,000' MSL.

9. No Radio/Lost Communication Landing Procedures (NORDO)

a. Fixed-Wing and Helicopter/Tilt-Rotor in Instrument Meteorological Conditions

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(1) TACAN equipped aircraft arriving at Cherry Point: If no transmissions are received for one minute in the instrument pattern or five to fifteen seconds on final approach, attempt to contact Approach on UHF 268.7 Mhz/VHF 132.575 Khz or Tower on UHF 340.2 Mhz/VHF 121.3 Khz. If unable to contact Approach or Tower, squawk 7600 and proceed to "TARHL" (NKT 154°/6.0), maintain last assigned altitude, proceed with the TACAN Runway 32L approach and circle to land on the duty runway as required.

(2) Non-TACAN equipped aircraft arriving at Cherry Point: If no transmissions are received for one minute in the instrument pattern or five to fifteen seconds on final approach, attempt to contact Approach on UHF 268.7 Mhz/VHF 132.575 Khz or Tower on UHF 340.2 Mhz/VHF 121.3 Khz. If unable to contact Approach or Tower, squawk 7600 and proceed to "Gravy" initial approach fix (NKT 052°/5.8), maintain last assigned altitude, and proceed with ILS Runway 23R approach and circle to land on the duty runway as required.

b. Fixed-Wing in VMC. Should the pilot of an aircraft experience radio failure and desire to land at MCAS Cherry Point, the following shall apply:

(1) During daylight hours

(a) Squawk 7600.

(b) Proceed to the appropriate 6 NM initial based upon observance of local traffic or wind direction.

(c) Approach the airfield at 1500' MSL (if practicable), rocking wings from the "numbers" to the mid-field break point, and enter downwind for landing.

(d) If no green light is received prior to turning final, wave off and re-enter downwind.

(2) During the hours of darkness:

(a) Maintain a close watch for other traffic.

(b) Perform the same procedures as for daylight (except for rocking wings).

(c) Utilize all available aircraft lighting to attract the attention of the tower.

c. Helicopter/Tiltrotor (VMC)

(1) During daylight hours

(a) Squawk 7600 and set navigation lights to flashing bright.

(b) Proceed to Beard Creek (NKT 012°/6.2), then proceed inbound maintaining 300' AGL or below to land on the Unmanned Aerial Systems (UAS) runway painted on Foxtrot Taxiway and look for light gun signals from the tower. FRC-E aircraft shall follow the NORDO instructions in paragraph 10 i(1).

d. During the hours of darkness

(1) Maintain a close watch for other traffic.

(2) Perform the same procedures as for daylight (except for rocking wings).

(3) Utilize all available aircraft lighting to attract the attention of the tower.

e. Pilots landing without radios in compliance with the instructions above must exercise extreme caution and remain well clear of other traffic. At all times, the pilot should be prepared for immediate evasive action since the possibility exists of entering the pattern from a direction opposite that of normal traffic.

10. Helicopter/Tilt-Rotor Operating Procedures.

NOTE: This section applies to both helicopters and tilt-rotor aircraft unless specifically stated otherwise. Use of the word "helicopter" implies both types of aircraft.

a. The large volume of high performance fixed-wing traffic requires all helicopter crews operating VFR in the vicinity of MCAS Cherry Point exercise extreme caution and closely adhere to Tower instructions. All pilots shall contact Tower prior to 5 NM from the airfield for traffic and landing information.

b. Within the airfield boundaries or when flying under fixed-wing aircraft landing patterns, helicopter flights shall be conducted at the altitudes specified in this manual or as directed by tower.

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c. Helicopter pilots should exercise extreme caution after sunset because of numerous unlit obstructions within a 5 NM radius of the field.

d. The Miller's Landing and Shady Grove LZs require a PPR. Helicopters inbound to either LZ will contact Tower and relay their intentions. Tower will issue known traffic, wind, altimeter, and instruct the flight to report landing at the LZ. Outbound helicopters will notify Tower of their intentions when ready for departure. Tower will issue pertinent information and instruct the flight to report when airborne. Because this landing area is not visible from the Control Tower, all arrivals and departures will be at the pilot's own risk.

e. In order to minimize foreign object damage (FOD), helicopters shall avoid overflying construction sites, fuel pits, VTL pads, the centermat, and other aircraft at low altitudes. Helicopters are not permitted to taxi on Bravo Taxiway past Hangar 131 due to the FOD sensitivity of AV-8B aircraft.

f. Hover and air taxiing: hover taxiing is defined as flight below 25' AGL at low speed and is used for helicopters to transition across short distances and around congested areas. Air taxiing is defined as flight below 100' AGL at low/moderate speed and is used for helicopters to transition longer distances/open space on the airfield.

(1) Hover taxiing for helicopters without wheels is limited to hard surfaces unless specifically approved by ATC.

(2) Air taxiing for all helicopters is only authorized if specifically approved by ATC.

(3) Helicopters equipped with wheels shall ground taxi to/from takeoff position. Hover/air taxi operations for wheeled helicopters shall only be used when operationally required and with specific approval from ATC.

g. There are three VFR helicopter arrival/departure routes established at MCAS Cherry Point (Figure 8-5). The maximum speed for helicopters on these routes is 150 KIAS.

(1) The Beard Creek route outbound is to the Golf Course (NKT 354°/2.5) then to Beard Creek (NKT 012°/6.2). Report clear of the CDSA at Beard Creek. Inbound aircraft shall report "Beard Creek" for ATC instructions into the CDSA and traffic pattern.

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(2) The Great Lake route outbound is to Slocum Creek Bridge (NKT 280°/2.1) then to Great Lake (NKT 273°/7.0). Report clear of the CDSA. Inbound aircraft shall report "Great Lake" for ATC instructions into the CDSA and traffic pattern.

(3) The Clubfoot Creek route outbound is to Hancock Island (NKT 085°/1.8) then to Clubfoot Creek (NKT 098°/5.2). Report clear of the CDSA. Inbound aircraft shall report "Clubfoot Creek" for ATC instructions into the CDSA and traffic pattern.

(4) The outbound altitude for all helicopter routes is 700' MSL. The inbound altitude is 500' MSL. Outbound helicopters shall adjust their climb rate to be at 500' MSL or below until they clear the boundaries of the fixed-wing traffic pattern, then continue their climb to 700' MSL.

#### h. Helicopter Tower Pattern

(1) Helicopter pattern work will generally be to an off-duty runway with winds taken into consideration. The pilot shall notify the tower if the winds for any operation are unacceptable. Pattern altitude for helicopters is 500' MSL unless otherwise stated by the tower supervisor.

(2) Practice auto rotations are authorized for all T/M/S helicopters. The standard autorotation pattern is with the helicopter entering the autorotation from a straight-in for the duty runway from 1,000' MSL.

(a) AH-1/UH-1 aircraft may enter the autorotation at 90 and 180 degrees at 1,000' MSL. Pilots shall request the autorotation pattern with tower prior to climbing to 1,000' MSL on downwind.

(b) Pilots requiring an altitude other than 1,000' MSL, extended down wind, or 360 degree auto rotations shall make their specific request with the tower.

(c) Slide-on landings to the runways are not permitted, except for actual emergencies.

(3) Helicopters shall not overfly the VTL pads, the rifle range, ARFF buildings, or the industrial complex. Additionally, helicopters shall remain 500' AGL or above when overflying magazines or ammunition staging areas.

i. The FRC-E Pad is a movement area positively controlled by ATC. FRC-E personnel will receive permission from the ATC prior

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to operating on the pad. While on the pad, aircraft shall maintain two-way communication with ATC.

(1) NORDO Procedures For FRC-E Helicopters and Tilt-Rotor Aircraft Only. FRC-E aircraft inbound to the FRC-E Pad conducting a no-radio landing during VMC conditions will squawk 7600 and proceed to the NKT 275<sup>0</sup>/5 NM, then proceed inbound maintaining 300' AGL or below. Aircraft will remain west of the arrival corridor for Runway 5R and parallel Runway 5R to the left for landing at the helipad, observing the tower for light signals. Tilt Rotor Aircraft shall fly these NORDO procedures in 'Conversion Mode'.

(2) Localizer Critical Area. When the weather is below 800' ceiling or 2 SM visibility and an aircraft is conducting an ILS approach, the FRC-E Pad is unusable due to the ILS critical area.

j. Special Visual Flight Rules (SVFR) Operations

(1) All three helicopter routes are authorized for SVFR flight. The pilot shall initiate the request for SVFR flight. Pilots shall report both reporting points for the route they are established on and state whether they are inbound or outbound. During SVFR operations only one aircraft is authorized within the CDSA.

(2) SVFR weather minima is 500' ceiling and 1 SM visibility. When operating under a SVFR clearance, the PIC must be able to remain clear of clouds on the route requested.

11. AV-8B Operating Procedures.

a. When VMAT-203 familiarization (FAM) stage training operations (call sign MARS) are underway, pattern priority shall be given to MARS 900 series aircraft to the maximum extent possible. This priority will be during normal field hours and does not include priority over emergency or full-stop aircraft.

b. MARS 900 series aircraft should be reflected on the daily flight schedule and will be used to identify FAM stage sorties only.

c. Types of landings and takeoffs for AV-8B VSTOL aircraft include the following:

(1) Takeoffs

(a) Conventional take off (CTO).

(b) Short take off (STO); 400' to 1,200' takeoff roll.

(c) Rolling vertical takeoff (RVTO); 100' takeoff roll.

(d) Vertical takeoff (VTO); requires concrete surface or AM-2 expeditionary airfield matting.

(2) Landings

(a) Conventional landing (CL); 6,000' to 8,000' landing roll.

(b) Slow landing (SL); 2,000' to 4,000' landing roll.

(c) Rolling vertical landing (RVL); 200' to 400' landing roll.

(d) Vertical landing (VL); requires concrete surface or AM-2 expeditionary airfield matting.

d. AV-8Bs on ground-controlled approach (GCA) and requesting CL or RVL shall inform the Final Controller prior to 6 NM on final; otherwise, a slow landing will be expected.

e. AV-8Bs requesting RVLs will land past the 4,000' remaining board to preclude a wave off of follow-on traffic caused by excessive delays on the runway.

f. Should a concrete pad be unavailable, a "delayed hover" over the approach end of the runway may be approved, traffic permitting. The delayed hover shall be not less than 50' AGL. The request must be coordinated with ATC. The tower will notify the pilot to terminate the hover should traffic become a factor.

g. When performing a STO or RVTO the pilot must ensure adequate blast/FOD clearance from other aircraft in takeoff position.

h. VTOs, to exclude demonstrations, shall only be conducted from a pad unless an emergency dictates.

i. Squadrons shall schedule RVLs to VTL4 South operations with AirOps. When approved, RVLs to VTL4 South operations have priority.

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j. VTL Pad Procedures

(1) AV-8B aircraft inbound to MCAS Cherry Point will report intentions on initial contact with ATC when requesting to land at a VTL pad.

(2) AV-8Bs, to the maximum extent possible, shall conform to the normal jet traffic patterns for the runway in use when approaching or departing the pads.

(a) Arrivals, when cleared by the Tower, may depart the downwind leg and proceed to the desired pad in the most direct manner without over flying buildings or other aircraft.

(b) Departures, when cleared by Tower, may takeoff in a direction consistent with wind conditions if compliance with normal departure routes are considered unsafe by either the pilot or the Landing Signal Instructor/Landing Site Supervisor (LSI/LSS). Pilots shall notify Tower prior to departure if unable to conform with normal departure routes.

(c) Caution shall be exercised to avoid overflight of the schools located between Runways 14L, 5R, and 32L.

(3) Press-ups may be authorized on any pad under SVFR conditions. SVFR operations shall be coordinated with ATC.

(4) Simultaneous operations on the pads are at the discretion of the Tower Supervisor. Weather conditions, traffic load and capability of controller personnel on duty are the controlling factors.

(5) Aircraft shall not overfly the rifle range, ARFF, fuel pits, industrial area, or the radar site when utilizing the VTL pads.

k. Rolling Vertical Landings (RVL) to VTL-4 South

(1) An LSS/LSI must notify the Flight Watch Supervisor (FWS) (ext. 4146) one hour prior to conducting RVL operations to VTL-4 South pad/Delta Taxiway. Without notification, RVL operations will not be authorized.

(2) This procedure shall be conducted only during daylight in VMC conditions.

(3) No more than four aircraft are authorized in this pattern at the same time.

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(4) RVL operations to the VTL-4 South pad shall commence at the initial unless departure from a runway is specifically requested by the LSS/LSI at the brief with the ATC FWO.

(5) Aircraft inbound to Cherry Point shall advise Tower, on initial contact, with their request for a RVL to VTL-4 South pad.

(6) RVL operations to VTL-4 South pad may be authorized only when the duty runway is either 32L or 5R; left traffic for Runway 32L and right traffic for Runway 5R.

(7) Aircraft shall touchdown on VTL-4 South pad and utilize Delta Taxiway for roll out. Roll out shall terminate in a full-stop prior to the intersection of Runway 32L.

(8) Aircraft separation criteria shall be maintained per this manual and reference (d). Intersecting runway separation shall be applied between Delta Taxiway and Runways 5R/32L.

(9) Wave Off

(a) Runway 5R. Turn right prior to Runway 5R, heading 050°, climbing to 1,000' MSL.

(b) Runway 32L. Turn left prior to Runway 32L, heading 320°, climbing to 1,000' MSL.

(10) When RVL operations are in progress, VTL-4 South pad is not available to non-participating aircraft.

1. VSTOL Road Operations to Foxtrot Taxiway

(1) Due to the multiple uses of Foxtrot Taxiway, squadrons requiring training operations on Foxtrot Taxiway must schedule its use with AirOps at least two weeks prior to anticipated operations. All requests to modify the schedule of existing Foxtrot Taxiway operations must be approved by AirOps.

(2) The LSS/LSI shall brief with the FWO at (252)466-4146 one hour prior to conducting the scheduled operations.

(3) AirOps shall coordinate, if necessary, to ensure there are no conflicts with other external/internal operations.

(4) Scheduling of VSTOL road operations to Foxtrot Taxiway shall not exceed a four hour block each day.

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(5) VSTOL road operations may be conducted during daylight or nighttime hours in VMC, provided tower can maintain visual contact with all aircraft.

(6) Traffic pattern altitude will be 600' MSL. North operations shall be utilized when Runway 5R or Runway 32L is the active runway. South operations shall be utilized when Runway 14L or Runway 23R is the active runway. Downwind turn will be directed by Tower.

(7) No more than four aircraft are authorized in the pattern at one time.

(8) Aircraft will request taxi, landing, and takeoff clearance to/from "VSTOL Road" individually from Tower. Aircraft in the pattern are under Tower control at all times.

(9) Aircraft shall touch down on the VSTOL Road landing area and terminate roll out in the painted area. After landing, aircraft shall report when clear of the landing area.

(10) All nonparticipating arrival aircraft shall be restricted at the discretion of the Tower Watch Supervisor or FWO when the tower pattern is available.

m. Precision Approach Radar (PAR) Approach Terminating with a Contact Approach to a VTL Pad (FULL-STOPS ONLY)

(1) This procedure applies to AV-8B/TAV-8B. aircraft assigned to MAG-14 at MCAS Cherry Point.

(2) Reported visibility at MCAS Cherry Point must be at least 1 SM to conduct this procedure.

(3) Pilots shall, on initial contact with Approach/Arrival Control, request a PAR approach and identify the desired pad for landing. This request shall not be made with the Final Controller.

(4) Pilots shall operate clear of clouds and have at least 1 SM flight visibility prior to proceeding with a Contact Approach.

(5) Upon meeting Contact Approach weather requirements, the pilot shall request a Contact Approach. Upon ATC approval the pilot will complete the approach to the requested VTL pad. Pilots shall remain on assigned GCA frequency until instructed to contact Tower.

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n. Harrier Demonstrations

(1) Squadrons that have a requirement to conduct AV-8B demonstrations at MCAS Cherry Point shall schedule with AirOps at least two weeks prior to the date of the anticipated operation.

(2) The minimum weather conditions are 1,000' ceiling and 3 SM visibility.

(3) In the event the MCAS Cherry Point ATC radar is out of service, no aerial demonstration will be allowed.

(4) No vehicular or aircraft movement will be allowed on taxiways or runways during the demonstration.

(5) Demonstrations by one AV-8B may be approved within a 5 NM radius of the airfield, 5,000' MSL and below.

(6) The times designated for the demonstration will be during daylight hours between 0700 and 0730L.

(7) Demonstration information will be on the Weather Vision and ATIS a minimum of two hours prior to the scheduled demonstration.

(8) All Level III practices are limited to Runway 32/14 and shall remain north of these runways.

(9) All Level III aircrew are required to read and sign an FAA mandated Certificate of Waiver located in AirOps.

(10) A NOTAM will be issued limiting the airfield and class D airspace to AV-8B Level III demo only.

12. Procedural Waivers

a. Reduced Same Runway Separation. Reduced same runway separation may be applied for Navy/Marine Corps full-stop aircraft in VMC with suitable landmarks.

(1) Same runway separation for sunrise to sunset is 4,000' and for sunset to sunrise is 6,000'.

(2) Waivers are applicable only between aircraft of similar performance characteristics or when the preceding aircraft is of higher performance than the succeeding. Succeeding AV-8B RVL/SLs are authorized when following other Navy/Marine Corps aircraft.

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(3) Reduced runway separation under this section does not apply when:

(a) The preceding aircraft is an AV-8B conducting an RVL or SL, unless the succeeding aircraft is also an AV-8B conducting an RVL or SL.

(b) The succeeding AV-8B is conducting a CL.

(4) Special AV-8B Reduced Separation. The pilot assumes responsibility to maintain separation, but shall not operate less than 1,000' from other AV-8Bs not in the same flight. Use of this minimum requires identical type landings being performed.

b. Simultaneous Operations

(1) Runways. Simultaneous operations on intersecting runways/landing strips may be conducted, provided the provisions of reference (d) are met.

(2) VTL Pads

(a) For the purpose of spacing and sequencing, the VTL pads are considered parallel landing strips and/or parallel runways.

(b) Simultaneous same direction operations shall be per reference (d). Opposite direction operations are not authorized.

(c) For application of wake turbulence separation, the VTL pads are considered parallel landing strips and/or parallel runways.

(d) Distances:

| <u>VTL PAD</u>  | <u>PARALLEL RWY</u> | <u>CENTERLINE TO<br/>CENTER OF PAD</u> | <u>EDGE OF RWY TO<br/>EDGE OF ADJ PAD</u> |
|-----------------|---------------------|--|---|
| VTL-1 North     | 32R/14L             | 1,360'                                 | 1,260'                                    |
|                 | 23R/05L             | 805'                                   | 800'                                      |
| VTL-2 Northeast | 32R/14L             | 2,056'                                 | 1,850'                                    |
|                 | 23R/05L             | 904'                                   | 700'                                      |
| VTL-3 Southeast | 32L/14R             | 900'                                   | 680'                                      |
| VTL-4 South     | 05R/23L             | 2,310'                                 | 2,077'                                    |
|                 | 32L/14R             | 1,648'                                 | 1,455'                                    |

(e) When runway 14L is in use, VTL-2 Northeast pad, VTL-3 Southeast pad, and the departure end of Runway 5L are considered parallel landing strips for wake turbulence separation.

### 13. Ordnance Arming/De-Arming Procedures

a. Arm and De-Arm procedures for each weapon and aircraft type are outlined in the Conventional Weapons Checklists and reference (e). Normally, all aircraft will enter the ordnance Arm/De-Arm Area located on Echo Taxiway through the northern entrance and exit at the opposite end. When Runway 32L is the landing runway or Runway 14R is the takeoff runway, all aircraft will enter and exit from the northern entrance.

b. The CALA is the preferred location for helicopter arm/de-arm operations. Helicopters may arm/de-arm in the CALA from their assigned grounding points and may proceed to the runway or take off from the load/download area once cleared by ATC. If required, helicopters may use the fixed-wing arm/de-arm area on Echo Taxiway. Scheduling of CALA operations shall be coordinated with AirOps ((252)466-2233/4334), and the Safety and Standardization (SS) Office/Explosive Safety Officer ((252)466-3994/3893). Figure 3-1-1 depicts the CALA ramp and numbered grounding points, Figure 3-1-2 is a sample CALA request letter.

c. Fixed-wing and rotary-wing aircraft are authorized to use the Arm/De-Arm Area on Echo Taxiway; however, the CALA is the preferred location for helicopters. All aircraft using Echo Taxiway for arming and de-arming of forward-firing ordnance will use a heading of 120° to 135° magnetic.

d. All arming/de-arming and/or 'safing' of forward-firing ordnance will be accomplished in the Arm/De-Arm area. "Safed" is defined as the replacement of any mechanical arming lever, safety pin, electrical interrupt plug/pin, securing of armament switches, and/or any appropriate action that renders the particular ordnance carried as safed. Aircraft to be loaded and aircraft carrying Hazard Class/Division (HC/D) 1.1 or 1.2 ordnance and all forward-firing rockets or missiles will proceed to the CALA for downloading. Aircraft to be loaded and aircraft carrying HC/D 1.3 or 1.4 ordnance may proceed to their respective flight line for downloading. Arming/de-arming of freefall weapons may be accomplished in the designed load/download area for the HC/D explosives involved per applicable NAVAIR checklists.

e. Arming/de-arming shall be conducted only while the aircraft is at a complete stop and control of that aircraft has been turned over to the Arming/De-Arming Supervisor. All arming

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and de-arming signals shall be per reference (e). No radio or radar transmissions shall be made from aircraft being loaded, armed, or de-armed. Main beams of radar or directional radios shall not be directed at ordnance items nor any aircraft loaded with ordnance.

f. All pilots shall report "external ordnance" upon initial contact with Tower prior to takeoff.

g. Takeoff with external ordnance is permitted on Runway 23L only when wind conditions preclude the safe use of another runway.

h. Gun range regulations, ordnance safety regulations, descriptions, and course rules are contained in references (b), (e), (f) and (g).

#### 14. External Ordnance Approach Procedures

a. External ordnance is considered to be any practice or live munitions carried externally on an aircraft for the purpose of release or firing.

b. Hung Ordnance. Whenever an attempt to release or fire external practice or live ordnance fails, that ordnance is considered to be hung ordnance. If no attempt has been made to release or fire, then this ordnance is defined as unexpended ordnance. Aircraft returning with forward-firing hung ordnance that cannot be safed or de-armed per the NAVAIR weapons/stores loading manual/checklist shall be shut down in the Arm/De-Arm Area. The squadron weapons officer shall be notified and the aircraft downloaded in place. Hung free-fall weapons that cannot be safed or de-armed shall be downloaded at the appropriate ordnance load/download area after engine shutdown. Gun jam clearing will be accomplished in the Arm/De-Arm Area per applicable NAVAIR checklists/Airborne Weapons Loading manuals. Pilots of aircraft arriving with hung ordnance shall proceed as follows:

(1) Contact Approach Control when 20 miles or greater from the field, advise that the aircraft has hung ordnance, relay the type of ordnance, and request a radar monitored visual, GCA, TACAN final, or contact approach.

(2) Low approach and touch-and-go landings with hung ordnance are not authorized.

c. NORDO aircraft requiring a hung ordnance approach will proceed as follows (day or night):

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(1) Squawk 7600.

(2) Arrive at a point 5 NM inbound at 1,000' MSL.

(3) Maintain 1,000' MSL, lower the landing gear, turn on the landing/taxi light and fly over the right side of the landing runway at 1,000' MSL.

(4) Prior to the center-mat the pilot shall turn left (right when the duty runway is Runway 32L), avoiding heavily populated areas, and execute a modified straight-in approach from 3 NM.

(5) If no tower light signal is received by 2 NM, execute a wave-off to the left (right for Runway 32L) and repeat as before.

(6) The tower will issue the appropriate light signals, and after landing the pilot will taxi to the Arm/De-Arm Area.

(7) After de-arming, the pilot shall flash the aircraft taxi/landing light for clearance across the center-mat area. The tower will respond with the appropriate light signal.

d. Approaches to Runway 5R with external ordnance are prohibited unless adverse wind conditions preclude landing on another runway.

e. For transient aircraft, Tower will notify ARFF and Explosive Ordnance Disposal (EOD) of hung ordnance aircraft by phone or crash phone.

#### 15. Ordnance Handling and Refueling Operations

a. All personnel who conduct load/download and arm/de-arm procedures will be qualified and certified to perform those duties as prescribed by reference (h).

b. Loading/downloading evolutions must be conducted using prescribed NAVAIR checklists, loading manuals, and/or other applicable references.

c. Storage, handling, and load/download of Class 1, Division 3 materials (impulse/signal cartridges, and gun ammunition up to 30mm with inert projectiles, captive missiles or aircraft defensive flare/chaff, CADS/PADS) and Class 1, Division 4 munitions is authorized on squadron flight lines provided aircraft separation criteria based on net explosive weight is met per

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reference (g) and proper security and firefighting equipment is available.

d. All operations and ordnance evolutions involving the loading/downloading of Hazard Class 1.1, and 1.2 material, forward-firing rockets or missiles in all hazard classes and Hazard Class 1.3 and 1.4 materials/munitions that fail to meet the requirements listed in paragraph 3.15.c will be accomplished in the CALA. All ordnance will be staged in the ordnance staging area and will be grounded until ready for loading. Aircraft to be loaded with forward-firing weapons shall be positioned so that inadvertent firing will provide the least danger to personnel, buildings, or other aircraft. Ordnance will be transported to and from the flight line/CALA ordnance staging area in military standard containers appropriate for hazard class, if not configured and secured to trailers.

(1) The CALA consists of 71 numeric loading pads and a designated Ordnance Staging Area (OSA)/Explosives Cargo Staging Area (ECSA) (figure 3-1-1). The CALA is limited to a maximum of 30,000 pounds of Net Explosive Weight (NEW) Hazard Class 1.1.

(2) Grounding points in the CALA are numbered 1 through 71 and are denoted by a yellow static ground designator. Aircraft shall be parked left of each grounding point at appropriate separation distances specified in reference (g). Figure 3-1-1 depicts the CALA ramp and numbered grounding points.

(3) Ordnance will be staged in the CALA, OSA/ECSA Ground Points 01 and 71 until aircraft are ready for loading. Ordnance shall be staged no more than six hours prior to launch. During downloading evolutions, ordnance will be moved to the OSA as expeditiously as possible.

(4) Fueling of explosive-loaded combat aircraft with fuel trucks is authorized in the CALA provided the stores are properly safed per the applicable aircraft weapon and stores loading manual and checklist and the provisions stipulated in references (e), (g) and (i) are followed.

(5) The only personnel authorized in the CALA during ordnance evolutions are those persons deemed essential for the evolution being performed.

(6) Forward arming/refueling point (FARP) operations are prohibited in the CALA.

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e. Hot refueling of explosive loaded combat aircraft and aircraft with hung ordnance of any type is prohibited aboard MCAS Cherry Point. Aircraft loaded with dummy ordnance, practice ordnance containing only flash or impact signal cartridges, training missiles without live warheads and motors, internally carried pyrotechnics and Signal Underwater Sound (SUS) charges, aircraft-peculiar cartridge actuated devices, and de-armed internally mounted guns loaded with target practice ammunition are authorized to be hot refueled if qualified and certified personnel have verified all ordnance is safed.

f. Hot refueling of Marine Corps aircraft with pods and dispensers loaded with decoy flares and cartridges specified in reference (e) is authorized.

g. Refer to Chapter 6 for transient aircraft routine arming and de-arming procedures.

h. Aircraft shall not be fueled and loaded/downloaded simultaneously.

i. Minimal aircraft servicing and minor maintenance are permitted providing all external ordnance aboard the aircraft is de-armed and/or downloaded.

#### 16. Dangerous/Hazardous Cargo

a. Hazardous cargo is any hazardous material as defined by reference (j) delivered or shipped by aircraft. For purposes of this Order, the term hazardous materials means explosives, flammable liquids and solids, oxidizers, organic peroxides, corrosive materials, compressed gases, poisons, irritating materials, etiologic agents, and radioactive materials. References (f) and (j) provide instructions for the handling and preparation of hazardous cargo for shipment.

b. The CALA is the designated parking area for aircraft loading or down-loading of ammunition and explosive hazardous materials. Scheduling of CALA operations shall be coordinated with AirOps ((252)466-2233/4334), and the SS Office/Explosive Safety Officer((252)466-3994/3893). Figure 3-1-1 depicts the CALA ramp and numbered grounding points. Figure 3-1-2 is a sample CALA request letter.

(1) Tactical Aircraft. All operations and ordnance evolutions involving the loading/downloading of hazard classes 1.1 through 1.4 material will be accomplished in the CALA or on the flight line parking area per paragraphs 3.15 (c) and (d).

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(2) Cargo Aircraft. All operations and ordnance evolutions involving the loading/unloading of hazard class 1.1 or 1.2 material will be accomplished in the CALA per the applicable chapters of this Order. Aircraft reporting hazard class 1.3 or 1.4 (small arms and pyrotechnic type explosives limited to no more than 2,000 pound net explosive weight) or any other hazardous cargo will be handled/loaded/unloaded in the normal air freight area of the Aerial Port of Embarkation Group so long as it does not impede other aircraft operations and is segregated from any other flammable substances. Proper security and firefighting equipment must be available.

c. Aircraft conveying explosive cargo (C-130, C-17, C-5, etc.) will have priority in the CALA. Other ordnance operations should cease while cargo aircraft are being loaded/unloaded commensurate with quantity/distance requirements and space availability, per reference (g).

d. Aircraft conveying the carrying of nuclear cargo will be given priority handling per reference (b).

e. The ODO will notify Facilities Maintenance Division (FMD) and the Station Game Warden when HC/D 1.1 and 1.2 explosive operations will be conducted in the CALA. The ODO will specify the dates, times, and durations of CALA operations to ensure that landfill personnel are evacuated to ensure their safety as required by reference (g). The primary point of contact number at FMD is (252)466-2198, and at the Game Warden it is (252)466-3593 or (252)466-3242.

17. Dumping Fuel. Whenever practicable, fuel shall not be dumped below an altitude of 6,000' AGL. Should weather conditions or emergency conditions dictate dumping at a lower altitude, every effort shall be made to avoid populated areas. Pilots shall report fuel dumping that occurs below recommended altitudes. Information about the flight profile (aircraft, altitude, location) will be evaluated to determine whether a spill response or field investigation is appropriate.

18. Jettisoning Ordnance. The primary authorized ordnance jettison area in the Cherry Point operating area is BT-9 (NKT 057°/28.5 NM).

19. Planned Ejection Area. In the event a pilot decides ejection is necessary, but has sufficient time and control of the aircraft to pick a spot and plan the ejection, the designated planned ejection area is at BT-11 (NKT 078°/22 NM) on a heading of 065°. Ejection procedures will be governed by the aircraft NATOPS Manual

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20. Hot Brakes. Aircraft with suspected hot brakes will be taxied clear of the active runway, other aircraft, fuel trucks and refueling pits, and will return to the flight line/fuel pits only after cleared to do so by ARFF personnel. The Control Tower will issue taxi instructions directing aircraft to be parked in such a manner that the wheel axle points away from the adjacent runways and taxiways in use. Personnel other than ARFF are cautioned to remain clear of the aircraft during the cool-down period.

21. Suspension of Refueling and Ordnance Operations During Electrical Storms. Ordnance operations, to include arming/de-arming, shall be terminated per references (e) and (g), when the Electric Field Mill (EFM) indicates a field strength of +/- 2,000 volts per meter and/or a Lightning Position and Tracking System (LPATS) identifies lightning strikes within 10 NM of the airfield, and when notified by RMC-E. Fueling operations will be terminated per reference (i), when LPATS identifies strikes within 5 NM of the airfield. Station Weather shall monitor the aforementioned systems and notify the ODO, designated Air Station personnel, and all tenant commands when these conditions are observed or forecasted to occur. The ODO will notify transient personnel when these conditions are observed.

a. Per reference (c), Thunderstorm Condition I notification is given to all commands when destructive wind and accompanying thunderstorms are within 10 NM or expected within 1 hour. Associated lightning/thunder, torrential rain, hail, severe downbursts, and sudden wind shifts are possible.

b. At the onset of Thunderstorm Condition I, Commanding Officers will take the necessary steps to ensure all operations involving ordnance handling are terminated when a thunderstorm or lightning discharge is within 10 NM of the airfield and that all operations involving refueling and airfield maintenance evolutions are terminated when a thunderstorm or lightning discharge is within 5 NM of the airfield.

c. Every effort shall be made to anticipate ramp closure and notify personnel. Unless it is absolutely necessary, processes requiring physical presence of personnel on the airfield shall not be started if a storm is approaching.

d. At the approach of, and during an electrical storm, all ordnance handling shall cease. Aircraft loaded with ordnance that are armed or do not require arming may taxi and launch at the discretion of unit commanding officers and PICs per applicable directives. Aircraft loaded with ordnance requiring arming shall not be armed until the storm has passed. Aircraft with ordnance

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requiring de-arming that land during an electrical storm shall remain in the Arm/De-Arm Area until the lightning threat passes.

e. When lightning is within 5 NM of the Air Station, all personnel should remain indoors whenever practical. Restrictions are left to the discretion of unit Commanding Officers based on storm severity, mission requirements, and operational necessity. During periods of extreme weather, including lightning, all leaders, military and civilian, should err on the side of safety when weighing the risk of outdoor movement and/or activities. Specific attention shall be given to events that result in gathering of people outdoors such as air shows, sporting events, and physical training. Designated response personnel and personnel whose actions are deemed mission essential shall make every effort to ensure the safety of personnel and equipment while outdoors during any severe weather or lightning event.

## 22. Personnel and Vehicle Restrictions

a. All vehicle operators shall complete the Airfield Vehicle Operator's Course (AVOC) prior to driving any un-escorted vehicle on the airfield operating areas (taxiways/runways). The AVOC is provided by the Air Traffic Control Facility every Tuesday at 0800L in the Air Traffic Control classroom. This course is an annual requirement for all vehicle operators who drive on the airfield. An Airfield Operator's License (AOL) will be issued upon completion of the course and remains valid for one year from the date of issue per reference (b). The AOL is required to check out hand-held radios from Flight Clearance. ARFF shall conduct and monitor its own licensing programs. Designated Naval Aviators do not require an AOL.

b. All personnel driving on the Area of Assignment (AOA) shall be in radio contact with Ground Control. Drivers of non-radio-equipped vehicles must check out a hand-held radio from the AirOps ODO. Personnel or vehicles shall not be allowed on taxiways, runways, runway shoulders, or runway end zones without clearance from the tower. After receiving Tower clearance to cross any runway, drivers shall check to ensure the runway is clear of aircraft before crossing. Vehicles shall remain on hard surfaces once entering the airfield. Per reference (k), if operation is required on an unprepared surface a tire FOD check will be conducted immediately upon returning to the hard surface.

c. All authorized vehicles operated by Fuels, ATC Maintenance, Visiting Aircraft Line (VAL), FMD, and squadron LSOs that routinely operate on the airfield shall have a minimum 18-inch length amber bar light mounted on top of the cab. Vehicles

that require access to the airfield on a temporary basis, such as maintenance contractors, surveyors, etc., are required have an amber light prior to accessing the airfield. Limited numbers of magnetic lights and checkered flags can be checked out from AirOps to conduct required work on the airfield. All facilities and contractor vehicles (except "CHERRY 09" and "CHERRY INSPECTOR") requesting access to the airfield will check in and out daily with the AirOps ODO.

d. When operating vehicles on the airfield when it is closed, make all radio calls in the blind on the Ground FM frequency. Vehicles shall stop and check for aircraft prior to crossing runways. All vehicles shall cross perpendicular to the runway.

e. Equipment, vehicles, and personnel are prohibited from entering the runway approach corridor clear zones unless entry has been coordinated and authorized by the AirOps ODO. Clear zones extend 3,000' from the approach end of the runway and 750' laterally from the centerline.

f. Aircraft under tow between sunset and sunrise shall display aircraft position lights.

g. The following call signs shall be utilized when operating a vehicle on the airfield:

| <u>OPERATOR</u>         | <u>CALL SIGN</u> |
|-------------------------|------------------|
| AirOpsO                 | OPS-1            |
| Deputy AirOpsO          | OPS-2            |
| AirOps Chief            | OPS-3            |
| AirOps HQ - other       | OPS-4            |
| AirOps Duty Officer     | ODO              |
| ATCM Nav aids/Weather   | 65               |
| ATCM Radar/Microwave    | 67               |
| ATCM Radar Maint        | 68               |
| ATCM Comm Maint         | 70               |
| ARFF Dispatcher         | 02               |
| ARFF Crane              | 32               |
| ARFF Truckmaster        | 33               |
| ARFF Crane              | 34               |
| ARFF Hazardous Material | 35               |
| ARFF Water Tanker       | 38               |
| ARFF P-10 Rescue        | 39               |
| ARFF OIC/NCOIC          | 40               |
| ARFF P-19               | 50               |
| ARFF P-19               | 51               |
| ARFF P-19               | 52               |
| ARFF P-19               | 53               |

|               |             |
|---------------|-------------|
| ARFF P-19     | 54          |
| ARFF P-19     | 55          |
| ARFF P-19     | 56          |
| ARFF P-19     | 57          |
| ARFF P-19     | 58          |
| ARFF P-19     | 59          |
| EOD           | 71          |
| EOD           | 72          |
| Recovery Base | Recovery 05 |
| Recovery      | Recovery 03 |
| Recovery      | Recovery 04 |
| Recovery      | Recovery 06 |

OPERATOR

CALL SIGN

|     |        |
|-----|--------|
| VAL | VAL 01 |
| VAL | VAL 02 |
| VAL | VAL 03 |
| VAL | VAL 04 |
| VAL | VAL 05 |
| VAL | VAL 06 |
| VAL | VAL 07 |

Squadron LSO vehicles utilize squadron call signs followed by "PADDLES" (e.g., "SHANK PADDLES")

h. Refueling personnel are authorized to cross Bravo and Hotel Taxiways when proceeding to refuel aircraft. The vehicle shall monitor Ground and stop to visually ensure the taxiway is clear prior to crossing. VAL personnel and vehicles are authorized to proceed as required by their mission, without radio communication with ATC between VAL and the following:

- (1) Refueling Pits 1 through 3
- (2) Tactical transient aircraft parking
- (3) H-1 Pad and/or helo parking spots A through D

i. The following speed limits shall be observed for all vehicles operating anywhere inside the controlled flight line, parking ramps, taxiways, runways, designated vehicle lanes, CALA, ARFF apron, and ordnance areas:

- (1) 20 miles per hour (mph) is the maximum authorized speed.

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(2) 5 mph is the maximum authorized speed when operating within 100' of aircraft, within aircraft parking ramps, within the fuel pit areas, and when towing an aircraft.

(3) Emergency vehicles shall adhere to the above speeds except during an actual emergency or drill and then proceed at appropriate, safe speeds.

(a) ARFF P-26 water tanker and P-19 emergency vehicle operators shall not exceed 10 mph while executing any turning movements.

(b) ARFF emergency vehicles operating off the airfield shall adhere to all Air Station and local traffic laws.

j. During the hours of darkness or reduced visibility (weather related) the following rules apply:

(1) Headlights shall be on low beam. Vehicles shall not be operated with only parking lights illuminated.

(2) Vehicles shall be operated in such a manner that headlights are not directed at aircraft taxiing, taking off, or landing.

23. Restricted Areas/Military Operating Areas (MOA) and Range Procedures. Reference (1) specifies MCAS Cherry Point SUA and aviation training range dimensions, scheduling, control, and operating procedures.

a. The Commanding Officer, MCAS Cherry Point has designated the Range Management Department of MCAS Cherry Point Operations as the Using Agency for all SUA; R-5306A/C, Core MOA, Hatteras F MOA, and Range/Training Areas (RTAs). The Range Control Facility (RCF), call sign "BIG ROCK", is responsible for containment, de-confliction and advisory services for military and civil aviation operations within SUA. Units can schedule same-day services by contacting the RCF at (252)466-2936.

b. The Central Scheduling Division is responsible for range scheduling and large-force exercise (LFE) planning for other than same-day scheduling. Central Scheduling can be reached at (252)466-4040/4041. This scheduling authority includes the targets and military training routes (MTRs) for which MCAS Cherry Point is the controlling agency.

c. Scheduling R-5306A/C for exclusive use requires approval of Commanding General, 2d MAW G-3 COPS and Commanding Officer,

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MCAS Cherry Point DirOps. Unless otherwise scheduled, military operations within R-5306A/C shall be on a VFR concurrent use basis. Extreme vigilance shall be maintained as numerous military and civilian aircraft may use these areas concurrently.

24. Unmanned Aerial Systems (UAS) Procedures

a. 2d MAW UAS are based at MCAS Cherry Point, but the majority of UAS training occurs in SUA, forcing UAS to transit Class D and E airspace.

b. Procedures for specific UAS operations shall be delineated per the current FAA Certificate of Authorization (COA), DOD Ground-Based Sense and Avoid (GBSAA) procedures, and the current letter of agreement/procedure between AirOps and VMU-2.

c. Taxiway Foxtrot UAV operations shall be scheduled through the AirOps ODO at least 48 hours prior to operations. All operations will be included on a daily flight schedule. All Taxiway Foxtrot operations are considered special operations which require special handling. Priority and scheduling conflicts between 2d MAW units will be resolved through 2d MAW Operations. UAS operations to R-5306D/E will require scheduling of R-5306C for transition. All SUA shall be scheduled through the appropriate range scheduling activity.

25. Local Obstructions. For a list of local obstructions and their mapped locations contact AirOps at (252)466-2233/4334.

26. Air Traffic Control Light Signals. Per reference (b), light signals shall not be used for controlling vehicles except when the Control Tower experiences a radio equipment outage. See figure 3-2 for ATC light signals.

27. Landing Signal Officer (LSO) Vehicles. AirOps maintains vehicles for use by LSOs aboard MCAS Cherry Point.

a. The LSO vehicle (call-sign "PADDLES") will be available whenever the airfield is open. The LSO vehicle is equipped with at least one operable UHF/VHF radio (two are preferred if assets are available). The radio will have airfield and squadron base frequencies preset. A frequency card with preset frequencies is displayed in each vehicle.

b. The LSO vehicle may be checked out from the AirOps ODO for training evaluations aboard MCAS Cherry Point. An operating amber warning light shall be displayed whenever the LSO vehicle is on

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the airfield. LSOs shall not drive the LSO vehicle on unprepared surfaces. Drivers shall check vehicle tires per reference (k).

c. The primary purpose of the LSO vehicle is to support emergency aircraft recoveries. LSOs responding to an emergency aircraft will have priority over LSOs using the vehicle for training operations.

d. In the event of an emergency, squadron LSOs should proceed to Airfield Operations and check out the LSO vehicle. If the emergency is time-critical, the Squadron Duty Officer (SDO) may call the AirOps ODO at (252)466-2233/4334 and request a duty driver bring the LSO vehicle to the squadron hangar.

e. When a squadron notifies the AirOps ODO of an emergency LSO requirement, they shall include the squadron and hangar number of the LSO pickup. The LSO vehicle will pick up the LSO on the flight line outside the squadron hangar within five minutes. The driver will communicate with ground control and operate the vehicle while the LSO communicates with the emergency aircraft.

f. AirOps drivers will be provided from VAL, ATC Maintenance and Flight Planning (listed in order of precedence).

g. In the event only one LSO vehicle is available and it is being used for training, the ODO will notify the Tower Watch Supervisor to direct the training LSO to pick up the emergency LSO. The training LSO will assume the duties of the airfield operations driver outlined above.

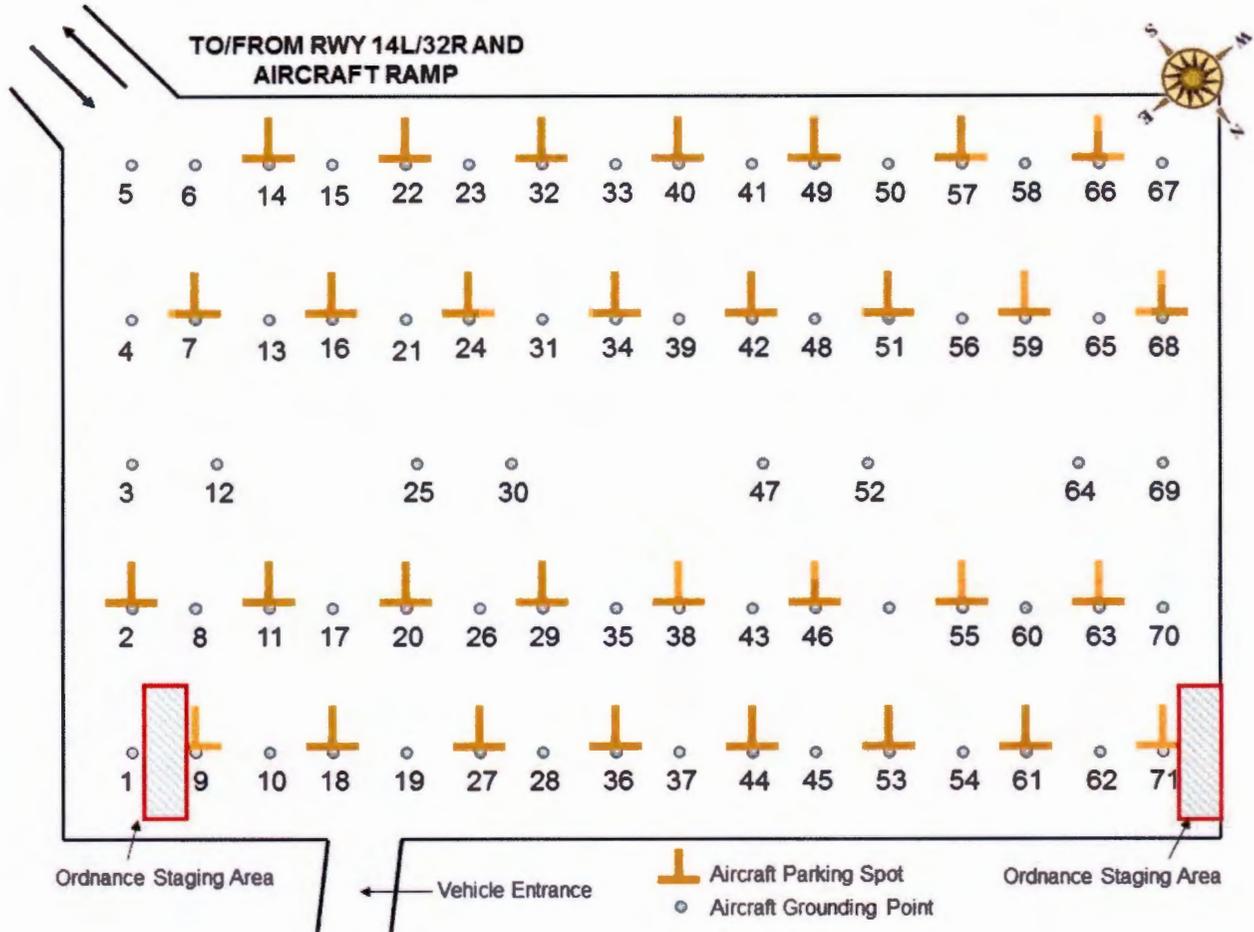


Figure 3-1-1, COMBAT AIRCRAFT LOADING AREA (CALA)

**CALA REQUEST**

(UNIT/COMMANDING/ORGANIZATION LETTERHEAD)

8020  
(OFF CODE)  
(DATE)

From: Commanding (General/Officer), (Unit/Command/Organization)  
To: Commanding Officer, MCAS Cherry Point (Airfield  
Operations)  
Via: (1) (Your Immediate COC)  
(2) Joint Safety Officer, MCAS Cherry Point  
Subj: USE OF COMBAT AIRCRAFT LOADING AREA (CALA)  
Ref: (a) AirStaO 8020.2B

1. Per reference (a), this (unit/command/organization) requests use of the CALA on (date) during the period of (time to time). Additional information is provided below:

| NO. |      |                   |     | IND    | TOTAL  |         |
|-----|------|-------------------|-----|--------|--------|---------|
| A/C | NALC | NOMENCLATURE      | QTY | N.E.W. | N.E.W. | REMARKS |
| 2   | E463 | Bomb, GP MK 81 He | 4   | 100.00 | 800.00 |         |
| 2   | F372 | Booster, Adapter  | 4   | 0.25   | 2.00   |         |
| 2   | F681 | Fuse, M904        | 4   | 0.17   | 1.34   |         |

NOTE: AIRCRAFT = THE NUMBER OF AIRCRAFT CARRYING THAT TYPE WEAPON  
NOTE: QTY = THE NUMBER OF WEAPONS PER AIRCRAFT  
NOTE: IND N.E.W. = THE NET EXPLOSIVE WEIGHT FOR ONE ITEM  
NOTE: TOTAL N.E.W. = AIRCRAFT\*QTY\*IND N.E.W.

2. Point of contact for this request: (Name) at extension (phone number).

Signature

Figure 3-1-2 CALA REQUEST

AIR TRAFFIC CONTROL LIGHT GUN SIGNALS

| <u>COLOR AND TYPE OF SIGNAL</u>                                      | <u>MEANING OF LIGHT SIGNAL<br/>TO<br/>AIRCRAFT ON GROUND</u> | <u>MEANING OF LIGHT SIGNAL<br/>TO<br/>AIRCRAFT IN FLIGHT</u> |
|--|--|--|
| Steady Green   | Cleared for Takeoff  | Cleared to Land  |
| Flashing Green<br>(To be followed by steady<br>green at proper time) | Cleared to Taxi  | Return for Landing   |
| Steady Red   | Stop   | Give Way to Other<br>Aircraft and Continue<br>Circling       |
| Flashing Red   | Taxi Clear of Landing<br>Runway in Use                       | Airport Unsafe, Do<br>Not Use                                |
| Flashing White   | Return to Starting<br>Point on Airfield                      | Not Applicable   |
| Alternating<br>Red and Green   | General Warning Signal<br>Exercise Extreme<br>Caution        | General Warning Signal<br>Exercise Extreme<br>Caution        |

NOTE: The general warning signal is not a prohibitive signal and may be followed by any other light signal, as circumstances permit.

Figure 3-2. AIR TRAFFIC CONTROL LIGHT SIGNALS

## Chapter 4

### INSPECTIONS

#### 1. Airfield Operations

a. Prior to 0700L and again at sunset, ARFF shall make a visual inspection of runways, pads, taxiways, and ramp areas to check for foreign objects, obstructions or any other unsafe conditions (e.g., bird activity). Additionally, all airfield lighting shall be checked to ensure it is operational. Upon completion, ARFF will submit a written report of the inspection results to the Airfield Operations ODO. Taxiway/runway centerlines will be used as a reference to locate findings identified in the report.

b. Additional inspections shall be conducted as required or after mishaps, blown tires, or other unusual conditions.

c. Conditions that may affect the safe operation of aircraft will be reported via NOTAM, ATIS, or through the appropriate chain of command as required.

#### 2. Foreign Object Damage (FOD)

a. Per reference (k), FOD walks are conducted monthly. The dates and times for FOD walks are published semi-annually via message traffic. FOD walks normally occur on the first Monday of the month. When the first Monday falls on a holiday or inclement weather necessitates a cancellation, the FOD walk may or may not be re-scheduled. AirOps will ensure a NOTAM publishing airfield hours is submitted 72 hours prior to closing the airfield. The FOD Coordinator will ensure that the FOD walk is posted on the weather vision.

b. FOD prevention is the responsibility of all airfield users. Any FOD observed on runways or taxiways will be immediately reported to the AirOps ODO at (252)466-2233/4334. FOD observed on parking aprons should be immediately removed. Assistance in FOD removal with airfield sweepers can be obtained by contacting the AirOps ODO. Any metal FOD found on runways, taxiways and VSTOL/helicopter pads shall be promptly turned into the AirOps ODO.

c. The AirOps ODO is the point of contact regarding airfield sweepers and FOD. This enables AirOps to inspect and determine the origin of the FOD before the sweepers remove it.

3. Construction and Maintenance

a. All construction on aircraft movement surfaces will be approved by AirOps prior to commencing work.

b. New construction of buildings or other objects that prevent the safe operation of aircraft or that violate Navy and Marine Corps directives will not be approved.

c. AirOps with the assistance of FMD will ensure that aircraft movement surfaces are maintained in a safe and efficient manner.

d. All construction or maintenance that poses a threat to aircraft safety will be published via a NOTAM and reported on ATIS.

4. Uneven Pavement or Surface Procedures. Uneven or rough pavement can be a safety hazard to aircraft operations. The AirOps ODO will investigate all reports of uneven or rough pavement. If a hazard is validated, the appropriate measures will be taken to ensure the safety of aircraft movement, and an appropriate NOTAM will be issued.

5. Snow, Ice, Slush, or Water Procedures

a. If the presence of snow, ice, slush, or water is observed on runways, taxiways, or aprons, the ODO will evaluate and determine the hazard to aircraft operations.

b. At a minimum, the ODO will issue a NOTAM stating the hazard and ensure it is broadcast on ATIS.

c. Every effort shall be made to ensure that snow or ice removal does not create a hazard to taxing aircraft.

6. Removal of Objects

a. At no time will an aircraft be parked on or near a runway or taxiway.

b. If objects are found during airfield inspections, every effort will be made to remove them as soon as possible. If unable to remove the object immediately, the AirOps ODO will determine appropriate action and issue a NOTAM as required.

7. Airport Lighting System Failures. During normal working hours every effort will be made to ensure that the lighting system is available. If a failure is reported after normal working hours,

the AirOps ODO will attempt to have it repaired. If an immediate repair is not possible, appropriate action will be taken and a NOTAM will be issued.

#### 8. Bird/Animal Aircraft Strike Hazard (BASH) and Wildlife Procedures

a. Reference (m) outlines MCAS Cherry Point BASH procedures. BASH falls into two general areas. One is the hazards caused by migratory birds and waterfowl which utilize the Atlantic Coastal Flyways during the spring and fall. These birds tend to land and rest on or near rivers and streams and present a significant in-flight hazard within Cherry Point's operating areas. The second hazard arises from the Air Station's proximity to the water. Sea gulls are a year-round flight hazard and an airfield hazard during the fall, winter, and spring as they tend to congregate on runways and ramp areas, particularly in the early morning hours.

b. BASH is an ongoing concern within the local flying area. Expect a high bird hazard during the migratory season between 1 September and 30 April. As soon as possible, observations of flocks of birds should be reported to the AirOps ODO (252)466-2233, or if flying in the local area to Air Traffic Control (ATC). AirOps, in conjunction with ATC, will monitor bird activity within the airfield boundaries and will establish the BASH condition for the airfield. The BASH condition will be broadcast on ATIS and/or tower advisories, and will be disseminated to RMC-E to be placed on Weather Vision and briefed to aircrew. Conditions will be updated twice daily or when conditions pose a greater hazard than is currently being reported.

c. The following BASH condition codes shall be used to disseminate bird activity information and implement unit operational procedures. Bird locations should be given with the condition code.

(1) Severe. A heavy concentration of birds on or directly above the active runway or other specific location that represents an immediate hazard to safe flight operations within the airfield boundaries. Aircrew should thoroughly evaluate mission need before operating in areas under bird watch condition severe.

(2) Moderate. Concentrations of birds observed in locations that represent a probable hazard to safe flight operations. This condition requires increased vigilance by all agencies and extreme caution by aircrew.

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(3) Low. Sparse bird activity within 5 SM of locations involving flight operations with a low probability of becoming a hazard.

(4) Bird Watch Alert. When weather, time of day, or seasonal conditions are likely to cause an influx of birds to the local area, a bird watch alert will be set. The intention of the bird watch alert is to alert aircrew conditions are favorable for local bird activity.

d. The primary technique for decreasing the bird strike threat is avoidance of the high risk environment by acquiring timely and accurate bird hazard information and modifying flight operations as necessary.

e. To minimize the hazards posed by birds and aircraft operating in the same airspace and ground space, the following actions shall be followed.

(1) AirOps and FMD

(a) Establish grass mowing and or herbicide procedures to ensure a grass height at 5" to 8" is maintained adjacent to runways.

(b) Coordinate the use of active bird dispersal devices to drive birds which may be hazardous away from the runway environment.

(2) Airfield Operations ODO. Ensure bird remains (e.g. feathers and carcass) are collected from runways and taxiways, and contact U.S. Department of Agriculture Wildlife Services or U.S. Fish and Wildlife Services Encoded Archival Description Department for pick-up, identification, and disposal of bird remains.

f. Runway Sweep/Wild Life Removal. During the hours of darkness and/or if the Tower Watch Supervisor cannot visibly clear the intended runway, the Tower Watch Supervisor shall request VAL or ARFF personnel sweep the runway of intended use when the intended runway has not been used for more than 30 minutes.

## Chapter 5

### AIR TRAFFIC CONTROL

#### 1. Air Traffic Control Facility (ATCF)

a. The ATCF consists of Approach Control and the Control Tower.

##### (1) Functions of the ATCF

(a) The ATC Tower is responsible for the sequencing and spacing of aircraft and issuing clearances and control instructions to aircraft/vehicular traffic operating in the Tower's area of responsibility.

(b) All aircraft operating under VFR within 5 NM of the center of the airfield from the surface up to and including 2,500' MSL, and all vehicular and aircraft traffic on the taxiways and runways, shall be under the control of the Control Tower.

(c) The Control Tower has direct access to ARFF agencies.

(d) Radio frequencies for the Control Tower are listed in the latest en-route VFR/IFR supplement.

##### (2) Functions of Approach Control

(a) Approach Control is responsible for the coordination and control of all VFR flight-following requests and IFR traffic within the facility's area of responsibility. These responsibilities include the handling of all arriving, departing, and en-route aircraft for MCAS Cherry Point, MCAS New River, Marine Corps Auxiliary Landing Field (MCALF) Bogue, Coastal Carolina Regional Airport, and Michael J. Smith Airport.

(b) All aircraft operating under IFR within the designated airspace for which the Cherry Point ATCF is the controlling agency will be under the control of Cherry Point Approach Control.

(c) The radar capability of Cherry Point Approach Control provides normal radar coverage, with Selective Identification Feature (SIF).

(d) Radio frequencies for Cherry Point Approach Control are listed in the current en-route VFR/IFR supplement.

b. The control of traffic at MCAS Cherry Point is complicated by Restricted Areas, Warning Areas, MOAs, Alert Areas, proximity of other airports, multiple helicopter and specialized VSTOL operations, and the coordination required with adjacent sectors/facilities. Due to the close proximity of R-5306A, 9 NM northeast; and R-5306C, 10 NM southwest, arriving and departing aircraft are routed through a narrow corridor of airspace.

c. Continuous ATC training is in progress at MCAS Cherry Point. Pilots are not advised when students are controlling traffic, but students are monitored by qualified personnel at all times.

d. All radio circuits used for the control of air traffic and certain telephones to the Control Tower and IFR Room are recorded. All tapes are retained for a minimum of 30 days except those pertaining to an incident or mishap, which shall be retained until no longer required by investigating officials.

## 2. Emergency Procedures

a. Pilots experiencing an emergency shall notify the Control Tower or Approach Control as early as practical in order to alert ARFF and prepare the airfield.

b. Pilots declaring an emergency should give as much of the following information as possible:

- (1) Call sign.
- (2) Nature of emergency.
- (3) Type aircraft.
- (4) Position/Heading/Altitude.
- (5) Intentions.
- (6) Number of persons on board.
- (7) Fuel remaining (in minutes).
- (8) Ordnance on board, if applicable.
- (9) Landing weight and speed (if arrested landing).

c. ATC personnel and aircraft custodians may declare an emergency if in their opinion an aircraft requires special handling and/or ARFF assistance.

3. Civil Aircraft Procedures. Civil aircraft such as crop dusters, sign towing, and forest fire fighting, etc. will not normally be approved for flight within the Class D airspace. If a requirement exists for civil aircraft to infringe upon the Class D, the requester will coordinate with the AirOps ODO at (252)466-2233/4334 24 hours prior to commencing flight.

4. Procedures for Checking "Wheels Down"

a. The pilot shall give a "wheels down" report as the aircraft turns onto the base leg or after lowering the landing gear on a straight-in approach. If such a report is not received the controller will remind the pilot to "check wheels down" at an appropriate position in the pattern.

b. When a pilot has any doubt as to whether the landing gear is "down and locked", the pilot shall promptly notify the controlling agency. After landing roll out, the aircraft shall not turn off the runway until ground personnel have made a visual check of the gear and gear pins/down locks have been installed.

5. Local Operating Terms

a. No Overhead Approaches. VFR approaches are authorized, but aircraft may not enter the Class D surface area via the Initial.

b. IFR Recoveries. Fixed-wing VFR recoveries are not authorized. Helicopter VFR recoveries may enter the traffic pattern via published course rules per Chapter 3 of this Order. VFR departures are authorized and Tower may conduct VFR pattern operations.

c. Inactive Portion of Runway. The 100' of asphalt shoulder pavement adjacent to the runways.

6. Emergency Arresting Gear Procedures

a. Arrested landings will normally be made to an off-duty runway, wind direction and velocity permitting.

b. The Tower will provide Aircraft Recovery with the aircraft type, model, landing weight and speed as soon as possible when an arrested landing is required.

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c. Prior to all scheduled arrestments, and if time allows for emergency arrestments, the E-28 Emergency Arresting Gear shall be visually inspected, the retrieve engines started, and the deck pendant inspected to ensure the correct setting.

d. When the arresting gear has been inspected, the Aircraft Recovery Crew Leader will transmit "clear and ready deck" to the Control Tower. If the arresting gear is not ready the crew leader will transmit "foul deck" to the Control Tower. The Control Tower will acknowledge with "ready deck" or "foul deck" as appropriate.

**CAUTION:** All E-28 arresting gear is in the raised position except for the active arrival runway.

## Chapter 6

### TRANSIENT AIRCRAFT

#### 1. Aircrew/Passenger Services

a. Limited government quarters and messing are available for officers and enlisted personnel. The AirOps ODO at (252)466-2233/ (252)466-4334 can assist in obtaining quarters and messing.

b. Limited transportation is available to transient aircrew. The Visiting Aircraft Line (VAL) will transport aircrew to and from hotels, quarters, and messing within the Havelock city limits.

c. Flight publications are available in the AirOps Flight Planning section located in building 199.

d. Temporary storage (less than 24 hours) of classified and unclassified materials is available with prior coordination. Storage is limited in size and quantity and will be provided by the RMC-E weather office. Storage for more than 24 hours or large quantities or large items must be coordinated with AirOps.

e. Temporary weapons storage is available at the MCAS Cherry Point Armory. Prior coordination must be made with the H&HS Armory at (252) 466-3106.

#### 2. Passenger Manifesting

a. Limited facilities are available at AirOps to facilitate the loading and unloading of transport aircraft. To preclude unnecessary delays, requests for special loading/unloading of equipment should be coordinated through the Visiting Aircraft Line at (252)466-3232 prior to arrival or departure.

b. Per reference (j), qualified passengers will be manifested aboard government aircraft departing MCAS Cherry Point. All U.S. Government civilian employees must have travel orders issued by appropriate authority in their possession.

c. Passengers will be manifested through the Base Operations Passenger Terminal per the priority designators contained in reference (j).

d. Active duty military passengers are authorized to wear appropriate civilian attire when traveling aboard category B

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military air charter or government-owned aircraft (including Air Mobility Command (AMC), category M), unless otherwise directed by the individual's orders or for unit deployments.

e. Reservations and check-in procedures through the Base Operations Passenger Terminal will be per the following guidelines:

(1) Seats will be blocked on certain designated flights by the requesting unit.

(2) Passengers traveling on official travel orders and with a seat blocked by the requester shall check in with the passenger clerk at least 90 minutes prior to scheduled takeoff time. At 45 minutes prior to scheduled takeoff time, all non-confirmed seats will be released to space available passengers.

(3) Space available passengers will be manifested per reference (j).

f. Aerial Port Operations Group (APOG). The APOG is located on the northwest side of the airfield adjacent to the heavy aircraft refueling pits and can be contacted at (252) 466-7569. This area is used for the staging, loading and unloading of personnel and equipment on AMC aircraft and contract carriers supporting II Marine Expeditionary Force.

### 3. Customs and Agriculture Inspections

a. MCAS Cherry Point is an authorized Airport of Entry (AOE).

b. Customs and agriculture inspections are available with 24 hours advance notice. Requests for customs/agriculture inspections will be made to the AirOps ODO at DSN (252)466-2233/4334.

c. Local squadron aircraft requiring customs and agriculture inspections will normally be parked on their respective line. Transient aircraft may be parked in several places to include the APOG, the base of the tower, or the heavy fuel pits for unloading passengers; however, no passengers or crew members will be permitted to disembark until instructed to do so by the inspectors.

d. Tactical jet aircraft may refuel and return to their flight line where the crew will stand by the aircraft until the required inspections are completed.

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e. Transport aircraft arriving from overseas departure points shall be sprayed inside with insecticide prior to landing. All trash, fruit, meat, plants and meat products will be sealed in heavy duty plastic bags for proper disposal when instructed by the agriculture inspector.

f. Contaminated cargo will not be unloaded from the aircraft in the air freight area. The aircraft will be repositioned to the CALA (Figure 1-1) and the cargo unloaded on the hard surface a minimum of 50 feet from grass areas under the supervision of the agriculture inspector.

g. Provost Marshals Office (PMO) Working Dogs. All flights originating outside CONUS and making their first port of call at MCAS Cherry Point may be inspected by PMO working dogs. The dogs will be available on request by any aircraft commander. Upon notification that their aircraft will be inspected, aircraft commanders shall ensure passengers remain on the aircraft until cleared by PMO.

#### 4. Distinguished Visitor (DV) Procedures

a. The pilot in command shall notify the AirOps ODO 24 hours in advance if arriving with a DV aboard the aircraft.

b. When requested from ATC, DV flights shall have priority over normal flow aircraft. The PIC shall call AirOps on UHF 305.7 Mhz/VHF 126.2 Khz at least 20 minutes prior to landing, with DV code, chock time and any special requirements.

c. Flight Planning will notify the AirOps ODO immediately upon receipt of any inbound flight plan indicating a DV code is on board and the ETA.

d. The ATC facility will notify the AirOps ODO when the aircraft has established radio contact with Cherry Point and will pass the DV code and chock time to the AirOps ODO. The Tower Supervisor will also notify the AirOps ODO when the aircraft is 5 NM on final approach.

e. The AirOps ODO shall contact the Station and Wing Protocol Offices when the DV aircraft is 20 minutes out.

f. The DV parking area is located on the northeast side of the AirOps building and is designated by a painted red carpet. Tactical jet aircraft with Code 7 will normally be parked on the Transient Line.

5. Transient Aircraft Services

a. Transient pilots may request servicing and maintenance from AirOps on UHF 305.7 MHz/VHF 126.2 KHz or VAL personnel. A PPR is required for all transient aircraft.

b. Limited maintenance and servicing are available.

c. Transient pilots desiring hot refueling may make their request to AirOps prior to landing to avoid unnecessary delays. Hot refueling is the primary method of refueling at MCAS Cherry Point.

d. Follow-Me Vehicles

(1) ATC shall notify VAL of all inbound transient aircraft. VAL should be notified when the aircraft is between 2-10 miles from the airfield. Follow-me vehicles will be available to escort all transient aircraft.

(2) The follow-me vehicle will confirm the aircraft pickup point with Tower prior to moving from the base of the tower or large aircraft refueling area.

(3) When escorting aircraft from the large-aircraft refueling area, follow-me vehicles will disengage at the intersection of Runway 14L/32R and Golf Taxiway, or November and Golf Taxiways without notifying Tower. Tower will instruct aircraft when the follow-me vehicle will be disengaging.

e. Aircraft Guards

(1) The responsibility for providing aircraft guards relative to an aircraft incident/mishap is delineated in reference (n).

(2) Reporting custodians for aircraft based at MCAS Cherry Point are responsible for providing guards. Guards for AMC aircraft shall be provided by the requesting/using unit.

f. Refueling

(1) Hot refueling of explosive-loaded combat aircraft, cargo aircraft, and aircraft with hung ordnance of any type is prohibited aboard MCAS cherry Point.

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(2) Dummy ordnance, practice ordnance containing only flash or impact signal cartridges, training missiles without live warheads and motors, internally carried pyrotechnics and SUS charges, aircraft-peculiar cartridge actuated devices, and de-armed internally-mounted guns loaded with target practice ammunition are authorized to be hot refueled if qualified and certified personnel have verified that all ordnance is safed. "Safed" is defined earlier in this Order as the replacement of any mechanical arming lever, safety pin, electrical interrupt plug/pin, securing or armament switches, and/or any appropriate action that renders the particular ordnance carried as safed.

(3) Due to the possibility of injury to ground personnel and certain aircraft hot-refueling limitations, the following procedures should be used when hot refueling F-18s, F-15s and A-10s:

(a) F-18s. F-18s should be taxied into Hotel Taxiway from the centermat area. They will then be de-armed, if required, by VAL prior to entering the pits. F-18s will enter the fuel pits with the aircraft facing away from the tower. F-18s will depart the pits onto Mike Taxiway and proceed to the end of Mike Taxiway so VAL can arm the aircraft. F-18s then can be sent to the warm-up areas.

(b) F-15s and A-10s. F-15s and A-10s should be taxied via Mike Taxiway and held just prior to Pit 1 where VAL will de-arm the aircraft, if required. VAL will then escort/direct them into the fuel pits with the aircraft facing the tower. After refueling, the aircraft will be taxied to the end of Hotel Taxiway where the aircraft will be armed. The aircraft may then taxi to the warm-up areas.

(c) Warm-Up Area 2 and 3 should be used to stage aircraft when the pits are full. This procedure depends on the traffic on Hotel, Mike and November Taxiways and should be used to the maximum extent possible. When other traffic utilizing the above taxiways interferes with these procedures, the ground controller will coordinate with VAL for alternate refueling procedures.

(4) Hot refueling of Marine Corps aircraft with pods and dispensers loaded with decoy flares and cartridges specified in reference (e) is authorized.

(5) Aircraft with forward-firing or live ordnance may be cold refueled provided all stores are rendered safe and pinned as appropriate.

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(6) Fueling operations shall be terminated when the AirOps Officer determines a thunderstorm or lightning discharge is imminent or occurring within 5 NM of the airfield.

(7) VAL will not normally fuel station. If VAL services are required by station units, prior coordination must be made with VAL and approved by the AirOps ODO.

## 6. De-Arming of Transient Aircraft

a. Per reference (h), routine de-arming/arming of transient aircraft will be performed only by qualified and certified personnel.

(1) VAL personnel are currently trained in arming/de-arming of Marine Corps and/or Navy F/A-18A-Ds, EA-6Bs, and AV-8Bs. The arming/de-arming tasks are limited to the following:

(a) Special Purpose Bombs (MK-76/BDU-48/Laser Guided Training Rounds). The movement of the safety stop lever on the Improved Multiple Ejector Rack or Improved Triple Ejector Rack (IMER/ITER) to the lock/unlock position.

(b) CATM-9 Sidewinder. The installation and removal of the detent wrench safety pin and the rotation of the safe/arm selector handle.

(c) CATM-65 Maverick. The installation and removal of the standard arming key to include rotating it from the arm/disarm position.

(d) CATM-88 HARM. The installation and removal of the standard arming key to include rotating it from the arm/disarm position.

(e) Chaff (RR-129/RR-144). On aircraft equipped with the AN/ALE-47 countermeasures dispenser system safety switch, the movement of the ALE-47 safety switch to the arm/de-armed position or insertion of the ALE safing pin.

(f) Gun (Training Rounds)- USMC/USN F-18 Aircraft. Open the access door, position the anti-jam pin, position the manual clearing handle, disconnect and re-connect the electrical cannon plug and close the access door.

(g) Hot refueling of Marine Corps aircraft with pods and dispensers loaded with decoy flares and cartridges specified

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in reference (e) can be accomplished with prior request submitted via PPR through AirOps.

1 Requesting unit Operations Officers must call to request a PPR, and state all ordnance onboard the aircraft.

2 The requesting unit Ordnance Officer must e-mail VAL a load sheet via CHPT\_VAL\_OMB@USMC.MIL. Load sheets must include the unit, type aircraft bureau number (BUNO), and all ordnance loaded on the aircraft to include type of simulation flares and impulse cartridges for example: VMA-999, AV-8B, 154000, CATM-9, MK-76s, SM-875B/ALE (LA40) simulation flares with CCU-136A/A(WA83) squibs.

3 If an ordnance load sheet is not received by VAL and aircraft arrive with flares on board they must shut down and cold fuel (truck fuel).

(2) VAL personnel are currently trained in arming/de-arming of the Air Force F-15, F-16, and A-10 aircraft. Arming/de-arming tasks are limited to the following:

(a) Special Purpose Bombs (BDU-33/GBU-15). The movement of the safety stop lever on the IMER/ITER to the lock/unlock position.

(b) CATM-9 Sidewinder. The installation and removal of the detent wrench safety pin and the rotation of the safe/arm selector handle.

(c) CATM-120 AMRAAM. The installation and removal of the standard arming key to include rotating it from the arm/disarm position.

(d) CATM-130 PGM. The installation and removal of the standard arming key to include rotating it from the arm/disarm position.

(e) Chaff (RR-129/RR-144). On aircraft equipped with the AN/ALE-47 safety switch, the movement of the ALE safety switch to the arm/de-armed position.

b. If de-arming prior to hot pitting is required, the requesting unit must contact AirOps at least 24 hours in advance at (252)466-2233/4334 to ensure trained VAL personnel are available at the required times.

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c. In the event an aircraft loaded with unfamiliar ordnance diverts (non-emergency) to MCAS Cherry Point and qualified and certified personnel are not available for de-arming, the aircraft shall be shut down and retained in the de-arming area until its departure. A member of the aircrew may act as a qualified individual for de-arming as approved by their command.

d. Emergency divert aircraft with ordnance on board will be de-armed and, if necessary, downloaded by Explosive Ordnance Disposal (EOD) personnel. EOD personnel are authorized to de-arm and download ordnance under emergency conditions; however, they are not authorized to load or arm, aircraft.

7. Downloading of Ordnance. Ordnance downloading is not routinely performed for transient aircraft. Prior arrangements should be made if downloading is required. Command representatives should coordinate with AirOps and Second Marine Aircraft Wing Ordnance at (252) 466-5418 for assistance.

8. Priority for Refueling and Services. Services shall be provided based on the following priority.

a. Operational flights, MEDEVAC, scheduled airlifts, and DV movements shall be given priority in obtaining services.

b. FAA flight check aircraft shall be given priority over routine transient aircraft in obtaining services.

9. Civil Transient Aircraft. Civil aircraft that do not belong to the U. S. Government must possess a facility license in order to land at MCAS Cherry Point. Furthermore, civil aircraft requesting to land at MCAS Cherry point must meet the requirements outlined in reference (o) and the request must be approved by the Commanding Officer. Requests should be forwarded to the AirOps Officer, MCAS Cherry Point. In the event of an emergency, any aircraft may land at MCAS Cherry Point. The pilot will be held responsible for paying all fees and charges and completing the appropriate forms contained in reference (p).

10. Concurrent Loading and Fueling of Transient Aircraft. Concurrent refueling/loading and unloading of cargo from transient aircraft is authorized. Passengers shall not be loaded or unloaded from any aircraft during fueling operations. Passengers may remain on the aircraft during fueling operations.

## Chapter 7

### SEARCH AND RESCUE/AIRCRAFT RESCUE AND FIREFIGHTING

1. General. References (q) and (r) provide detailed instructions and procedures concerning response to aircraft mishaps or emergencies on or around the airfield. The AirOps Officer is responsible to the CO, MCAS Cherry Point for the conduct of these operations.

#### 2. Airborne Search and Rescue/Tactical Aircrew Recovery

a. The primary mission of VMR-1 Search and Rescue (SAR) assets is to provide a SAR capability for MCAS Cherry Point and Marine Corps Auxiliary Landing Field (MCALF) Bogue. A secondary mission is to respond to U.S. Coast Guard, U.S. Air Force, and local government agency requests for search, evacuation, and rescue operations assistance.

b. Only the MCAS Cherry Point Commanding Officer, Director of Operations, and VMR-1 Commanding Officer have SAR launch authority for missions not related to military aircraft mishaps/ejections. Posture/launch of SAR for emergency military aircraft, mishaps or ejections is directed by MCAS Cherry Point ATC via the Crash Alarm.

c. MCAS Cherry Point provides an HH-46 helicopter, call sign PEDRO, on a 15 minute response (SAR Condition I) whenever tenant tactical ejection-seat jet aircraft are conducting hard-scheduled local flight operations. Open (to be determined takeoff/return times) functional check flight events on a squadron flight schedule do not constitute hard-scheduled flight operations. When tenant tactical ejection-seat jet aircraft flight operations are secured, units shall contact the AirOps ODO. The ODO will then notify VMR-1 Operations that tenant unit flight operations are secured. SAR crewmembers will then assume a one hour standby (SAR Condition II). SAR Condition I can be provided to non-tactical ejection-seat aircraft operating in the local flying area on a by-request basis. Requests for SAR Condition I service shall be made to the AirOps Officer not later than one week prior to the scheduled operations. The requesting agency shall provide the type aircraft, local area of operations, and the requested times.

d. When directed to launch, the PEDRO crew will launch as quickly and as safely as possible. If, after assessing operational requirements and risk factors, the SAR Helicopter

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Aircraft Commander (HAC) determines a significant delay is required, he shall notify the AirOps ODO as soon as practicable.

e. When PEDRO is expected to be non-mission capable for more than two hours, VMR-1 Operations will notify MCAS Cherry Point DirOps who will then notify 2d MAW G-3 Current Operations (COPS) at (252)466-5101 during normal working hours. 2d MAW is responsible for notifying all subordinate units of the SAR status. The VMR-1 SDO is the POC after normal working hours at (252)466-4434/5745. When VMR-1 resumes SAR Condition I/II as appropriate, 2d MAW COPS will be informed via the same process.

f. When PEDRO is non-mission capable, SAR support in the vicinity of MCAS Cherry Point may be provided by U.S. Coast Guard (USCG) Station Elizabeth City, NC. SAR assets from USCG Station Elizabeth City maintain a 1+45 hour response time. Tenant tactical ejection-seat aircraft operations under these circumstances require a re-evaluation of operational risk management (ORM) and consideration of the combined sea/air temperature and increased response time.

g. Closed-Field Operations

(1) When requests for SAR support, medical evacuation (MEDEVAC) support, or requests to support local government emergency efforts are received while the airfield is closed, closed-field operations are authorized per Federal Aviation Regulation (FAR) 91.89, provided such requests have been approved per the provisions of paragraph 7.2.b.

(2) SVFR operations are authorized per the provisions of references (a) and (s). When weather conditions are less than 500' ceiling or 1 SM visibility, consideration for launch will be given only to requests involving life or death situations. The ultimate decision to launch rests with the SAR HAC, provided the conditions of paragraph 7.2.b have been met.

3. Medical Evacuation (MEDEVAC). References (t) and (u) contain the procedures for requesting, scheduling, and obtaining approval to utilize government aircraft for emergency MEDEVAC. This Order does not relieve or change the mission of those units specifically designated to perform MEDEVAC. When time is of the essence, the procedures contained in reference (t) will supersede all other instructions.

4. Aircraft Rescue and Fire Fighting (ARFF)

a. ARFF Division. The ARFF Officer is responsible to the AirOps Officer for the organization, supervision, training, and operational readiness of the ARFF Division. The ARFF Officer, or designated representative, shall have complete control of an ARFF operation at the immediate scene of an aircraft mishap.

b. Mishap Site. Only essential personnel are authorized access to a mishap site. Security, medical, and photo personnel shall report to the base of the tower for escort to the mishap site when requested by the Incident Commander. Commanding Officers of aircraft involved, aircraft mishap board members, and other authorized personnel should consult reference (r) for guidance regarding access to the mishap site.

c. Equipment. One major ARFF vehicle shall be in an immediate response alert stationed near the duty runway whenever flight operations are being conducted. Additional fire-fighting and support vehicles shall be on standby alert at the ARFF facility. ARFF trucks and support equipment are capable of responding to off-station emergencies.

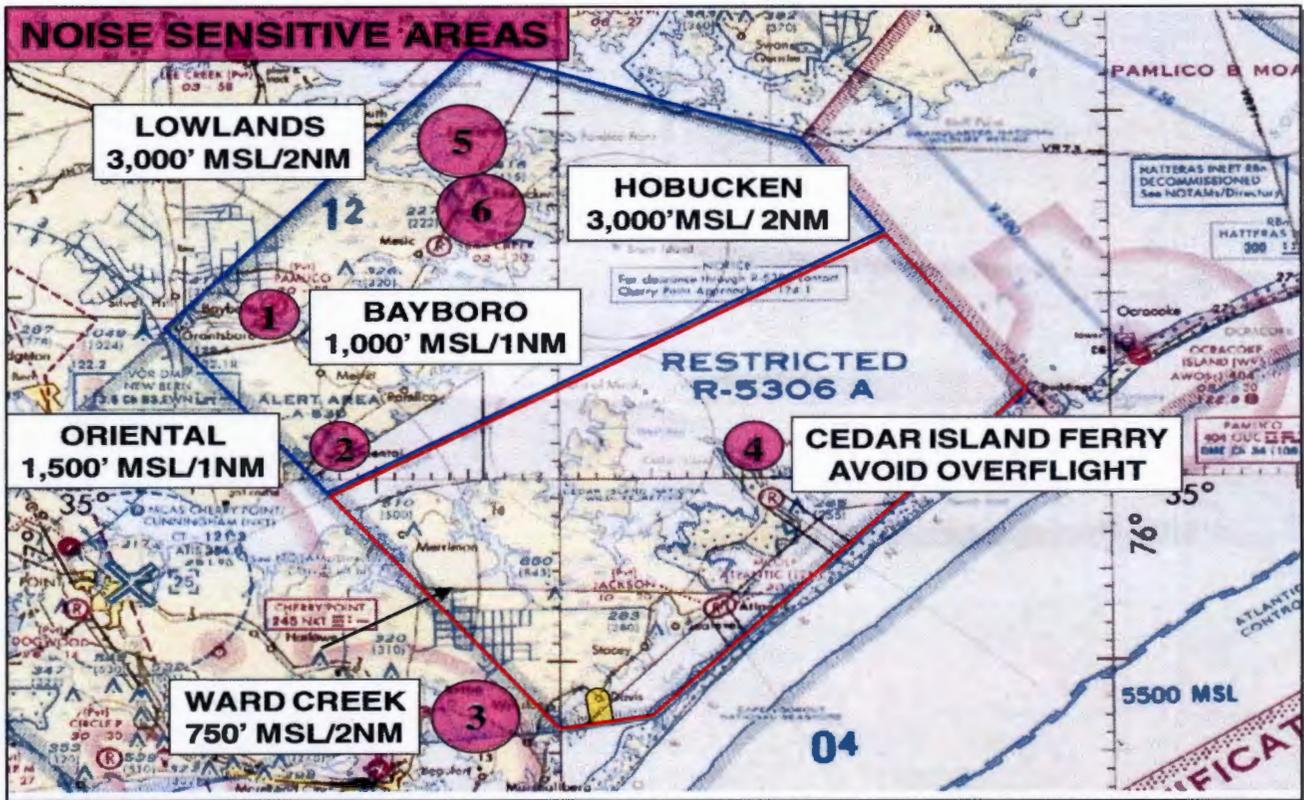
d. Minimum Response. Minimum response requirements are contained in reference (v).

5. Salvage. Reporting custodians will assume responsibility for salvage of unit aircraft. Reference (p) contains guidance on conducting salvage operations.

CHAPTER 8

AIR TRAFFIC/AIRSPACE ILLUSTRATIONS

Note: Current local area Obstacle/Obstruction Map can be obtained by contacting Airfield Operations at (252)466-4334/6768/2233.



1. Aircraft shall avoid flying over the industrial complex aboard MCAS Cherry Point, the densely populated areas of the Air Station, ARFF, and the rifle range below pattern altitudes. Pilots shall also avoid flying over the City of Havelock, Minnesott Beach, and Cedar Island Ferry Terminals, and ferries.
2. AV-8 arrivals and departures to the VTL pads will not overfly ARFF or the rifle range.

Figure 8-1. NOISE SENSITIVE AREAS

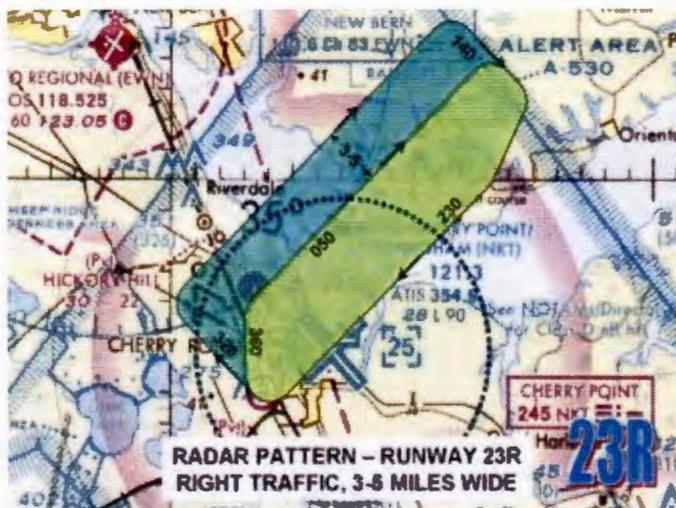
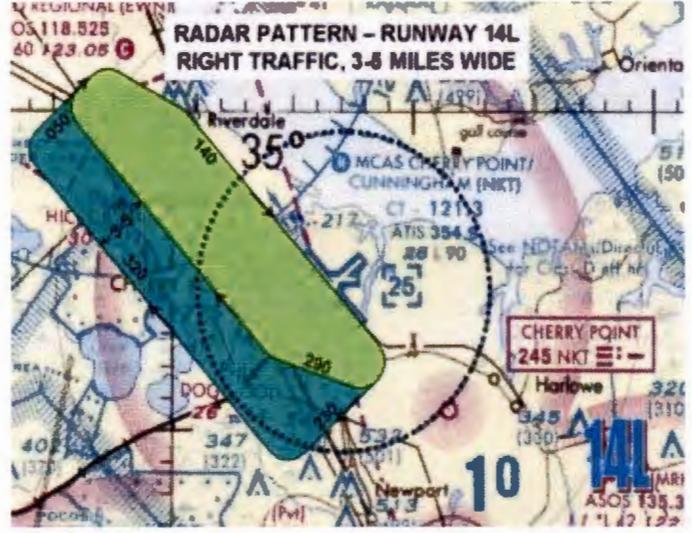
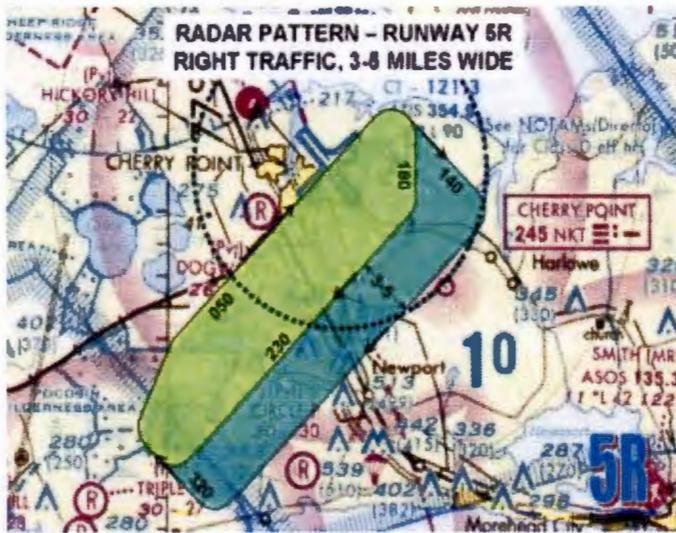
(Cont'd on page 8-2)

3. Within R-5306A, the following areas shall be avoided below the altitude indicated:

| <u>AREA</u>     | <u>LATITUDE/LONGITUDE</u> | <u>ALTITUDE</u><br>(MSL) | <u>DISTANCE</u> |
|-----------------|---------------------------|--------------------------|-----------------|
| 1) Bayboro      | N35°08' W76°46'           | 1,000'                   | within 1 NM     |
| 2) Oriental     | N35°02' W76°42'           | 1,500'                   | within 1 NM     |
| 3) Ward Creek   | N34°47' W76°34'           | 750'                     | within 2 NM     |
| 4) Cedar Island | N35°01' W76°19'           | 1,500'                   | within 1 NM     |
| 5) Lowlands     | N35°18' W76°35'           | 3,000'                   | within 2 NM     |
| 6) Hobucken     | N35°15' W76°34'           | 3,000'                   | within 2 NM     |

4. Aircraft operating and conducting multiple runs at BT-9 shall avoid the towns of Hobucken and Lowland by 3 NM, when 3,000' MSL or below.

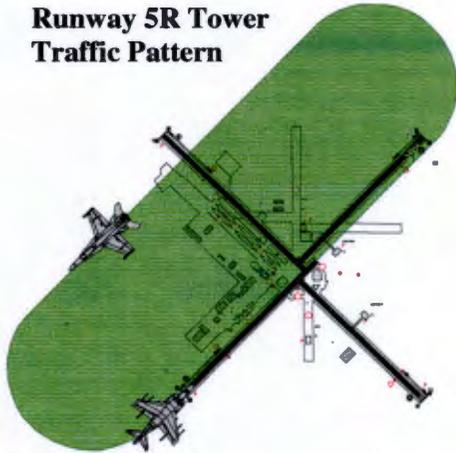
Figure 8-1. NOISE SENSITIVE AREAS (cont'd)



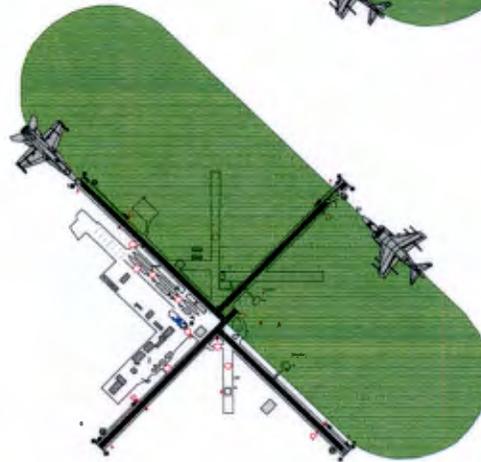
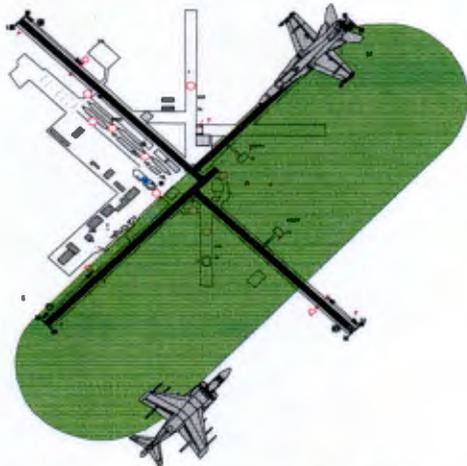
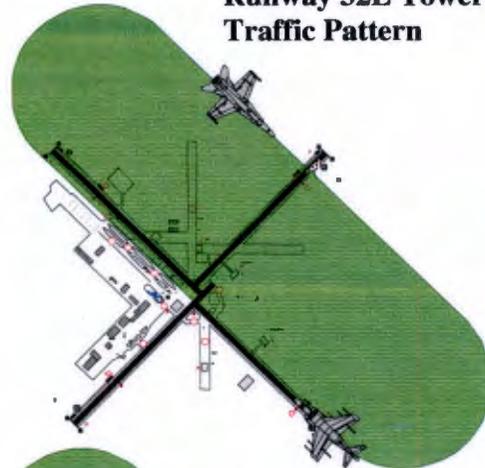
1. The standard GCA patterns for all runways at MCAS Cherry Point are depicted in figure 8-2. Initial crosswind turn of GCA pattern is designed to remain within the confines of the CDSA.

Figure 8-2. RADAR TRAFFIC PATTERN CHART

**Runway 5R Tower  
Traffic Pattern**



**Runway 32L Tower  
Traffic Pattern**



**Runway 23R Tower Traffic  
Pattern**

**Runway 14L Tower  
Traffic Pattern**

1. The control tower may authorize VFR and SVFR aircraft to enter the traffic pattern from any direction.
2. Pattern altitude is 1,000' MSL, standard left traffic for all runways except Runway 32L. Runway 32L is right traffic at 1,000' MSL.
3. Runway selection is based on wind direction. The instrument/calm wind runway is Runway 32L.
4. Overhead traffic shall arrive at the initial at 2,100' MSL and then descend to reach the break at 1,500' MSL prior to the numbers. Aircraft shall descend on downwind to 1,000' MSL prior to turning base leg. Speed from the initial point to the break shall not exceed 250 KIAS unless required by individual aircraft operating limitations. The normal course rules speed is 350 KIAS, based on operational characteristics for the AV-8B, EA-6B, and F-18 aircraft.
5. VFR straight-in approaches are coordinated through Cherry Point Approach. VFR straight-in approaches to Runway 5R are not permitted with external ordnance.
6. Delta pattern traffic will be handed off to Cherry Point Approach Control for the following patterns:
  - a. Runway 5 - clockwise from the 360 radial to the 090 radial up to and including FL 180 within 10 NM not to include R-5306A and the NKT Class Delta surface area.
  - b. Runway 32 - clockwise from the 270 radial to the 360 radial up to and including FL 180 within 10 NM not to include the NKT Class Delta surface area.
  - c. Runway 23 - clockwise from the 180 radial to the 270 radial up to and including FL 180 within 10 NM not to include R-5306C and the NKT Class Delta surface area.
  - d. Runway 14 - clockwise from the 090 radial to the 180 radial up to and including FL 180 within 10 NM not to include R-5306C and the NKT Class Delta surface area.

**Figure 8-3. TOWER TRAFFIC PATTERN CHART**

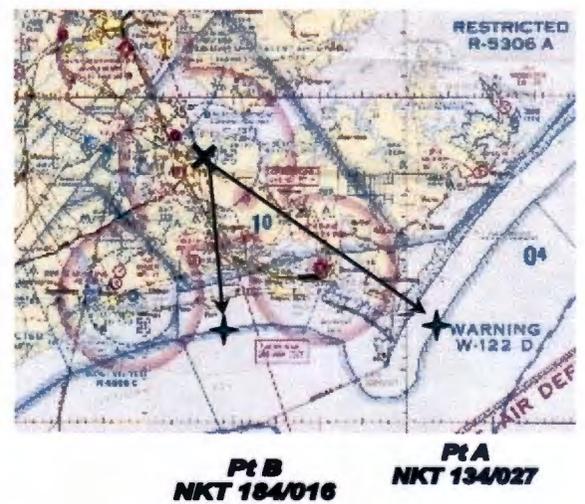
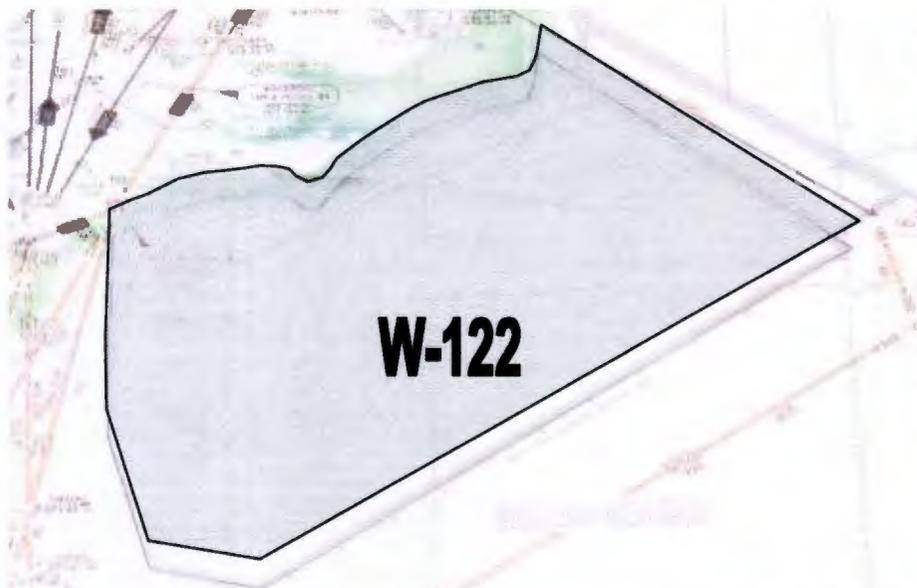
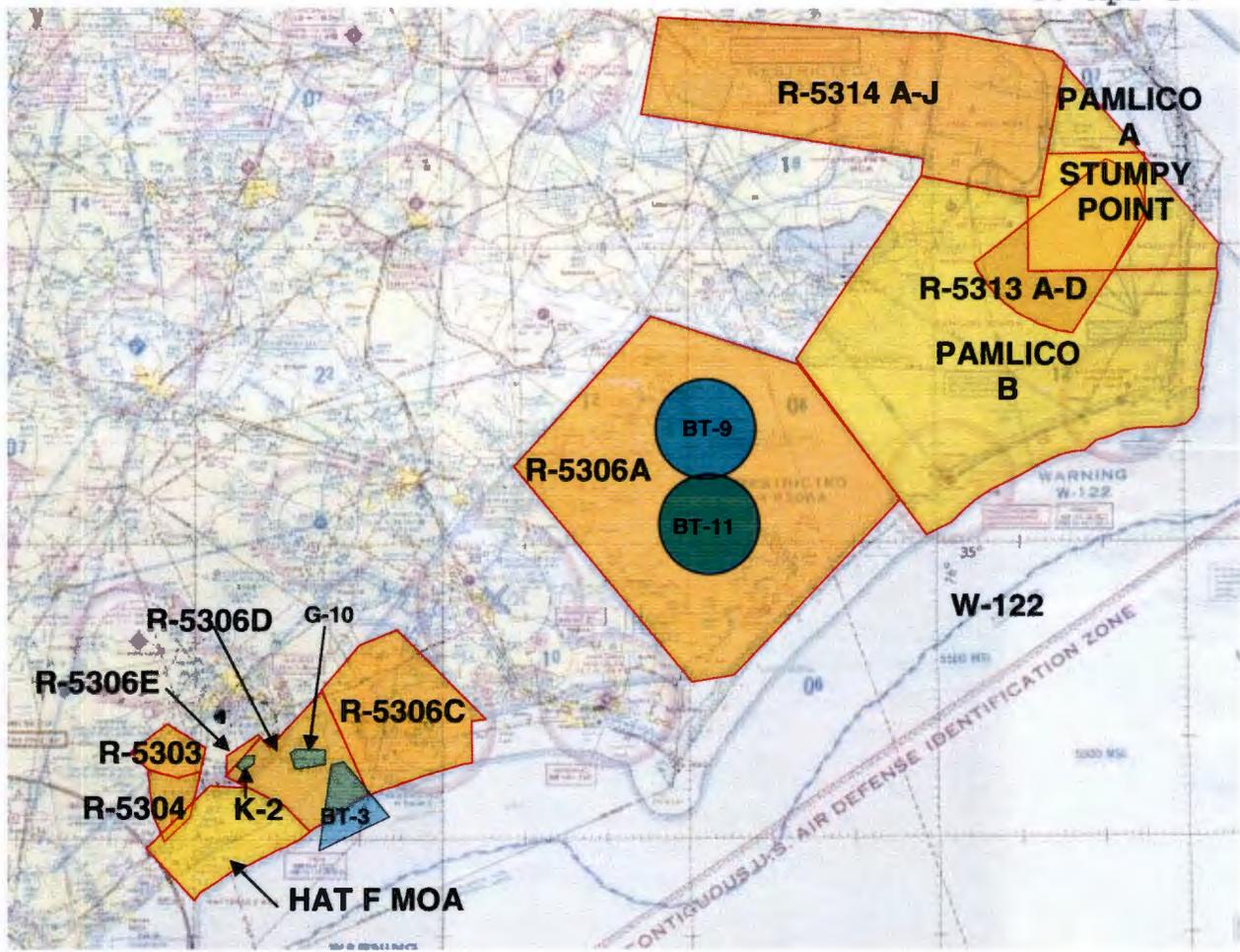


Figure 8-4. PROHIBITED, WARNING, OR RESTRICTED AREA CHART

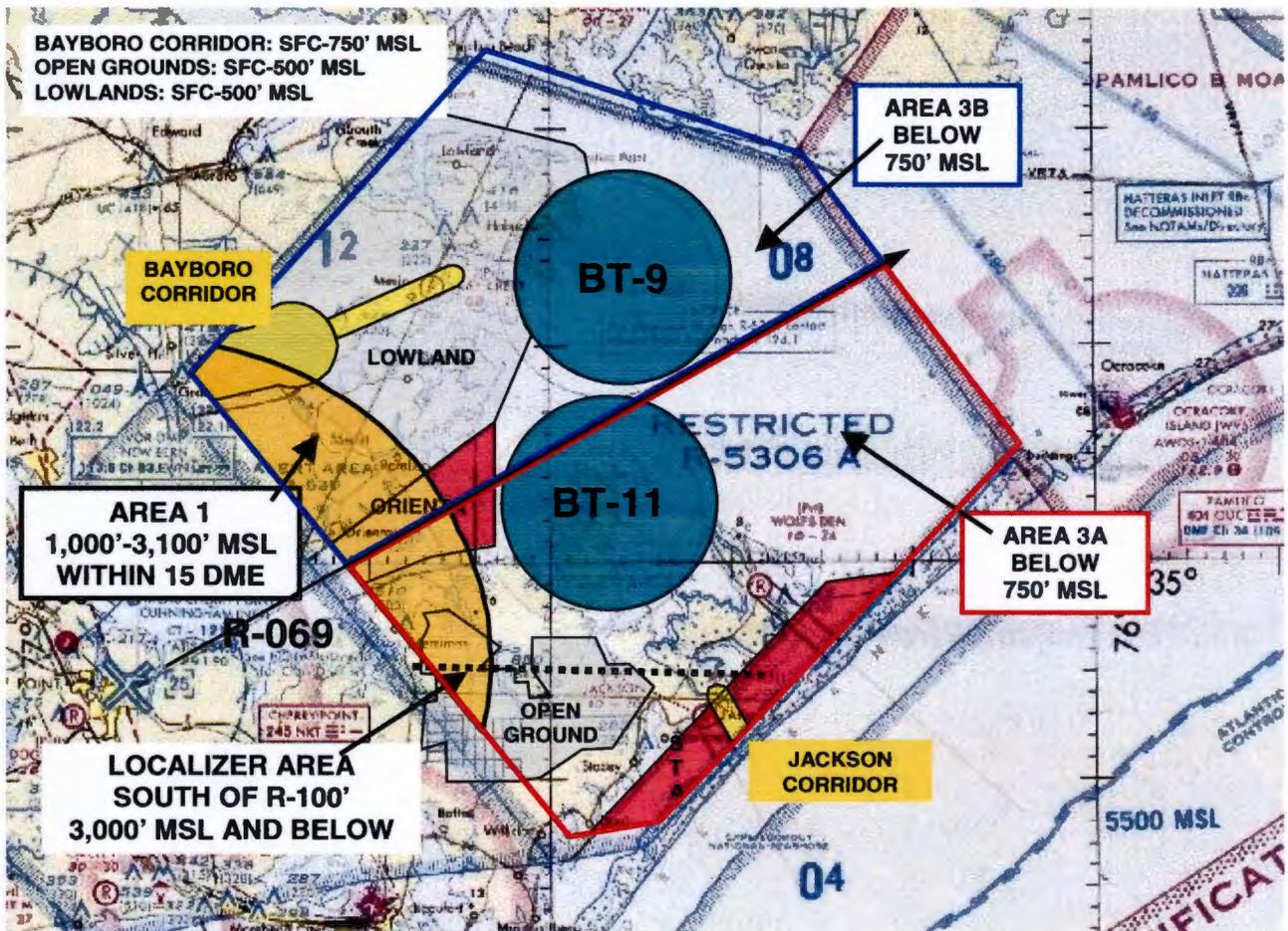


Figure 8-5. BOMBING TARGET AREA CHART



Latitude/Longitude of reporting points:

| AREA           | LATITUDE/LONGITUDE        | RADIAL/DME  |
|----------------|---------------------------|-------------|
| Great Lake     | N34 53 20.33/W77 00 05.53 | NKT 273/7.0 |
| Slocum Creek   | N34 54 00.83/W76 54 52.36 | NKT 280/2.1 |
| Hancock Island | N34 54 24.79/W76 50 16.15 | NKT 085/1.8 |
| Clubfoot Creek | N34 54 18.72/W76 45 42.60 | NKT 098/5.2 |
| Golf Course    | N34 56 49.67/W76 53 08.27 | NKT 354/2.5 |
| Beard Creek    | N35 00 17.68/W76 52 01.62 | NKT 012/6.2 |

Figure 8-6. HELICOPTER REPORTING POINTS