UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION NEW RIVER
PSC BOX 21001
JACKSONVILLE, NC 28545-1001

ASO 3710.7Y
OPS
DEC 2 1 2020

AIR STATION ORDER 3710.7Y

From: Commanding Officer, Marine Corps Air Station New River
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

Ref: (a) CNAF M-3710.7 of 5 May 2016
(b) NAVAIR 00-80T-114
(c) NAVAIR 00-80R-14-1
(d) NAVAIR 00-80T-103
(e) NAVAIR 00-80T-109
(f) 32 CFR §766
(g) MCIEAST-MCB CAMLEJO 3710.1A
(h) OPNAVINST 3721.20D of 3 June 2011
(i) NAVSEA OP-5, Volume 1 (Notal)
(j) FAA JO 7110.65Y of 20 June 2019
(k) MCO 8023.3C
(l) MCIEAST-MCB CAMLEJO 3570.1A
(m) ASO 3710.40D
(n) ASO 8020.10
(o) ASO 8021.1D
(p) ASO 8600.1J w/CH1
(q) NAVAIR 11-140-7
(r) DoDI 4515.13-R w/CH3 of 22 January 2016
(s) OPNAVINST 3750.6S of 13 May 2017
(t) ASO 3710.41B
(u) NAVAIR 06-502
(v) ASO 3440.1A
(w) ASO 5500.6J
(x) ASO 5500.1G

Encl: (1) Airfield Operations Manual

1. Situation. This Order sets forth detailed rules and regulation applicable to the control of aircraft and vehicle operations aboard Marine Corps Air Station (MCAS) New River, McCutcheon Field (KNCA) and for the control of air traffic within the restricted areas and adjacent airspace.

2. Cancellation. Air Station Order 3710.7X.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

3. Mission

a. Conduct effective, efficient, and safe aviation operations.

b. Summary of Revision. This Order has been revised and should be thoroughly reviewed.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. MCAS New River, McCutcheon Field will provide the best aviation operations support possible to enable mission success.

(2) Concept of Operations. The intent of these rules and regulations is to ensure an efficient flow of air traffic, prevent air traffic conflicts, and provide for the uniform delivery of aviation services. All personnel operating on MCAS New River, McCutcheon Field or within the local flying area shall read and comply with all provisions of this Order.

b. Coordinating Instructions

(1) All requests to deviate from the provisions of this Order and recommended changes to the Order shall be submitted to the Airfield Operations Officer (AOPSO).

(2) Report any unauthorized deviations from the provisions of this Order to the AOPSO.

(3) The regulations contained in this manual and the references shall govern aviation operations at KNCA and in the local flying area.

5. Administration and Logistics

a. The rules and regulations established by this Order do not supersede orders and instructions issued by higher authority, nor do they relieve pilots of the responsibility to exercise good judgment and observe safety precautions.

b. Within this Manual, fixed wing aircraft include tiltrotor aircraft in airplane mode. Helicopters include tiltrotor aircraft in conversion (helicopter) mode.

6. Command and Signal

a. Command. This Order is applicable to all commands operating from, visiting, and transiting to MCAS New River.

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

C. V. EBITZ

DISTRIBUTION: B
Copy to:
CG, MCIEAST-MCB CAMLEJ
CG, MCIEAST-MCB CAMLEJ NAVFIG,
Washington Navy Yard, Bldg 176,
901 M St. SE, Washington D.C.
20374 SPAWARSYSCEN, Charleston
(Code 31M) P.O. Box 190022,
North Charleston, SC 29419
COMNAVAIRSYSCOM (AIR-4223),
Code 4.5.92 Bldg 8131, Villa
Road, St. Inigoes, MD 20680
Commander, NAVSAFCEN (Code 114),
Naval Air Station Norfolk, VA
ATC community web site at
atcweb@navy.mil

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ASO 3710.7Y Ch 1
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AIR STATION ORDER 3710.7Y Ch 1

From: Commanding Officer, Marine Corps Air Station New River
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

1. Situation. To update page 1-5 of the basic Order.

2. Execution. Incorporate the following information in Chapter 1, paragraph 5g, on page 1-5.

g. Pilot-Controlled Lighting. Pilot-controlled lighting is available for all RWYs, TWYs, and PAPI lights on VHF frequency 122.725 during tower non-operational periods. The lights are activated about 20 seconds after a series of radio clicks. The radio clicks are as follows:

3. Filing Instructions. File this change transmittal immediately behind the signature page of the basic Order.

C. V. EBLTZ

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ASO 3710.7Y Ch 2
OPS
OCT 1 8 2021

AIR STATION ORDER 3710.7Y Ch 2

From: Commanding Officer, Marine Corps Air Station New River
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

Encl: (1) New page inserts to ASO 3710.7Y Chapter 3.

1. Situation. To transmit new page inserts to the basic Order.

2. Execution. Remove page 3-27 and replace with the corresponding enclosure (1).

3. Filing Instructions. File this change transmittal immediately behind the signature page of the basic Order.

C. V. EBITZ

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b. When the Regional METOC Center (RMC) identifies strikes within ten NM of the airfield, ordnance operations to include arming/de-arming shall be terminated IAW reference (d) and reference (i).

c. When RMC identifies strikes within 10 NM of the airfield, fueling operations will be terminated and all personnel should remain indoors whenever practical. Restrictions are left to the discretion of the unit CO based on storm severity, mission scope, and operational necessity.

d. The MCAS New River METOC shall monitor the aforementioned systems and notify the AODO, designated station personnel, tenant commands, and all transient personnel when these conditions are observed or forecasted to occur.

e. MCAS New River METOC will activate the lightning warning detection panels located at the CALA when lightning is detected within 10 NM and activate the lighting warning detection panels located on the front of the hangars throughout the airfield when lightning is detected within five NM.

f. After normal working hours, the RMC will assist in notification.

g. Aircraft already loaded with ordnance that do not require arming may taxi and launch at the discretion of the unit commander and PIC, as modified by other applicable instructions. Aircraft already loaded with ordnance requiring arming shall not be armed until the storm has passed. Aircraft with ordnance requiring de-arming that lands during an electrical storm shall remain in the de-arming area until the lightning threat passes.

20. Noise Abatement. Aircraft noise creates a major public relations concern. Reference (a) directs commands to review operating practices on a continuing basis with a view toward minimizing this nuisance to the public. Strict adherence to the course rules outlined in Chapter 3 will limit this nuisance. It is not enough that the pilot is satisfied that persons and property are not endangered. Aircraft shall make a definite effort to fly in such a manner that individuals do not believe they or their property are endangered.

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AIR STATION ORDER 3710.7Y Ch 3

From: Commanding Officer, Marine Corps Air Station New River
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

Encl: (1) New page inserts to ASO 3710.7Y

1. Situation. To transmit new page inserts to the basic Order.

2. Execution

a. Remove page 1-5 and replace with the corresponding enclosure (1).

b. Remove page 5-1 and replace with the corresponding enclosure (1).

3. Filing Instructions. File this change transmittal immediately behind the signature page of the basic Order.

C. V. EBITZ

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(c) The pavement is on a medium-strength subgrade (B).

(d) The pavement has no limit on tire pressure (W).

(e) The value of 80 was calculated through technical evaluation (T).

(4) Contact AOPS for PCN for all other surface areas.

5. Airfield Lighting

a. Rotating Aerodrome Beacon

(1) An alternating green and dual peaked white rotating beacon is located on top of building AS-310; the water tower adjacent to the Marine Aircraft Group (MAG) 26 Headquarters.

(2) The rotating beacon shall be lit between sunset and sunrise, between sunrise and sunset when the airfield is IFR, and when the airfield is closed.

b. Obstruction Lighting. Red obstruction lights shall be installed on all airfield obstructions and shall be lit between the hours of sunset and sunrise.

c. RWY Lighting. All RWYs are equipped with tower controlled variable intensity lights and Precision Approach Path Indicator (PAPI) lights. Blue TWY lights are installed from the approach ends of RWY 19 and 23 to Delta TWY for Night Vision Goggle (NVG) operations.

d. TWY Lighting. All TWYs have blue TWY lights.

e. Approach Lighting. Adjustable short approach lighting system high intensity approach lights with sequenced strobes are available to RWY 01.

f. RWY Threshold Lighting. Fixed intensity green lights arranged symmetrically left and right of the RWY centerline are installed for identifying the RWY threshold.

g. Pilot-Controlled Lighting. Pilot-controlled lighting is available for all RWYs, TWYs, and PAPI lights on VHF frequency 134.950 during tower non-operational periods.

Chapter 5

Air Traffic Control

1. Air Traffic Control Facility. The ATCF consists of an ATC Tower and a Radar ATCF.

a. Tower Services

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

(2) All aircraft operating under VFR within five miles of the center of the airfield from the surface up to and including 2,500 feet AGL, and all vehicular and aircraft traffic on the TWYs and RWYs, shall be under the control of the New River Tower.

(3) New River Control Tower Radio frequencies:

(a) New River Tower: 360.200 UHF/134.950 VHF.

(b) Secondary Unmonitored: 323.250 UHF.

(c) New River ATIS: 288.325 UHF/134.325 VHF.

(d) New River Ground: 254.275 UHF/121.800 VHF.

b. Radar Services

(1) New River Arrival Control and MCAS Cherry Point Approach Control provide arrival and departure control services.

(2) Radio frequencies for New River Arrival Control are 279.575 UHF/124.850 VHF and New River clearance delivery frequency is 269.025 UHF.

(3) Available approaches are listed in the current DoD FLIP (terminal) low altitude United States.

c. Flight following is available when requested. Contact New River Arrival on 279.575 UHF or 124.850 VHF, and New River

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AIR STATION ORDER 3710.7Y Ch 4

From: Commanding Officer, Marine Corps Air Station New River
To: Distribution List

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

1. Situation. To update pages 3-6 and 3-7 of the basic Order.

2. Execution. Incorporate the following information in Chapter 3, paragraph 9e, pages 3-6 and 3-7.

e. Aircrew shall ensure sufficient horizontal separation to preclude damage to aircraft and property or injury to personnel. The PIC is responsible for safe taxi clearance from obstacles and other aircraft. When uncertain of safe taxi clearances, stop and utilize appropriate ground personnel prior to continuing to taxi.

3. Filing Instructions. File this change transmittal immediately behind the signature page of the basic Order.

C. V. EBITZ

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ASO 3710.7Y
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LOCATOR SHEET

Subj: AIRFIELD OPERATIONS MANUAL, MARINE CORPS AIR STATION NEW RIVER (SHORT TITLE: AOM)

Location: _____
(Indicate the location(s) of the copy(ies) of this Order.)

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporated Change

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Chapter 1

General

1. General Rules. MCAS New River has a designated 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 the flight.

2. Wording. Concept of word usage and intended meaning are:

a. Shall: when application of a procedure is mandatory.

b. Should: when application of a procedure is recommended.

c. May: when application of a procedure is optional.

d. Will: indicates futurity and never indicates a requirement for application of a procedure.

3. Airfield Description. KNCA, 34°42'51"N/77°26'38"W, is located three miles south of Jacksonville, North Carolina (NC). The airfield is on the west bank of the New River and the airfield elevation is 26 feet above Mean Sea Level (MSL).

Runway (RWY) 05/23			
Length/Width	5,127 feet/150 feet.		
Magnetic Heading	RWY 05: 054°.	RWY 23: 234°.	
Touchdown Zone Elevation	RWY 05: 26 feet.	RWY 23: 25 feet.	
Primary Calm Wind RWY	RWY 23.		
Intersection Departure Distance from Delta Taxiway (TWY)*	RWY 05: 2,500 feet. RWY 23: 2,600 feet.		
Overrun RWY 23: 800x75 foot.	Underrun RWY 05: 800x75 foot.		
RWY 01/19			
Length/Width	4,789 feet/150 feet.		
Magnetic Heading	RWY 01: 009°.	RWY 19: 189°.	
Touchdown Zone Elevation	RWY 01: 24 feet.	RWY 19: 23 feet.	
Intersection Departure Distance from Delta TWY*	RWY 01: 3,150 feet. RWY 19: 1,600 feet.		
Intersection Departure Distance from Alpha TWY*	RWY 01: 1,450 feet. RWY 19: 3,300 feet.		
*Intersection departure distances rounded down to the nearest 50-foot increment.			

Figure 1-1.--Runway Data

a. TWYs. There are nine letter-designated TWYs at KNCA.

TWY	WIDTH	USE
A	75 feet	Access from MAT 1 to RWYs.
B	55 feet	Access from MAT 2 to RWYs.
C	75 feet	External TWY to MAT area and links Bravo TWY to Delta TWY.
D	150 feet	Access to RWYs from MAT area.
E	75 feet	Access to MAT 7 from MAT area and Delta TWY (wash rack).
F	75 feet	Access to Combat Aircraft Loading Area (CALA)/ Arm-De-Arm and RWY 05/23 to/from the MAT area.
G	75 feet	Access to/from RWY 01.
H	75 feet	Parallel TWY to RWY 01/19.
I	75 feet	Access to/from RWY 19.

Figure 1-2.--Taxiway Data

b. Navigational Aids

(1) Tactical Air Navigation (TACAN)

(a) Identifier Call Letters. NCA.

(b) Location. The TACAN, channel 101X, is located adjacent to Delta TWY between RWY 05/23 and RWY 01/19.

(c) Navigational Check Points. The TACAN checkpoint is located at the mouth of Bravo TWY.

(2) Instrument Landing System

(a) Location. RWY 01.

(b) Frequency. 111.100 Very High Frequency (VHF).

c. Airfield Operations (AOPS) and Metro Frequencies

(1) New River AOPS: 253.300 Ultra-High Frequency (UHF).

(2) New River Metro: 244.775 UHF.

4. Hangar and Service Facilities

a. Hangar and Maintenance Facilities. Hangar and maintenance facilities are available for units assigned to MCAS New River. Limited hangar and maintenance facilities are available for transient aircraft.

b. Fuel. Jet Propellant 5 is available at the Rapid Refuel Facility (Fuel Pits) or by fuel truck.

(1) Rapid Refuel Facility (Fuel Pits). Hot refueling is available for helicopters only during published airfield hours. Requests for hot refueling outside published hours shall be requested five working days in advance from AOPS.

(2) Cold Fueling Services. Cold fueling services are available via fuel truck. Fuel trucks are coordinated through the Fuels Dispatcher, Station Fuels Division during published airfield hours. If cold fueling services are needed outside published airfield hours, submit a request to AOPS three working days in advance.

c. Lubricants, Oxygen, and Starting Services. Lubricants, oxygen, and starting services are available.

d. Aircraft Wash Station. An aircraft wash station, controlled by the New River Tower, is located on Echo TWY. Request use of the wash station via New River ground frequency 121.800 VHF or 254.275 UHF.

e. Weather Services

(1) Weather services are available as published in the current Instrument Flight Rules (IFR) En Route Supplement. Pilots may obtain in-flight weather information and updated forecasts by contacting the following:

(a) New River Metro: 244.775 UHF.

(b) Regional Meteorological and Oceanographic (METOC) Center, Marine Corps Installations East (MCIEAST).

(c) While en route contact Cherry Point Metro: 343.500 UHF when MCAS New River METOC is closed.

(2) A flight weather brief, Department of Defense (DoD) DD Form 175-1 Flight Weather Briefing, is required when filing a DD Form 175 Military Flight Plan. It is the pilot's responsibility to obtain the weather brief. Pilots may obtain a weather brief in person or by using the flight weather briefer.

(3) The forecaster shall provide the weather brief no earlier than two hours prior to the Estimated Time of Departure (ETD) and shall assign a void time not to exceed the ETD plus 30 minutes. The weather brief may not be extended more than 30 minutes past the original void time. Pilots shall obtain a new weather brief if the departure is delayed one hour or more past the original ETD.

(4) Flight weather packets are available with a minimum three-hour advance notice to brief time.

(5) Automated Surface Observation System (ASOS) information is available after normal published METOC hours. The ASOS will broadcast on the New River Metro frequency 244.775 UHF. Broadcast weather conditions will be based on current conditions directly over the MCAS New River airfield and do not represent weather conditions outside of a one-mile radius from the center of the airfield.

f. Allowable Gross Load. Allowable gross load for RWYs, TWYs, and/or MAT areas are computed by dividing Aircraft Classification Number (ACN) by the Pavement Classification Number (PCN).

(1) If the ACN/PCN is less than or equal to one, aircraft can use that surface area.

(2) If the ACN/PCN is greater than one, contact AOPS for approval.

(3) PCN for RWY 01-19 and RWY 05-23 is 80/F/B/W/T. PCN of 80/F/B/W/T means:

(a) The underlying pavement's value indicating load-carrying capacity is 80.

(b) The pavement is flexible (F).

(c) The pavement is on a medium-strength subgrade (B).

(d) The pavement has no limit on tire pressure (W).

(e) The value of 80 was calculated through technical evaluation (T).

(4) Contact AOPS for PCN for all other surface areas.

5. Airfield Lighting

a. Rotating Aerodrome Beacon

(1) An alternating green and dual peaked white rotating beacon is located on top of building AS-310; the water tower adjacent to the Marine Aircraft Group (MAG) 26 Headquarters.

(2) The rotating beacon shall be lit between sunset and sunrise, between sunrise and sunset when the airfield is IFR, and when the airfield is closed.

b. Obstruction Lighting. Red obstruction lights shall be installed on all airfield obstructions and shall be lit between the hours of sunset and sunrise.

c. RWY Lighting. All RWYs are equipped with tower controlled variable intensity lights and Precision Approach Path Indicator (PAPI) lights. Blue TWY lights are installed from the approach ends of RWY 19 and 23 to Delta TWY for Night Vision Goggle (NVG) operations.

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e. Approach Lighting. Adjustable short approach lighting system high intensity approach lights with sequenced strobes are available to RWY 01.

f. RWY Threshold Lighting. Fixed intensity green lights arranged symmetrically left and right of the RWY centerline are installed for identifying the RWY threshold.

g. Pilot Controlled Lighting. Pilot controlled lighting is available for all RWYs, TWYs, and PAPI lights on VHF frequency 122.725 during tower non-operational periods.

(c) The pavement is on a medium-strength subgrade (B).

(d) The pavement has no limit on tire pressure (W).

(e) The value of 80 was calculated through technical evaluation (T).

(4) Contact AOPS for PCN for all other surface areas.

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g. Pilot-Controlled Lighting. Pilot-controlled lighting is available for all RWYs, TWYs, and PAPI lights on VHF frequency 134.950 during tower non-operational periods.

The lights are activated about 20 seconds after a series of radio clicks. The radio clicks are as follows:

(1) Three clicks: low intensity.

(2) Five clicks: medium intensity.

(3) Seven clicks: lights off.

6. Airfield Hours

a. Airfield hours are published every eight weeks in the DoD IFR En Route Supplement Flight Information Publication (FLIP). The IFR En Route Supplement can be located at https://aerodata.nga.mil/AeroDownload/.

b. Changes to airfield hours are established by the AOPSO and published via Notice to Airmen (NOTAM).

7. Compass Rose. The Compass Rose is located southeast of Alpha TWY. Use of the Compass Rose is coordinated through the Transient Aircraft Service Division (TASD). Ground Support Equipment (GSE) and aircraft in tow to and from the Compass Rose shall be in radio contact with the tower or escorted by qualified personnel.

8. Average Annual Weather Data

a. Seasonal Temperatures. The average seasonal temperatures are:

(1) Spring (March through May): 63˚F.

(2) Summer (June through August): 78˚F.

(3) Fall (September through November): 65˚F.

(4) Winter (December through February): 48˚F.

b. Mean Temperatures. The annual mean temperature is 64˚F with a daily average maximum of 73˚F and a daily average minimum of 55˚F. The highest recorded temperature for the Air Station was 102˚F in July of 1993. Historically, July is the hottest month of the year.

c. Mean Relative Humidity

(1) Spring: 69 percent.

(2) Summer: 75 percent.

(3) Fall: 74 percent.

(4) Winter: 69 percent.

d. Precipitation. Historically, July is the wettest month, with an average rainfall of 7.6 inches, and October is the driest month, with an average rainfall of 2.9 inches. The average annual rainfall is 53.9 inches.

e. Wind. The prevailing surface wind direction from September through March is northerly at six knots. From April through August, the prevailing wind is southwesterly at six knots. The peak wind recorded was northwesterly at 75 knots and occurred in September 2018.

f. Weather Conditions. On average, there are 14 days per month where visibility is less than seven miles due to fog. Annually, Visual Flight Rules (VFR) conditions prevail 89.8 percent of the time and IFR conditions exist 10.2 percent of the time. Below minimum conditions occur 1.1 percent of the time. The majority of thunderstorms occur June through August, with most occurring in July.

g. Seawater Temperature. The average seawater temperature ranges between 46˚F to 80˚F. The annual mean seawater temperature is 65˚F.

9. Arresting Gear. Arresting gear is not installed at McCutcheon Field.

10. Prior Permission Required (PPR) Policy

a. All transient aircraft shall have a PPR number. Transient aircraft without a PPR are not authorized to land.

b. Tenant aircraft shall have a PPR number if services are required or when transporting Very Important Person(s) (VIP) to MAT 1.

c. AOPS will publish a daily advisory of transient aircraft and aircraft requiring special handling; to include PPR numbers.

d. AOPS will screen all aircraft movement messages and flight progress strips to ensure inbound aircraft have required PPR. In the event an aircraft does not have a valid PPR, AOPS will notify the ATC Tower.

e. AOPS will verify the information on all aircraft requesting a PPR via the radio. Once the aircraft information has been verified, AOPS will issue a PPR for aircraft and notify the ATC Tower that the PPR requirement has been met and the aircraft is authorized to land.

f. Aircraft declaring an emergency and medical evacuation aircraft are exempt from this PPR policy.

g. To ensure services are available, PPR should be obtained at least 24 hours in advance. Contact AOPS to obtain a PPR.

11. Civil Aircraft Operations. Civil aircraft intending to operate from MCAS New River shall have a current civil aircraft landing permit and obtain a PPR number not less than 24 hours prior. AOPS personnel shall not issue a PPR number to civil aircraft without a valid DD Form 2401, Civil Aircraft Landing Permit. Civil aircraft landing permits shall be processed and approved in accordance with (IAW) reference (f).

a. Practice approaches for civil aircraft are not authorized at MCAS New River.

b. Fees for landing, parking, and storage shall be assessed IAW reference (f).

12. Things Falling Off Aircraft (TFOA)

a. Aircraft operating in the local flying area shall not intentionally drop/jettison objects except in authorized areas. To reduce the TFOA hazard, aircraft should avoid over flight of populated areas to the maximum extent possible.

b. Should a pilot become aware some part of the aircraft fell off or is discovered missing prior or subsequent to flight, the incident should be reported as soon as possible using existing aviation flash reporting procedures. If applicable,

the incident should be reported via hazard report, operational report, serious incident report, and IAW reference (s).

13. Photography

a. Photographing MCAS New River facilities, equipment, and assigned aircraft is prohibited unless specifically authorized by the Commanding Officer (CO), MCAS New River. Photographing 2d Marine Aircraft Wing (MAW) aircraft requires permission from the reporting custodian.

b. Personnel with a need to take photographs shall contact Station Operations (S-3). Station Operations (S-3) shall refer all requests for photography to Communications Strategy and Operations, MCIEAST-Marine Corps Base, Camp Lejeune (MCB CAMLEJ).

c. The AOPSO should be advised of all approved photography. The AOPSO shall contact the units or facility managers involved to confirm they are aware of approved photography within their assigned areas.

d. Personnel discovered in the process of taking unauthorized photographs shall be turned over to the Provost Marshal, Security and Emergency Services (SES) Company, Headquarters Support Battalion (HQSPTBN), MCIEAST-MCB CAMLEJ with the photography equipment, film, and storage media.

14. Suspicious Aircraft, Pilot Activity, and STOP ALERT Procedures. Given the infinite list of potential threat scenarios, it is difficult to develop a comprehensive list of suspicious aircraft and pilot activity. Personnel shall take reports of suspicious aircraft and pilot activity seriously, regardless of the source of the information.

a. Suspicious Aircraft and Pilot Activity. Activities deemed suspicious requiring immediate attention/action include:

(1) Any civil/transient military aircraft landing without a PPR number.

(2) No-flight-plan arrivals for civilian aircraft.

(3) Aircraft taxiing between sunset and sunrise without exterior lights on.

(4) Aircraft taxiing without permission from the ATC Tower.

(5) Aircraft squawking 7500 and/or otherwise communicating a hijacking.

(6) If communications are lost or not established and the aircraft deviates from its assigned route of flight or altitude, and the aircraft does not adjust the transponder to code 7600 indicating radio failure.

(7) If communications are lost or not established and the aircraft fails to display the assigned beacon code, an approved emergency or radio failure beacon code, or an aircraft departs on an IFR clearance and fails to switch on the transponder.

(8) If communications are lost or not established for five minutes or more, consider the activity suspicious regardless of transponder code.

(9) If an aircraft has transitioned through the Air Defense Identification Zone and cancels IFR and/or fails to land at the airport of entry.

(10) Receiving phantom or inappropriate transmissions such as unusual questions about military activities or sensitive/secure areas.

(11) Inconsistent or abnormal aircraft activity such as repetitive flight over or near sites of interest, prohibited or restricted airspace, inappropriate speed or rate of climb or descent, or missed crossing restrictions or reporting points takes place.

(12) Pilot reports difficulties with no explanation and fails to respond to ATC.

(13) Any situation where good judgment, situational awareness, and circumstances indicate an aircraft is being used or is about to be used in a threatening manner.

b. STOP ALERT. ATC shall use the phrase “STOP ALERT” to signal suspicious aircraft and/or pilot activity requiring an

immediate security response. Personnel shall make every effort to recognize, relay, and handle a STOP ALERT. ATC shall use the primary crash net to sound the alarm for a STOP ALERT using the following format:

(1) Call sign of suspect aircraft.

(2) Type of aircraft.

(3) Time (coordinated universal time).

(4) Position (latitude and longitude, if available).

(5) Heading.

(6) Speed.

(7) Altitude.

(8) Other pertinent information.

c. Isolation Area. The purpose of the isolation area is to contain/isolate the suspect aircraft until crew intentions are determined. Midfield Delta TWY is the isolation area for suspect aircraft.

(1) All suspicious aircraft shall be parked in this area and shall remain in the isolation area until released by the Station Operations Officer (OPSO) or AOPSO.

(2) SES Company, HQSPTBN MCIEAST-MCB CAMLEJ shall respond to STOP ALERT IAW with their standing operating procedures or as directed by the Station OPSO.

d. Daily Flight Advisory. AOPS shall include all transient aircraft and the corresponding PPR number on the daily flight advisory. Submit all changes to the daily flight advisory to the Tower via data position.

e. ATC

(1) The Tower and Radar Flight Data positions shall display the PPR number issued to each transient aircraft on the flight progress strips.

(2) ATC shall hold/delay aircraft that do not have a valid PPR number outside the CDSA until the aircraft can obtain a PPR number.

(3) ATC shall divert aircraft that are holding and subsequently unable to obtain a PPR number.

(4) ATC shall handle as suspect all aircraft, including emergency aircraft, that are unable to divert and must land without a PPR number.

15. Pyrotechnics and Fireworks Displays. Firework displays on the Air Station require approval from the CO, MCAS New River. Organizations desiring to conduct fireworks displays within the CDSA shall advise AOPS not less than 48 hours prior to the event. The AOPSO shall notify ATC and ensure a NOTAM is issued IAW reference (w). The following information is required:

a. Date, time, and location of the event.

b. Duration of the event.

c. Maximum altitude, if known.

16. Airfield Service Requests. An airfield services request is required for open/extended airfield hours, emergency condition operations, and closed tower operations.

a. Fuel services are not available during closed tower operations or open/extended airfield hours unless specifically requested and approved by the AOPSO.

b. Units shall submit requests, via the appropriate chain of command, to the CO, MCAS New River, attention: AOPS not less than three working days prior to the planned event. For current request format, contact AOPS.

c. A request with the potential to affect higher and adjacent units shall be coordinated with those units prior to submission. The requesting unit is responsible for accomplishing the required coordination.

17. Quiet Hours. Quiet hours are a noise restriction on test cell, aircraft, GSE, Heavy Equipment (HE), and flight operations.

a. Units shall submit requests, via the appropriate chain of command, to the CO, MCAS New River, attention: AOPS, not less than five working days prior to the planned event. For current request format, contact AOPS.

b. For ceremonies conducted for O-5 and below, approved quiet hour periods are limited to one hour.

c. For ceremonies conducted for O-6 and above, approved quiet hour periods are limited to one hour and 20 minutes.

d. Hot refueling is not authorized during quiet hours.

e. Fuel pits close 15 minutes prior to the start of quiet hours.

f. Operation of mobile electric power plants and other HE within 500 yards of the ceremony are prohibited.

g. Vehicle operations within 500 yards of the ceremony are prohibited.

h. Operation of the jet engine test cell is prohibited.

i. Aircraft declaring an emergency are exempt from quiet hour restrictions.

j. Quiet hours shall not be extended past the time limit specified without the approval of the CO, MCAS New River.

k. ATC shall include the quiet hour period in the Automatic Terminal Information Service (ATIS) broadcast at least one hour prior to commencing and shall broadcast the beginning of the quiet hour period 30 minutes and 15 minutes prior to commencing.

l. A local NOTAM will be issued for all quiet hours within 72 hours of the event date.

m. Change of Command, Appointment, and Relief ceremonies shall use Rule A quiet hours.

18. Quiet Hour Rules (A) Through Rule (C). Quiet hours will be issued using one of the following rules and shall be included in the unit's quiet hour request.

a. Rule A. Prohibits the following activities:

(1) Aircraft operations in the CDSA within one nautical mile (NM) of the airfield, touch and go landings, missed/low approaches, low altitude flyovers, take-offs, landings, and taxiing.

(2) Operation of aircraft engines, auxiliary power plants, and the jet engine test cell.

(3) All flightline vehicle traffic to include GSE shall maintain 1000 feet from the hangar/apron where the quiet hour event is happening.

b. Rule B. Prohibits the following activities:

(1) Aircraft operations in the CDSA within one NM of the airfield, touch and go landings, missed/low approaches, low altitude flyovers, take-offs, landings, and taxiing.

(2) Operation of aircraft engines and auxiliary power plants within the following MAT areas depending on the ceremony location.

(a) MAT 1 and MAT 8 for ceremonies on the respective MAT area.

(b) MAT 2 through MAT 7 for ceremonies on the respective MAT area.

c. Rule C. Prohibits taxiing aircraft and the operation of aircraft engines and auxiliary power plants within the following MAT areas depending on ceremony location.

(1) MAT 1 and MAT 8 for ceremonies on the respective MAT area.

(2) MAT 2 through MAT 7 for ceremonies on the respective MAT area.

19. Combat Aircraft Loading Area. The CALA consists of an aircraft loading area, an ordnance staging area, and an explosive cargo staging area. The CALA is located next to Foxtrot TWY.

a. There are 19 aircraft parking spots in the loading area. CALA parking spots are designed for H-1s; however, other aircraft can be accommodated with coordination between the Explosive Safety Officer (ESO) and AOPS.

b. To schedule the CALA, units shall submit a request, via the appropriate chain of command, to the CO, MCAS New River, attention: AOPSO not less than three working days prior to the planned event. For current request format, contact AOPS.

c. Units shall not stage aircraft or ordnance in the CALA prior to the approved period or leave aircraft or ordnance in the CALA after operations are complete without the approval of the AOPSO.

d. Ordnance operations in the CALA shall be conducted per Chapter 3 of this Order.

20. Flight Operations Complete. Squadron Operations Duty Officers (ODO) shall notify the Airfield ODO (AODO) when squadron flight operations are complete. AOPS shall monitor all squadron flight schedules and contact the squadron ODO if the flight operations complete notification is not received within 30 minutes of the planned and/or amended completion of flight operations.

21. Contingency Operations. MCAS New River is on stand-by to support contingency operations. Advance notice and approval by the AOPSO is required.

22. Flightline Security, Vehicle Restrictions, and Traffic Procedures

a. Vehicle operators are required to obtain an airfield driver's license prior to operating vehicles within the Flightline Restricted Area (FLRA). The FLRA encompasses all RWYs, TWYs, aircraft parking MATS, hangars, fuel pits, CALA, and Arm/De-Arm area per reference (x). Vehicle operators that do not have an airfield driver's license require an escort while operating within the FLRA.

b. To obtain an airfield driver's license, vehicle operators must attend the Airfield Vehicle Operator Course (AVOC). ATC schedules and instructs the AVOC. To schedule the

AVOC, contact the ATC AVOC coordinator at (910) 449-6695/6657 or email at: New_River_ATC_Facility@usmc.mil.

c. AOPS will issue vehicle operators an airfield driver's license upon course completion. The license is valid for one year. To renew the license, vehicle operators must retake the AVOC.

d. Authorized entry into the FLRA is restricted to vehicles directly involved in the operation, maintenance, or construction of airport facilities; or the operation and maintenance of aircraft operating in the FLRA. In addition, the vehicle operator must be performing official duties requiring the use of the movement area; otherwise, utilize perimeter roads.

e. All vehicles operating on the airfield shall be equipped with an amber rotating beacon or an aviation orange and white-checkered flag. Check out beacons and/or flags from AOPS.

f. Vehicles should remain on the hard surfaces after entering the airfield to the maximum extent possible. If necessary to travel on an unprepared surface, vehicle operators shall conduct a tire Foreign Object Debris (FOD) check upon returning to the hard surface.

g. Vehicles operating on the airfield at night or in adverse weather conditions shall use normal lighting such as head lights and parking lights unless directed by the New River Tower.

h. Vehicle operators requiring access on or directly adjacent to the movement areas are required to be in radio communication with the New River Tower and obtain permission for each area they require access to. ATC has final authority over all movement area access.

i. Emergency vehicles shall adhere to the established speed limits except during an emergency or declared drill and then at speeds commensurate with safe vehicle operation.

(1) Five miles per hour (mph) for aircraft and ground support equipment under tow and vehicles operating near aircraft (50 feet or less).

(2) 10 mph for tow tractors not towing aircraft.

(3) 25 mph is the general speed limit outside the above restrictions.

23. Search and Rescue (SAR)

a. United States Coast Guard (USCG) Atlantic Command (AC) is responsible for rescue operations over the ocean and on navigable waterways. MCAS New River AOPS will coordinate with USCGAC at phone number (757) 398-6231/6390 if coordination is required.

b. The Air Force Rescue Coordination Center (AFRCC) is responsible for rescue operations over land and non-navigable waterways. MCAS New River AOPS will coordinate with AFRCC at phone number (800) 851-3051 if coordination is required.

Chapter 2

Flight Planning

1. General. To ensure positive control and to decrease the probability of a midair collision, flights originating from MCAS New River shall be conducted IAW the current Office of the Chief of Naval Operations and Naval Air Systems Command (NAVAIR) instructions, Federal Aviation Administration (FAA) directives, IFR En Route Supplement FLIP, and this Manual to the maximum extent practicable.

2. Tower En Route Control/Tower-to-Tower Clearance. A tower en route control/tower-to-tower clearance is an IFR clearance used to control IFR en route traffic within the controlled airspace between two adjacent approach control facilities.

a. Tower en route/tower-to-tower clearances are available between MCAS New River and MCAS Cherry Point, Wilmington Airport, and Seymour Johnson Air Force Base (AFB).

b. Tower en route/tower-to-tower clearance provides a pilot the same services as an IFR flight plan filed by a DD Form 175, Military Flight Plan. Pilots must request a tower-to-tower clearance from Clearance Delivery or Ground Control.

c. A tower en route/tower-to-tower clearance does not relieve the pilot of the responsibility for obtaining a weather briefing and the selection of an alternate airport if required.

3. Flight Planning. Flight planning services are located in AOPS, building AS-843, during published airfield hours. The flight planning room contains current charts and publications required for flight.

4. Notice to Airmen Information. NOTAM information is updated as required and available from the Defense Internet NOTAM service web site at https://www.notams.faa.gov.

5. Instructions for Filing and Completing Flight Plans. AOPS is responsible for processing all flight plans.

a. Flight Plans. A flight plan appropriate for the intended operation shall be submitted to AOPS.

All flight plans must be signed by the Pilot-in-Command (PIC)/formation leader, certifying applicable criteria, set forth in reference (a) and in the DoD FLIP General Planning Guide, have been met. Changes to flight plans shall be IAW reference (a). Pilots shall file by one of the following methods:

(1) DD Form 175, Military Flight Plan. Used for other than local, point to point, and round-robin flights within the Continental United States (CONUS), Honolulu, Alaska, San Juan domestic control areas, and for flights from CONUS to Canada. To ensure timely and proper processing, the signed DD Form 175 should be submitted at least one hour prior to the proposed departure time in person, faxed, or emailed to AOPS.

(a) For the purposes of flight tracking and flight guard, a DD Form 175 is required for all VFR flights that stop over or terminate at a facility other than MCAS New River.

(b) A DD Form 175 is required for all IFR flights except tower en route/tower-to-tower IFR flights, flights out of the local flying area, or flights in the local flying area that stop-over or terminate at a facility other than MCAS New River.

(c) All MV-22 aircraft shall be on a DD Form 175 for all VFR, IFR, and stereo flight plans at all times when flying in the local flying area.

(d) For Functional Check Flights (FCFs) and other local pattern operations, ATC may assign a discrete beacon code without a DD Form 175 on file.

(2) Abbreviated DD Form 175, Squadron Flight Schedules. An abbreviated DD Form 175 or daily flight schedule may be used in lieu of the DD Form 175 for VFR operations conducted within the local flying area.

(3) DD Form 1801, DoD International Flight Plan. A DD Form 1801 shall be used whenever aircraft will land at a foreign airfield or penetrate foreign or oceanic control areas. The accurate and completed DD Form 1801 shall be filed in person at least two hours prior to the departure time.

b. Shore-to-Ship/Ship-to-Shore Operations. To ensure the timely handling of flight movement information for aircraft en route between MCAS New River and ships off shore, pilots shall comply with the requirements of reference (a).

c. Flight Plan Requirements for Military Training Route(s) (MTR). Pilots shall file a flight plan IAW reference (a) and the DoD FLIP Area Planning, AP/1B, when using an MTR.

d. Flight Plan Requirements for Warning Areas. To facilitate ATC functions, pilots planning to operate in a warning area shall file a DD Form 175 IFR or VFR flight plan. The route of flight must contain the entry and exit point in fix/radial/distance format.

e. Daily Flight Schedule. All units conducting flight operations at MCAS New River and within the local flying area shall publish a daily flight schedule signed by the Unit CO or delegated authority. COs shall ensure flight schedules comply with the provisions of reference (a).

(1) Squadrons shall deliver a daily flight schedule to AOPS by 1900 (Local) each day, and weekend and holiday flight schedules before close of business the last full workday prior.

(2) Squadron ODOs shall pass flight schedule changes to AOPS as soon as practicable after the change is made.

(3) Flight schedules may be delivered in person or by electronic mail to: ombnewriverbaseops@usmc.mil.

6. Flight Guard

a. AOPS is responsible for flight guard of all aircraft operating to and from MCAS New River.

b. Flight progress strips shall be used to monitor inbound flights to MCAS New River.

c. Information for flight progress strips shall be obtained from the following sources:

(1) ATC Tower for all aircraft not utilizing an IFR/VFR flight plan. The ATC Tower shall pass this information to AOPS within 15 minutes of departure and or arrival.

(2) Automated Information Service Request (AISR) system for all aircraft inbound from other airports.

7. Overdue Aircraft

a. AOPS is responsible for initiating appropriate action when an aircraft becomes overdue.

b. The following actions shall be taken:

(1) Initiate a thorough check of the airfield for the aircraft in question.

(2) For MCAS New River based aircraft, the reporting custodian will make a physical check.

(3) For aircraft not based locally, TASD personnel will make a physical check.

(4) Send appropriate messages via the AISR for overdue aircraft per reference (j).

8. Weather Minima

a. VFR. The ceiling and visibility required for VFR operations is 1,000 feet and three miles.

b. Special VFR (SVFR). SVFR operations and weather minima are discussed in Chapter 3 of this Order.

c. IFR. IFR departure minima for Navy and Marine Corps aircraft is published in reference (a). IFR departure minima for other military aircraft shall be IAW applicable service directives. IFR departure minima for civil aircraft shall be IAW the Federal Aviation Regulations (FAR) and company operations specifications.

Chapter 3

Course Rules

1. General. The course rules established by this Manual are intended to prevent air traffic conflicts. Aircraft shall not deviate from the course rules except as authorized by ATC or in the case of an aircraft emergency. ATC shall not approve a deviation to the course rules when the deviation could constitute a hazard to other aircraft.

a. Aircraft operating in Visual Meteorological Conditions (VMC), regardless of the type of clearance (VFR/IFR), are directly responsible for avoidance of other aircraft. An IFR clearance during VMC does not guarantee another aircraft will not constitute a collision hazard.

b. When meteorological conditions permit, regardless of the type of flight plan or whether or not under control of a radar facility, the pilot is responsible for seeing and avoiding other traffic, terrain, and obstacles.

c. Within this Manual, fixed-wing aircraft include tilt-rotor aircraft in airplane mode. Helicopters include tiltrotor aircraft in conversion (helicopter) mode.

2. Course Rules Briefing Requirements

a. All pilots shall receive an MCAS New River course rules brief, presented by ATC, prior to conducting flight operations within the McCutcheon Field CDSA and the restricted and training areas within the MCB CAMLEJ complex as defined by reference (l).

b. Pilots assigned to MCAS New River shall receive an initial course rules brief; then annually or when returning from an extended deployment of six months or more.

c. MCAS New River ATC is the only agency authorized to conduct the course rules brief. To schedule course rules brief, contact the ATC Facility (ATCF).

3. Communication. Aircrew shall establish two-way communication with New River Tower prior to entering the CDSA.

If unable to establish two-way communication, remain clear of the CDSA and contact New River Arrival for instructions.

a. Aircrew shall maintain UHF radio communication with the New River Tower when operating in the CDSA to include when operating from the Landing Zones (LZs) located within the CDSA. Aircrew shall report the number of operations conducted in LZs within the CDSA to the New River Tower upon departure from the LZ.

b. Formation flights shall be controlled/cleared as a single aircraft unless the formation leader requests otherwise. Only the flight leader of a formation flight is required to maintain radio communication. All other members of the flight shall monitor the appropriate frequency.

4. Local Flying Area

a. Helicopters. The local flying area for helicopters is within 100 NM radius from MCAS New River not extending beyond the coast of the Atlantic Ocean.

b. Fixed-Wing. The local flying area for fixed-wing aircraft is within 350 NM radius from MCAS New River not extending beyond the coast of the Atlantic Ocean.

5. Airspace. Refer to Chapter 8 for depictions of Class D airspace and Class E airspace.

a. Class D Airspace. The MCAS New River CDSA is a five NM radius from the geographical center of the airfield that extends from the surface up to and including 2,500 feet MSL.

(1) ATC within the MCAS New River CDSA is conducted IAW current FAA Orders and NAVAIR Instructions.

(2) All aircraft operating under VFR in the CDSA area shall squawk transponder code 1200 or as assigned. Aircrew shall inform the New River Tower if unable to squawk prior to departure or entering the CDSA.

b. Class E Airspace. The airspace extending upward from the surface within 3.2 NM on each side of New River TACAN 239°

radial, extending from the five NM radius of MCAS New River to seven NM southwest of the TACAN.

(1) The airspace extending upward from 700 feet or more above the surface within a seven NM radius of MCAS New River, within a 6.4 NM radius of Albert J. Ellis (OAJ) Airport, and that airspace within a six NM radius of the point in space, 34°45'36''N/77°22'28''W, serving Onslow Memorial Hospital (OMH).

(2) Outside the areas described, Class E airspace begins at 1,200 feet Above Ground Level (AGL).

6. Military Operating Areas and Restricted Areas

a. Marine Corps Outlying Fields (MCOLFs) Camp Davis, Oak Grove, Atlantic Field (12NC), and Marine Corps Auxiliary Field (MCALF) Bogue Field (KNJM) are training facilities within the MCIEAST area of operations.

(1) MCB CAMLEJ Range Control, BLACKBURN, controls access to MCOLF Camp Davis and MCAS Cherry Point Range Control, and BIG ROCK controls access to MCOLF Oak Grove.

(2) MCOLF Atlantic Field (12NC). MCOLF Atlantic Field lies within restricted airspace R5306A, sub-area 3A, at 55 NM east-northeast of MCAS New River.

(a) Operations at 12NC are governed by MCAS Cherry Point ATC. For entry into R5306A/Atlantic Field area, aircraft must check-in with MCAS Cherry Point Approach with the assigned mission number. Aircraft are to monitor the R5306A area common frequency: 339.600 UHF.

(b) MCAS Cherry Point Central Scheduling, Defense Switched Network (DSN) 582-4040, controls access to Atlantic Field.

(3) MCALF Bogue Field (KNJM). KNJM lies within R5306C at 20.5 NM east of MCAS New River. Units planning to operate from KNJM shall contact the Bogue Field AODO for coordination.

b. MCB CAMLEJ Restricted Areas Operating Procedures. MCB CAMLEJ Range Control, BLACKBURN, controls access to restricted

areas R5303A/B/C, R5304A/B/C, and R5306D/E. Refer to reference (l) for range scheduling, requirements, and procedures.

c. MCAS Cherry Point Restricted Areas. MCAS Cherry Point Central Scheduling controls access to Bombing Target (BT) 9, Brant Shoals Target; BT-11, Piney Island Range; the Hatteras F Military Operations Area; restricted areas R5306A/C, VR1043, VR1046; and MCOLF Atlantic Field.

d. Warning Area 122 (W-122). The portion of W-122 included in the MCB CAMLEJ Range Complex is the airspace over the Atlantic Ocean, 30 miles in radius, from a point three miles at sea off Onslow Beach Bridge. Fleet Area Control and Surveillance Facility, Virginia Capes is the scheduling agency for W-122.

7. Aircraft Speed

a. DoD aircraft are authorized to exceed 250 Knots Indicated Air Speed (KIAS) below 10,000 feet when operating on MTRs, other DoD/FAA mutually developed and published routes, in restricted areas, and in military operating areas. The authorization applies only when operating in the specified airspace.

b. To reduce the potential for midair collision associated with high aircraft speeds at low altitudes, aircraft shall not exceed 200 KIAS when operating within the MCAS New River CDSA unless approved by ATC.

8. Special Visual Flight Rules. Reference (j) authorizes SVFR operations at KNCA. The execution of SVFR operations are outlined in a Letter of Agreement (LOA) between MAG-26, MAG-29, and Marine Operational Test and Evaluation Squadron, CH-53 Detachment 1 (VMX-1).

a. Unit Commanders are responsible for ensuring aircrew comply with the provisions of the LOA.

b. SVFR operations are not authorized for fixed-wing aircraft.

c. SVFR operations are for use when aircraft encounter weather conditions less than basic VFR minima. When the

prevailing weather is less than a 500-foot ceiling and/or less than one-mile visibility, SVFR is not authorized for the tower pattern and the Geiger Route.

(1) Pattern work is not authorized when the ceiling is below 500 feet and/or less than one mile visibility. This is due to pattern altitude being 500 feet.

(2) Geiger Route is closed when below 500 feet ceiling and/or less than one mile visibility due to the AT&T tower at point Bravo.

d. SVFR operations are not authorized within the MCAS New River CDSA without ATC clearance.

e. Aircraft conducting SVFR operations shall squawk 4570 or as assigned by ATC.

f. Aircrew shall report reaching each control point on the assigned SVFR operation route. Refer to Chapter 8 for a map depicting the four SVFR routes identified below.

(1) Northeast Creek Route

(a) Montford Point: As depicted on local maps.

(b) Northeast Creek Bridge: NC Highway (Hwy) 24 over Northeast Creek.

(2) Hospital Point Route

(a) Ragged Point: As depicted on local maps.

(b) Hospital Point: Western tip of the point where II Marine Expeditionary Force (MEF) Headquarters is located.

(3) Verona Route

(a) Verona: Intersection of NC Hwy 17 and North Verona Loop Road adjacent to the town of Verona.

(b) Verona Loop Road: Intersection of NC Hwy 17 and South Verona Loop Road.

(c) Fire Tower Road: Overpass at the intersection of NC Hwy 17 and Fire Tower Road.

(4) Geiger Route

(a) Point Alpha: Camp Geiger Circle.

(b) Point Bravo: Intersection of NC Hwy 53 and NC Hwy 258.

(c) Point Charlie: Onslow Government buildings (large building with a white roof).

g. Aircraft conducting SVFR operations shall not exceed 130 KIAS.

h. ATC shall ensure separation between aircraft operating on these routes. Two-way (opposing) air traffic on the SVFR operation routes is not authorized.

i. Aircraft encountering inadvertent Instrumental Meteorological Conditions (IMC) shall immediately squawk 7700, advise ATC, and execute inadvertent IMC procedures.

j. SVFR operations are not authorized during closed tower operations.

9. Taxi Instructions

a. Aircraft shall not taxi without ATC clearance.

b. Aircrew shall read back all taxi instructions.

c. Taxi speed is at the discretion of the aircraft commander. A taxiing aircraft shall not overtake or pass another aircraft without ATC clearance.

d. Aircraft shall operate with the minimum required power and be alert to prevent FOD and/or gust damage.

e. Aircrew shall ensure sufficient horizontal separation to preclude damage to aircraft and property or injury to personnel. The PIC is responsible for safe taxi clearance from obstacles and other aircraft. When uncertain of safe taxi clearances, stop and utilize appropriate ground personnel prior to continuing to taxi.

When taxiing near obstructions or other aircraft, a qualified taxi director shall attend the taxiing aircraft as well as other ground personnel necessary to ensure safe taxiing.

f. Aircraft shall comply with ATC taxi directions. Refer to Chapter 8 for established taxi routes.

g. During the hours of darkness, aircraft shall use landing/taxi lights for taxi operations. Refer to paragraph 27 in this Chapter for NVG lighting requirements.

h. All TWYs are designed for bi-directional taxi with only single direction movement at any one time. ATC shall ensure aircraft using a particular TWY are traveling in the same direction.

i. Aircraft have the right-of-way over all vehicular traffic except emergency vehicles.

j. Taxiing aircraft shall give way to emergency vehicles displaying a flashing red light until cleared to proceed by the tower.

k. Aircraft on a TWY have priority over aircraft waiting to enter a TWY.

10. Take-Off Instructions

a. Aircraft shall not take-off without ATC clearance.

(1) Aircrew shall contact clearance delivery or ground control for clearance.

(2) Clearance read back is mandatory.

(3) To facilitate flight guard, VFR flights shall advise ground control, upon initial contact, of the estimated flight duration and destination.

b. Helicopter aircraft may take-off from a RWY, RWY intersection, TWY, or hover area.

c. Aircraft shall hold short of the duty RWY until cleared for take-off or cleared to position and hold.

d. Aircrews shall read back hold short, line up and wait, and cleared for take-off instructions.

e. When cleared for take-off, aircraft shall execute take-off procedures without delay or clear the active RWY. Maximum performance take-offs are not authorized without ATC clearance.

11. Departures and Arrivals

a. Initial Contact

(1) Aircraft intending to land at MCAS New River shall contact ATC prior to the CDSA boundary and report the current ATIS code and intentions.

(2) For aircraft separation, tiltrotor aircraft planning to execute a roll-on/running landing shall inform ATC of their intentions upon initial contact.

(3) Tiltrotor aircraft in airplane mode shall contact New River Arrival with request prior to 10 NM of the airfield. Once initial contact is established, aircraft shall maintain 2,000 feet until arriving at the Initial Point (IP) unless otherwise instructed by ATC. When contacting New River Arrival, aircraft shall provide call sign, altitude, and position.

(4) Additionally, fixed-wing VFR aircraft are encouraged to contact New River Arrival 20 NM from the airfield for arrival coordination.

b. Break. Aircraft may request entry via the break, straight-in, or direct entry into the downwind. Approval for straight-in approaches or direct entry into the downwind is subject to traffic conditions.

c. Initial Point (IP)

(1) The IP for fixed-wing traffic for all RWYs is 2,000 feet MSL at five NM on the RWY extended centerline.

(2) The IP for helicopter traffic is 1,000 feet MSL at five NM on the RWY extended centerline.

(3) Aircraft may transit the CDSA with the New River Tower approval or request vectors to the IP.

d. Departing VFR. Aircraft departing VFR shall maintain RWY heading until one mile from the departure end of the RWY. ATC may direct aircraft to execute a turn prior to one mile. Aircraft may request ATC clearance for a turn on course prior to one mile. A radio call is not required for an on course turn beyond one mile. Aircraft departing VFR shall report clear of the CDSA.

e. Departing IFR. Aircraft departing on an IFR clearance from RWY 19 or RWY 23 when the Special Use Airspace (SUA) is active, shall expect a right turn to heading 300° within one NM of the departure end of the RWY.

f. Restricted Area. Aircraft shall not enter the restricted areas unless under positive control of the New River ATC or in direct communication with BLACKBURN.

g. Aircraft entering the CDSA from or departing the CDSA to the south shall remain east of Hwy 17. Aircraft shall not over fly the Stone Bay Range Complex, or Dixon High School Complex at the intersection of NC Hwy 17 and NC Hwy 210.

h. SUA and MTR. Aircraft operating in SUA or on a visual route MTR shall squawk transponder code 4000 or assigned transponder if on a flight plan.

12. Landing Instructions. Aircraft must obtain landing clearance prior to landing. If the Tower does not issue landing clearance, the pilot shall execute a wave-off except in the case of an aircraft declaring an emergency. When requesting landing clearance, aircrew must specify the type landing operation desired: full stop, stop and go, touch and go, the option, etc.

a. Slide-On Areas. Skid-configured helicopters may request to conduct a slide-on landing in the grass area adjacent to the RWY. If conducting a slide-on landing, aircraft shall remain at least 100 feet from the RWY edge.

(1) Right side RWY 23 between the 4 and 3 boards.

(2) Left side RWY 05 between the 2 and 1 boards.

b. Stop-and-Go Landing. Aircraft must request a stop-and-go landing.

(1) Stop-and-go landings are not authorized for flights of more than two aircraft.

(2) A stop and go landing should not include more than 30 seconds of on deck time.

c. Cleared For Option. Aircraft may request the option as part of the landing clearance. If cleared for option, the pilot may make a touch-and-go, low approach, missed approach, stop-and-go, roll-on/running landing, or a full stop.

d. Tiltrotor Roll-On/Running Landing. Tiltrotor aircraft may request a roll-on/running landing. Unless cleared for the option, tiltrotor aircraft planning to execute a roll-on/running landing shall inform the New River Tower upon initial contact. Tiltrotor aircraft executing a practice Emergency Landing Procedures (ELP) approach are expected to terminate the approach with a roll-on/running landing unless otherwise requested.

e. Retractable Landing Gear. Aircraft equipped with retractable landing gear shall report wheels down and locked prior to turning base-leg or prior to one mile on a straight-in approach. MCAS New River does not maintain a wheels watch.

13. Traffic Patterns

a. Downwind. Normal traffic pattern for RWY 01 and RWY 05 is right traffic and RWY 19 and RWY 23 is left traffic. Aircraft may be cleared for a left downwind for RWY 05 or a right downwind for RWY 23.

b. Close-In Downwind Pattern. During daylight hours, aircraft may request a close-in downwind.

c. Tower Traffic Pattern. Tower pattern altitude is 1,000 feet MSL for fixed-wing and 500 feet MSL for helicopters. Refer to Chapter 8 for the Tower traffic patterns.

d. New River Radar Traffic Pattern. The radar traffic patterns are depicted in Chapter 8. The radar pattern altitude

and Minimum Vectoring Altitude is 1,500 feet MSL for RWY 05, RWY 19, and RWY 23, and 2,100 feet MSL for RWY 01.

e. When the SUA is active and the duty RWY is 01 or RWY 05, the New River Tower shall instruct the pilot to set up for a two or three mile initial.

f. If weather conditions preclude maintaining VFR at 2,000 feet MSL while maneuvering to the IP, aircraft should request vectors to the IP from New River Arrival or, with the New River Towers approval, maneuver at 1,500 feet MSL.

g. Aircraft shall break as directed by the New River Tower.

h. Fixed-wing aircraft shall remain clear of the close-in downwind and autorotation patterns.

i. Missed Approach/Wave-Off. The pilot, New River Tower, or Radar may initiate a missed approach/wave-off. ATC wave-offs are mandatory except in the case of an aircraft emergency. The standard wave-off procedure is to climb to and maintain pattern altitude, overfly the RWY, and enter the traffic pattern as directed by ATC.

j. Break

(1) Aircraft shall enter the CDSA via the break, straight-in approach, or direct entry into the downwind.

(2) When maneuvering for the break, fixed-wing aircraft shall report the IP at 2,000 feet MSL; and then descend 1,500 feel MSL overflying the numbers of the arrival RWY. Fixed-wing aircraft will maintain 1,500 feet MSL until established on downwind to the landing RWY. Aircraft shall break as instructed by the New River Tower.

k. ATC shall not authorize close-in downwind patterns after sunset.

l. When cleared to air/hover-taxi to or from a hover area, aircraft shall remain clear of all obstructions.

m. When cleared for a close-in downwind to RWY 05 or RWY 23, aircraft may not overfly MAT 1, AOPS, and the Station UC-12 maintenance hangar.

n. Aircraft cleared for a left downwind for RWY 05 or a right downwind for RWY 23 shall avoid over flight of the aircraft parking MATs and aircraft hangars.

14. Helicopter Operating Procedures

a. Aircraft shall establish two-way communication with the New River Tower prior to entering the CDSA. If unable to establish two-way communication, remain clear of the CDSA and contact New River Arrival for instructions.

b. Helicopters shall, to the maximum extent possible, enter/exit the CDSA using the established VFR entry/exit points. Helicopters may request the break, a straight-in approach, direct entry into the downwind, or the autorotation pattern.

c. When entering for the break, helicopters shall report the IP at 1,000 feet MSL. Helicopters shall maintain 1,000 feet MSL until established on downwind to landing RWY. Aircraft shall break as instructed by the New River Tower.

d. Aircraft shall maintain VFR at all times and shall exercise standard "rules of the road" passing to the right of all reporting points. The concept of "see and avoid" applies. The New River Tower may approve entry from any direction. Aircraft shall contact the New River Tower prior to the CDSA boundary and report the current ATIS code. Entry altitude is 500 feet MSL and exit altitude is 1,000 feet MSL. Refer to Chapter 8 for VFR entry/exit points.

(1) Fire Tower Road is the NCA R213/6.0 Distance Measuring Equipment (DME). Aircraft using this point shall remain east of Hwy 17 en route to/from the Greater Sandy Run Area (GSRA)/Camp Davis Area. Aircraft shall not fly over the Stone Bay Range Complex or Dixon High School.

(2) Water Tower is the NCA R308/3.5 DME.

(3) Northeast Creek Bridge is the NCA R073/4.6 DME.

(4) Hospital Point is the NCA R126/4.5 DME.

e. Air/Hover Taxi

(1) ATC may clear helicopter and tiltrotor aircraft to reposition on the airfield via air/hover taxi.

(2) Aircraft shall remain clear of all obstructions and other aircraft during air/hover taxi.

(3) Air/hover taxiing in and around the fuel pits is not authorized for aircraft equipped with wheeled landing gear.

f. Autorotation Pattern

(1) Aircraft must request the autorotation pattern. Aircraft may request to enter the CDSA at 1,000 feet MSL to conduct practice autorotation.

(2) Helicopters can use the standard and close-in traffic patterns for practice autorotation.

(3) Stuck pedal practice autorotation is authorized, traffic permitting.

15. Tiltrotor Aircraft

a. Arriving VFR Tiltrotor Aircraft

(1) Tiltrotor aircraft in airplane mode, shall utilize the overhead or Ground Controlled Approach pattern to the maximum extent possible. Tiltrotor aircraft may also request a straight-in approach or direct entry into the downwind.

(2) Tiltrotor aircraft may utilize VFR entry/exit points. Prior to reaching the CDSA, tiltrotor aircraft shall be established in conversion mode at 500 feet MSL and at helicopter compatible airspeed; 130 KIAS maximum.

(3) Practice ELP

(a) Practice ELP approaches are authorized for tenant V-22 aircraft.

(b) Practice ELP approaches are not authorized for transient V-22 aircraft.

(c) Practice ELP approaches are authorized only between sunrise and sunset.

(d) The New River Tower will authorize tenant V-22 aircraft to conduct practice ELP approaches upon request.

(e) Practice ELP approaches may be disapproved either before or after the start of the maneuver due to safety, traffic, or other reasons necessary for the safe and efficient operation of the airspace.

(f) The practice ELP approach may begin at high-key, low-key, or from the straight-in.

1. The high-key position is overhead of the intended point of landing at 9,000 feet MSL. A spiral approach is initiated to intercept low-key abeam at 4,500 feet MSL, base-leg at 2,300 feet MSL, and final at 500 feet MSL.

2. The low-key position is approximately two miles abeam the intended point of landing at 4,500 feet MSL. A spiral approach is initiated to intercept base-leg at 2,300 feet MSL, and final at 500 feet MSL.

3. The straight-in is initiated at approximately three miles from the approach end of the duty RWY at 4,500 feet MSL. A straight-in approach is initiated to arrive on final at 500 feet MSL.

(g) Aircraft desiring to conduct practice ELP approaches shall, unless otherwise instructed by ATC:

1. Request the practice ELP approach prior to the IP and remain clear of the CDSA until approval for the ELP approach is granted.

2. Arrive at the five mile IP or the three mile modified IP, if R5303/5304 are active, at either 4,500 feet MSL for the straight-in or low-key or at 9,000 feet MSL for high-key.

3. Report arrival at high-key, low-key, and base-leg to the New River Tower.

(h) Practice ELP approaches will normally terminate via a roll-on/running landing.

(i) The prevailing weather conditions for the conduct of practice ELP approaches are a ceiling of at least 1,000 feet above the approved entrance altitude/position and a reported ground visibility of at least five miles.

b. Departing VFR Tiltrotor Aircraft

(1) Tiltrotor aircraft may depart by climbing to clear the CDSA vertically or by climbing to 2,500 feet MSL or higher. To clear the CDSA laterally, aircraft may request departure on a cardinal heading.

(2) Tiltrotor aircraft may depart the CDSA in conversion mode at 1,000 feet MSL using the VFR entry/exit points at helicopter compatible airspeed; 130 KIAS maximum.

c. Arriving VFR Tiltrotor Aircraft. Tiltrotor aircraft shall report the IP at 2,000 feet MSL; other altitudes available upon request, and maintain 2,000 feet MSL until the break. Break to 1,500 feet MSL, once established in the downwind aircraft may descend to pattern altitude. Aircraft shall break as instructed by the New River Tower.

d. Ground Loiter Procedures. Tiltrotor aircraft shall not conduct extended ground loiter procedures in the fuel pits without obtaining permission from the fuel pit personnel.

16. Closed Tower Operations

a. Closed Tower Flight Operations. All closed tower operations will be conducted IAW references (a) and (t).

b. Closed Tower Maintenance Ground Turns. Closed tower maintenance ground turns are authorized without a written request.

(1) Squadron ODOs shall contact Aircraft Rescue and Fire Fighting (ARFF) prior to commencing a ground turn.

(2) Ground turning aircraft shall remain on the aircraft parking spot. Any movement of aircraft will be made by ground personnel using GSE while aircraft are shutdown.

17. Ordnance Procedures. All ordnance operations, issuance, storage, assembly, breakdown, transport, and turn-in shall conform to the regulations and operating procedures detailed in reference (p). The Station ESO shall ensure all ordnance activities are conducted IAW applicable checklists, relevant orders, and regulations and ensure a Hazard Control Brief is provided to all units conducting ordnance operations at MCAS New River.

a. Hazard of Electromagnetic Radiation to Ordnance (HERO). Low-power transceiver devices such as cellular telephones, active pagers, and some portable two-way radios automatically transmit Radio Frequency (RF) energy without operator action therefore causing a potential HERO condition. Refer to reference (o).

b. Aircraft Loading and Downloading. Will be conducted by qualified and/or certified personnel, IAW reference (k) and applicable type commander Naval Air Systems Command (NAVAIRSYSCOM) instructions, manuals, and checklists pertaining to conventional weapons and stores loading manuals and checklists. NAVAIRSYSCOM directives shall not be construed as authority to load any weapon or store for flight. The appropriate aircraft tactical manual shall be consulted for the authorized loading configuration of any weapon, store, or combination thereof.

c. CALA. Units shall adhere to the following procedures when operating in the CALA.

(1) Units desiring to use the CALA shall request CALA access using the procedures outlined in Chapter 1.

(2) Units shall provide security for explosive material staged at the CALA.

(3) In the event of an explosive mishap, incidents, and/or emergency units shall immediately dial 911 and notify the AOPSO and the ESO as soon as possible.

(4) Aircraft may be towed or taxied into and out of the CALA at the times identified in the units approved CALA request.

(5) Vehicle operators and self-propelled equipment carrying explosives shall be qualified as explosives drivers.

(6) To the maximum extent practical, all movement within the CALA should be along the perimeter edges.

(7) The explosive limits for the CALA and cargo pad are 30,000 pounds (lbs) Net Explosive Weight (NEW) of Hazard Class/Division (HC/D) 1.1; or 25,000 lbs NEW of HC/D 1.2.1; or 25,000 lbs NEW of HC/D 1.2.2, or 70,000 lbs NEW of HC/D 1.3 and mission essential quantities of HC/D 1.4 material.

(a) The 30,000 lbs NEW limit represents the combined weight for all CALA spots.

(b) Each CALA spot is approved for 1,000 lbs NEW of HC/D 1.1 per aircraft and a distance of 110 feet shall be maintained between aircraft.

(8) Place aircraft in the parking spot at a 180° heading when loading forward firing ordnance.

(9) Only authorized personnel deemed essential for flight operations involving ordnance-laden aircraft shall access the CALA.

(10) In the event HERO-susceptible ordnance must be handled, the Ordnance Safety Observer shall request the OPSO to set the appropriate HERO emission control condition prior to exposing the HERO-susceptible ordnance to RF environments. Strict compliance with reference (o) is required.

(11) All aircraft gun jams/malfunctions shall be cleared and rendered safe in the arm/de-arm area only, not in the CALA.

(12) All aircraft shall be grounded during explosives loading, downloading, and offloading operations. Only clearly identified, tested, and approved static grounding points shall be used for aircraft grounding. Users shall provide appropriate portable grounding cables or reels for use in the CALA per reference (i).

(13) The CALA is the only approved loading and or downloading area for C/D 1.1 mass explosive, 1.2 fragment producing non-mass explosive, and forward firing ordnance.

(14) Cold fueling explosive-loaded aircraft by fuel truck is authorized in the CALA provided the stores are made safe IAW the applicable aircraft weapon and stores loading manual. Ground personnel shall ensure a minimum separation of 80 feet between aircraft.

(15) Cold fueling is not authorized during the ordnance upload/download of an aircraft. The simultaneous fueling of an aircraft and ordnance upload/download of a separate aircraft is authorized.

(16) All ordnance shall be staged in the ordnance staging area of the CALA and IAW the diagram in Chapter 8.

(17) Due to increased risk and complexity of hot loading, cold loading procedures should be used to the maximum extent possible during training evolutions.

(a) Aircraft hot loading, reloading, and downloading, commonly referred to as hot tube loading, is an authorized procedure aboard MCAS New River. Hot tube loading is defined as weapons loading or downloading on aircraft while engines are turning or auxiliary power units are operating. Hot tube loading shall be accomplished IAW reference (d) and the applicable weapons loading manual.

(b) Prior to conducting hot loading operations; rehearsals, hot loading procedures performed under cold loading conditions, and safety briefs will be conducted and will consist of all participating ground and air crew. At a minimum, rehearsals and safety briefs will include individual safety, fire fighting equipment familiarization, emergency procedures, and team member assignment and responsibilities.

(c) The CALA is the only authorized area aboard MCAS New River for hot loading and downloading. Hot tube loading is restricted to spots 14 and 16-19 in the CALA. Hot tube loading

has priority over all other combat aircraft loading. Aircraft refueling is prohibited within 300 feet of any aircraft being hot loaded or downloaded. At no time will cold fueling and hot tube loading be conducted simultaneously.

(d) Hot tube loading shall be annotated on unit flight schedules and on the unit CALA request.

(18) Hot Seating is authorized in the CALA in spots 14 and 16 through 19. Aircrew shall follow checklists and procedures required by reference (d). Hot seating must be indicated in the remarks section on the CALA request. Failure to comply with hot seat procedures as described in reference (d) and this regulation will result in the suspension of hot seat authorization.

(19) CALA spots 15-19 may be used as an alternate arm/de-arm area with permission from the AOPSO. All arm/de-arm procedures shall be followed. Aircraft shall arm/de-arm on a heading of 180° for forward firing ordnance. Refer to Chapter 8 for CALA spots 15 through 19.

d. Only C/D 1.3 mass fire, minor blast and/or minor fragment non-mass explosive, 1.4 moderate fire no significant blast or fragment non-mass explosive, or non-forward firing ordnance, chaff, and flares in the explosive shall be loaded on the flightline. Personnel conducting ordnance operations on the flightline shall adhere to the explosive safety quantity distances listed in reference (i).

e. Ordnance personnel or properly trained aircrew are authorized to arm/de-arm chaff and flare dispensers at the entrance of all TWYs except infield Delta. Arming and dearming of chaff and flare is not authorized on RWYs or TWYs without permission from ATC. Aircrew shall make the request for arming and/or dearming of chaff and flare prior to taxiing or landing. Aircraft carrying chaff, flares, or captive-carry ordnance parking on MAT 1 shall arm/de-arm on midfield Alpha TWY between the hold short lines. If this is not possible, ordnance personnel shall de-arm the ordnance as soon as practicable after parking on MAT 1. TASD shall not engage in ordnance operations.

f. Ordnance operations shall cease when lightning is observed within ten NM of the Air Station and/or storm-warning

system indicates an electric field strength of 2,000 volts per meter or when there are sustained gale force winds of 34 knots or higher. Refer to paragraph 19.

g. The arm/de-arm area is located on Foxtrot TWY with four available spots. Aircraft will arm/de-arm on a heading 230° for forward firing ordnance and on a heading of 050° for rearward firing ordnance. Squadrons shall allocate sufficient personnel and time to accomplish a thorough arm/de-arm cycle.

h. Unit COs shall ensure personnel performing explosives operations, aboard MCAS New River, have in their immediate possession the appropriate airborne weapons and stores loading manual and checklist for the explosives operation.

i. Aircraft departing/arriving with external ordnance shall plan their flight path to avoid populated areas. Aircraft shall inform ATC ordnance is aboard the aircraft upon initial contact.

j. Hung and Unexpended Ordnance. Aircraft with hung/unexpended ordnance shall plan the flight path to avoid over flight of populated areas to the maximum extent possible. During IMC conditions, New River Arrival shall vector the aircraft to avoid over flight of populated areas.

(1) Hung Ordnance. Hung ordnance is any practice or live ordnance that has failed to release or fire.

(a) Aircraft with hung ordnance shall notify ATC as soon as possible specifying type and quantity of ordnance and request HERO activation.

(b) Aircraft shall remain clear of the CDSA until HERO is set. When HERO is set, ATC will instruct the pilot to proceed inbound for a straight-in approach into RWY 23.

(c) Aircraft in IMC can expect a Precision Approach Radar to full stop.

(d) Practice approaches and overhead breaks are prohibited.

(2) Unexpended Ordnance. Unexpended ordnance is any practice or live ordnance in which there was no attempt to

release or fire. Guns mounted in pods are considered internal. Internal or pod mounted guns are considered hung ordnance once charged.

(a) Aircraft with unexpended ordnance shall inform the New River Tower on initial contact.

(b) Setting HERO is not required for unexpended ordnance.

(c) Upon reaching the de-arming area, aircraft with forward firing ordnance shall use a heading of 230°. Aircraft with aft firing ordnance shall use a heading of 050°.

(d) The aircraft shall not depart the de-arming area until ordnance personnel complete the de-arming procedures.

k. Fuel Pit Ordnance Procedures. Hot fueling is authorized for the following ordnance configurations:

(1) Dummy and practice ordnance containing only flash or impact signal cartridges.

(2) Training missiles without live warheads/motors and Tactical Aircrew Combat Training System pods.

(3) Internally carried pyrotechnics, signal underwater sound charges, and aircraft peculiar cartridge actuated devices.

(4) De-armed internally mounted guns loaded with target practice ammunition and crew served weapons cleared and made safe by a certified Naval Air Training and Operating Procedures Standardization (NATOPS) aerial gunner. Ball type ammunition may remain on the aircraft provided all ammunition is returned to its container with the lid closed.

(5) Any aircraft loaded with forward firing ordnance is prohibited from entering into the fuel pits.

(6) Hot refueling aircraft with loaded chaff or flare pods is authorized and shall be conducted per references (d) and (e) adhering to the following procedures:

(a) Prior to conducting hot refueling operations, all fuel, ordnance, and aircrew performing hot refueling aircraft with loaded decoy flares shall review applicable hot refueling procedures with decoy flares.

(b) Safety briefs for ordnance and fuel personnel are required and must be conducted at the beginning of each shift. Unit and Station Fuel Division personnel shall develop and use a crew safety brief covering all DoD, Navy, Marine Corps, and local regulations and requirements.

(c) Hot pit refueling aircraft with loaded decoy flares shall only be conducted by qualified fuel personnel.

(d) Safing/de-arming and inspection procedures shall only be performed by qualified personnel for specific type and model Marine Corps aircraft and shall be safed and physically inspected per the appropriate Electronic Countermeasure (ECM) checklist.

(e) Aircraft de-arming and re-arming shall be carried out only in designated areas prior to entry and after departure from the refueling pits. Refer to Chapter 8 for a diagram of the preferred de-arm and re-arming areas.

1. Primary arm/de-arm area is the E-11 spot on MAT 3 and on Echo TWY between MAT 7 and the Bird Bath.

2. De-arming and re-arming may also be conducted at the entrance of all TWYs except infield Delta.

(f) Arming and de-arming of chaff and flare is not authorized on RWYs or TWYs without permission from ATC.

(g) Aircraft determined to have unsafe or suspect payloads shall be denied access to the fuel pit area.

(h) Only chaff and flare types identified in references (d) and (e) are authorized for hot refueling operations. All flares and chaff shall utilize a HERO safe impulse cartridge.

(i) Only CCU-136A/A and CCU-145/A cartridge actuated devices are authorized to be installed in ECM systems during aircraft hot refueling.

(j) Certified grounding points and aircraft grounding reels shall be utilized during hot refueling with decoy flares loaded.

(k) A 150-pound Halotron fire extinguisher for every two fueling points shall be available when hot fueling aircraft with loaded decoy flares.

(7) Hot refueling of aircraft with hung/unexpended ordnance of any type is prohibited.

l. Maintenance on Loaded Aircraft. Loaded aircraft shall be construed to include aircraft with any explosive, propellant, or pyrotechnic device on board regardless of purpose or intended use. Although maintenance on loaded aircraft is prohibited, minor maintenance and routine servicing necessary to ready the aircraft for the next launch may be conducted. This will only take place after all weapons have been made safe to the maximum degree possible, as specified in the NAVAIRSYSCOM weapon and stores loading checklists with the following restrictions:

(1) Maintenance requiring application of electrical power to the armament or weapons release and control circuitry shall not be performed.

(2) Aircraft requiring extensive troubleshooting, engine removal, or complete jacking are not considered readily available for flight and shall be downloaded.

(3) After a warning placard or control stick cover is prominently displayed in the cockpit, the maintenance or servicing of loaded aircraft that requires application of electrical power is limited to:

(a) Refueling by fuel truck only.

(b) Replacement and checkout of communications or navigation equipment.

(c) Replacement or checkout of engine performance and flight instruments.

(d) Flight control and hydraulic system checks.

m. Loading and offloading of C/D 1.3 and C/D 1.4 ammunition and explosives cargo can also be conducted on Midfield Delta TWY and MAT 1.

18. Refueling Procedures. MCAS New River operates eight hot refueling points in two fuel pits located on either side of Delta TWY. During normal operations, two refueling points will be available. Requests for more than two points shall be coordinated with AOPS.

a. Contact the Station Fuel Farm Dispatcher, to request a fuel truck for fuel support.

b. All requests for fuel, in support of operations, outside normal hours shall be coordinated through AOPS in advance.

c. Aircraft inside a hangar or in a confined area will not be refueled.

d. All electronic equipment, other than that essential to the operation of the aircraft or refueling operation, shall be turned off during refueling operations.

e. Smoking, open fires, matches, cigarette lighters, or any similar open flame equipment are not allowed within 50 feet of any fuel handling equipment.

f. All fueling operations shall be discontinued during electrical storms. Refer to paragraph 19.

g. Aircraft maintenance or troubleshooting is prohibited during any aircraft fueling or de-fueling operations.

(1) Aircraft Crew Requirements

(a) One Nozzle Operator from tenant unit or transient aircrew.

(b) One Fire Extinguisher Watch positioned at the fire extinguisher, only when designated and/or coordinated in advance for special requirements.

(2) Aircraft will taxi to the fuel pit area as directed by New River Ground Control. Aircraft will remain in contact with New River Ground Control while in the refueling pits.

(3) Prior to an aircraft entering the hot refueling area, the following is required:

(a) Secure all electronic equipment other than that essential to the operation of the aircraft or essential to the refueling operation.

(b) All ordnance shall be de-armed; such as the replacement of any mechanical arming level safety pin, electrical interrupt plug/pin, security of armament switches, and/or any appropriate action rendering the particular ordnance carried as safe. Qualified squadron personnel shall verify all ordnance is de-armed.

(4) Aircraft shall taxi no faster than five mph while in the refueling pits.

(5) Aircraft shall taxi into position on the appropriate markings.

(a) V-22s and CH-53s will position the front wheel on the yellow square.

(b) AH/UH-1s will be guided by fuel personnel.

(c) If an aircraft fails to position on the appropriate mark it will be directed to exit the pits and reposition.

(6) No personnel shall remain in the aircraft unless required for safe operation of the aircraft. Personnel, including aircrew, at no time during fueling operations shall be allowed to embark or debark the aircraft.

(7) Individual aircraft fuel system safety checks will be accomplished IAW the aircraft NATOPS manual. Fueling will stop if any fuel leak is noted around the aircraft.

(a) Hot refueling will be immediately discontinued if a fuel leak is detected.

(b) Aircraft will follow directions from the Fuel Division personnel once a fuel spill is detected.

(c) For all internal leaks and spills, the aircraft will shut-down immediately and be towed from the spill area.

(8) Head facilities are available in the fuel pit duty hut for aircrew and embarked personnel if required.

(9) Aircraft configuration shall not change without permission from fuel pit personnel.

(10) If any violation of refueling procedures is observed by the Fuel Division personnel, hot refueling will be immediately discontinued and the aircraft involved will be asked to depart the fuel pits.

(11) Hot refueling is not authorized during closed tower operations.

19. Suspension of Refueling and Ordnance Operations During Electrical Storms. During periods of extreme weather, to include lightning, all leaders, both military and civilian, should err on the side of safety when deciding to restrict outdoor movement and/or activities. Specific attention shall be given to special events resulting in the gathering of people outdoors such as air shows, sporting events, and Physical Training (PT). 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.

a. Thunderstorm Condition I notification is given to all commands when thunderstorms are imminent and within 30 NM of MCAS New River and expected to pass within five miles of the center of the airfield within one hour.

b. When the Regional METOC Center (RMC) identifies strikes within ten NM of the airfield, ordnance operations to include arming/de-arming shall be terminated IAW reference (d) and reference (i).

c. When RMC identifies strikes within 10 NM of the airfield, fueling operations will be terminated and all personnel should remain indoors whenever practical. Restrictions are left to the discretion of the unit CO based on storm severity, mission scope, and operational necessity.

d. The MCAS New River METOC shall monitor the aforementioned systems and notify the AODO, designated station personnel, tenant commands, and all transient personnel when these conditions are observed or forecasted to occur.

e. MCAS New River METOC will activate the lightning warning detection panels located at the CALA when lightning is detected within 10 NM and activate the lighting warning detection panels located on the front of the hangars throughout the airfield when lightning is detected within five NM.

f. After normal working hours, the RMC will assist in notification.

g. Aircraft already loaded with ordnance that do not require arming may taxi and launch at the discretion of the unit commander and PIC, as modified by other applicable instructions. Aircraft already loaded with ordnance requiring arming shall not be armed until the storm has passed. Aircraft with ordnance requiring de-arming that lands during an electrical storm shall remain in the de-arming area until the lightning threat passes.

20. Noise Abatement. Aircraft noise creates a major public relations concern. Reference (a) directs commands to review operating practices on a continuing basis with a view toward minimizing this nuisance to the public. Strict adherence to the course rules outlined in Chapter 3 will limit this nuisance. It is not enough that the pilot is satisfied that persons and property are not endangered. Aircraft shall make a definite effort to fly in such a manner that individuals do not believe they or their property are endangered.

a. Noise Sensitive/Aircraft Avoidance Areas. Aircraft shall avoid over flight of populated areas and the designated avoidance areas to the maximum extent possible. Except for take-off and landing or when a lower altitude is specified by the local course rules, aircraft shall maintain 1,000 feet MSL when overflying populated areas.

(1) The area in the vicinity of Catherine Lake below 1,000 feet MSL.

(2) MCAS New River family housing areas.

(3) MCB CAMLEJ family housing.

(4) MCB CAMLEJ magazine area.

(5) Naval Medical Center (NMC), CAMLEJ.

(6) MCAS New River magazines or ammunition staging areas below 500 feet MSL.

(7) Dixon High School complex at the corner of NC Hwy 210 and NC Hwy 17.

(8) Housing area north of GSRA between Dawson Cabin Road and Hwy 17 below 1,000 feet.

b. Noise Complaints. The AOPSO is responsible for collecting, documenting, and researching noise complaints. Refer all noise complaints to AOPS during published airfield operating hours or the MCAS New River Command Duty Officer (CDO) after published airfield operating hours.

21. Local Obstructions. Contact MCAS New River AOPS, for a list of local obstructions with mapped locations.

22. Red Label Cargo. Red label cargo are explosives or pyrotechnic type munitions delivered or shipped by aircraft.

a. Loading and unloading of red label cargo shall take place in the CALA on the spots designated by the ESO or the AOPSO.

b. ARFF shall post a crash vehicle in the CALA during red label cargo operations.

c. Red label cargo has priority at the CALA.

d. MCAS New River does not handle nuclear cargo.

23. Hazardous Cargo. Hazardous cargo is defined as flammable liquids and solids, oxidizers, organic peroxides, corrosive material, compressed gasses, poisons, irritating materials, radioactive material, and other regulated material. Hazardous cargo shall be loaded/unloaded mid-field on Delta TWY.

24. Hover and Functional Flight Check Area. The mid-field grass is a hover/FCF area. Aircraft operating in this area shall remain clear of the RWY arrival/departure corridors and RWYs/TWYs.

25. Hung Gear. ATC shall treat an aircraft with hung gear as an aircraft in distress. To reduce the risk of personal injury and material damage, hover capable aircraft with hung gear are not authorized to hover for trouble shooting on any MAT area.

a. ATC will direct the PIC to a designated hover area for trouble shooting.

b. There are two designated hung gear recovery areas: mid-field Delta TWY and the E-11 parking spot on MAT 3. ATC shall coordinate with the PIC to determine which area to use.

26. Landing Zones of Interest in the Local Area

a. Aircraft operating from LZs within the CDSA shall operate at or below 300 feet AGL, have ATC clearance, and be under the New River Tower control. Aircrew shall report the number of operations conducted to the New River Tower when departing the LZ.

b. OMH and NMC are for medical evacuation (MEDEVAC) operations only. Prior coordination is required to operate from these LZs.

c. Tactical LZs within the CDSA are:

(1) Cardinal. Radial 167/DME 4.0.

(2) Condor. Radial 184/DME 4.0.

(3) Eagle. Radial 145/DME 1.57.

(4) Kiwi. Radial 035/DME 2.0.

(5) Mallard. Radial 063/DME 1.5.

(6) Parrot. Radial 183/DME 3.75.

(7) Snipe. Radial 223/DME 3.9.

d. Administrative LZs (ALZ). Refer to Chapter 8 for ALZ landing restrictions and obstructions. The ALZs within the CDSA are:

(1) ALZ 1 - Camp Johnson PT Field. Radial 054/DME 2.3.

(2) ALZ 1A - Headquarters Camp Johnson. Radial 061/DME 2.16.

(3) ALZ 1B - Camp Johnson South. Radial 057/DME 2.31.

(4) ALZ 2 - Hospital Point/II MEF Headquarters. Radial 167/DME 4.0.

(5) ALZ 3 - 8th Marines Area. Radial 126/DME 4.5.

(6) ALZ 4 - MCB CAMLEJ W.P.T. Hill Field. Radial 128/DME 5.4.

(7) ALZ 10 - Married Officers Quarters Tennis Courts. Radial 104/DME 3.0.

(8) ALZ 12 – Paradise Point Golf Course. Radial 088/DME 2.5.

(9) ALZ 13 - Golf Course Road. Radial 085/DME 3.0.

(10) ALZ 15 - Camp Geiger Parade Deck. Radial 346/DME 2.25.

(11) ALZ 20 - Verona Loop. Radial 155/DME 5.0.

(12) ALZ 24 - NMC. Radial 083/DME 4.3.

(13) ALZ 29 - Camp Devil Dog. Radial 223/DME 1.3.

(14) ALZ 30 - The Landing at New River. Radial 040/DME 1.2. ALZ 30 requires prior approval from AOPS.

27. Night Vision Goggles Operations

a. NVG operations are authorized within the CDSA.

b. Squadrons shall annotate unaided night operations on the squadron flight schedule.

c. Aircrew may don NVGs anywhere on the airfield.

d. Aircraft shall advise ATC on initial contact of NVG operations and total aircraft in the flight.

e. Aircraft may conduct NVG low work in the midfield grass, on TWY Delta east of RWY 05/23, and on the off-duty RWY.

f. A maximum of eight NVG aircraft shall operate in the home field area at any one time: five NVG aircraft in the home field traffic pattern and three NVG aircraft in the NVG low work areas.

g. The RWY and TWY lights shall not be adjusted to accommodate NVG aircraft when non-NVG aircraft are in the pattern.

h. Traffic permitting, blue TWY lights from the approach end of RWY 19 and RWY 23 to the intersection of Delta TWY are available for NVG operations.

i. FAR prohibits the New River Tower personnel from using NVGs to locate aircraft operating on the airfield movement areas and within the CDSA. Aircraft conducting NVG operations within the CDSA and on the airfield movement areas shall use overt lighting.

(1) Single Aircraft NVG Operations

(a) When airborne and operating within the CDSA position/navigation lights shall be on steady at the highest intensity commensurate with safety of flight and collision avoidance. The anti-collision lights and unfiltered search/landing lights shall be on.

(b) When operating on the MAT areas, aircraft shall have position/navigation lights flashing bright during start up and shutdown. Position/navigation lights shall be on steady at the highest intensity commensurate with safety of flight and collision avoidance when rotors are at flight idle or higher. Search lights shall be on when taxiing and anti-collision lights shall be on when aircraft crosses RWY hold short line.

(2) Multiple Aircraft NVG Operations

(a) Operations on the Airfield Movement Areas. During ground operations, all aircraft shall operate unfiltered search/landing lights. The last aircraft shall comply with single ship lighting requirements.

(b) Flight Operations within the CDSA. The lead aircraft shall have unfiltered landing/searchlight on. The last aircraft in the flight shall have position lights on steady bright and anti-collision lights on. All other aircraft in the flight shall have position lights at the highest intensity commensurate with safe multi-ship collision avoidance.

28. No Radio (NORDO) Instructions

a. Departures. NORDO aircraft shall not depart the airfield without prior approval from the AOPSO.

b. Arrivals

(1) If able to maintain VFR, NORDO aircraft shall squawk 7600 and approach the airfield via the IP for what is believed to be the duty RWY at 1,500 feet MSL for fixed-wing or 1,000 feet MSL for helicopters.

(2) Aircraft shall proceed down the RWY at the appropriate altitude until passing the upwind numbers and enter the traffic pattern, continuously observing the New River Tower for Aldis lamp signals.

(3) If unable to maintain VFR, NORDO aircraft shall follow the procedures in the DoD Flight Information Handbook. ATC shall consider NORDO aircraft as aircraft in distress and provide landing priority.

29. Emissions Control (EMCON) Operations and Procedures. EMCON operations are authorized for tenant aircraft only.

a. The ceiling and visibility minimums are 2,000 feet and five miles.

b. A written request submitted IAW the provisions of Chapter 1.

c. Units shall adhere to the requested taxi and return times within a window of plus-or-minus five minutes or the EMCON operation is cancelled.

d. The Squadron ODO shall contact AOPS 15 minutes prior to taxi to verify the EMCON operation is on schedule or provide updated taxi and return times. AOPS shall contact ATC with this information.

e. If possible, aircraft departing EMCON shall extinguish the anti-collision lights while in the squadron parking spaces.

f. Aircraft shall obtain current ATIS information prior to taxiing. If ATIS is not received, the flight shall contact Ground Control for airfield information.

g. For EMCON taxi, all aircraft in the EMCON flight shall turn the anti-collision lights on. This will signal the New River Tower that the EMCON operation has begun and the flight is ready to taxi for departure. All aircraft shall monitor Ground Control/guard frequencies until approaching the hold-short line.

(1) Aircraft shall not exit their respective parking areas onto a taxi route until a flashing green light signal is

observed from the New River Tower. Contact Ground Control if the flashing green light is not observed.

(2) Aircraft shall taxi to the RWY as listed in paragraph 29g(3) via Delta TWY. Aircraft taxiing from MAT 8 shall hold short of RWY 01/19 until another flashing green light is observed for crossing clearance.

(3) Departure shall be made from RWY 05 if the duty RWY is RWY 01 or RWY 05. Departure shall be made from RWY 23 if the duty RWY is RWY 19 or RWY 23.

(4) As the lead aircraft approaches the hold-short line, all aircraft in the flight shall monitor the New River Tower and Ground Control/guard frequencies.

h. For EMCON take-off, the flight is cleared to take the RWY and depart only when a steady green light signal is observed from the New River Tower. The aircraft shall hold short until the steady green light is observed.

i. EMCON flights shall depart the CDSA via the Fire Tower Route if departing RWY 23 or via the Northeast Creek Bridge Route if departing RWY 05.

j. Returning EMCON flights shall monitor the New River Tower and guard frequencies.

(1) EMCON arrivals shall meet the plus-or-minus five minute window and obtain the current ATIS or the EMCON operation shall terminate.

(2) EMCON arrivals shall enter the CDSA at 500 feet MSL and 130 KIAS or less via the Fire Tower Road Route if the duty RWY is RWY 01 or RWY 05 or via the Northeast Creek Bridge Route if the duty RWY is RWY 19 or RWY 23.

k. All EMCON landings shall monitor Ground Control and guard frequencies.

(1) All EMCON landings shall be made to RWY 05 or RWY 23 unless otherwise requested by the Flight Leader and approved by ATC.

(2) When the duty RWY is RWY 01 or RWY 05, EMCON landings shall be made to RWY 05.

(3) When the duty RWY is RWY 19 or RWY 23, landings shall be made to RWY 23.

(4) When the flight reaches the abeam position or a modified base, a steady green light from the New River Tower must be observed or the Flight Leader shall contact the Tower for clearance to land. After receiving the steady green light, the flight is cleared to land and exit on Delta TWY.

(5) When the lead aircraft is clear of the duty RWY and a flashing green light has been received from the Tower, the flight may taxi EMCON to their parking mat or contact Ground Control to request taxi to the fuel pits.

l. Aircraft conducting EMCON operations shall receive priority consistent with current regulations.

m. The EMCON operation is complete when all aircraft have returned to the respective parking mats.

30. Medical Evacuation Call Signs. Aircraft proceeding to an LZ to pick up a MEDEVAC patient, or with a MEDEVAC patient embarked, shall use the call sign Marine Air-Evac plus side number. Aircraft returning from a MEDEVAC flight without patients shall use the standard squadron call sign.

31. Jettisoning Fuel. Whenever practicable, fuel shall not be jettisoned or dumped below an altitude of 6,000 feet AGL. Should weather or emergency conditions dictate jettisoning fuel at a lower altitude, every effort shall be made to avoid populated areas. When under positive control, the pilot in command should advise ATC fuel will be jettisoned.

32. MV-22 Demonstration Practice

a. MV-22 demonstration practices are authorized to allow MV-22 pilots to practice air show maneuvers prior to air show demonstration flights.

b. MV-22 demonstration practices are not authorized when the New River Tower is closed.

(1) General Rules

(a) Units will plan to conduct all demonstration practices on the first or third Monday of each month between 0800 and 1100.

(b) Demonstration practice shall only be conducted when the ceiling is 1,500 feet or greater and the visibility is three miles or greater.

(2) Squadron Requirements

(a) MAG-26, MAG-29, and VMX-1 shall submit demonstration practice requests 72 hours prior to the event date, via appropriate chain of command, to MCAS New River AOPS for approval.

(b) Squadrons shall list a demonstration flight as a scheduled event on their flight schedule.

(c) Pilot at the controls during the demonstration flight shall receive a brief from the AOPSO and sign a waiver acknowledgement form prior to conducting demonstration practice.

Chapter 4

Inspections

1. Airfield Surface Inspections and Lighting Checks

a. Prior to airfield opening and again at sunset, TASD shall inspect the RWYs and TWYs for FOD, obstructions, or other unsafe conditions. Objects discovered during airfield surface inspections shall be removed as soon as possible.

b. TASD shall check airfield lighting during the evening inspection to ensure proper operation and submit the inspection results to AOPS.

c. Additional inspections shall be conducted as required after mishaps, blown tires, or other abnormal occurrences.

d. AOPS shall notify pilots of airfield hazards and obstructions by NOTAM. ATC shall include pertinent NOTAM information in the ATIS broadcast.

e. Use the centerline as the reference point when reporting RWY and TWY conditions.

f. Prior to the first scheduled closed tower launch/recovery of the day, the ARFF section leader will ensure that a surface check has been completed.

2. Foreign Object Debris. The prevention of FOD is an essential and ongoing program. The elimination of foreign objects and the early detection and reporting of airfield surface damage directly relates to establishing a safe operating environment and the preservation of material and personnel assets. Any FOD detected on the RWYs or TWYs shall be immediately reported to AOPS.

a. Tenant squadrons shall inspect their respective parking MAT areas for foreign objects, obstructions, and other unsafe conditions prior to commencing flight operations. Squadrons shall report unsafe MAT conditions to AOPS.

b. Overnight accumulations of petroleum, oil, and lubricants shall be cleaned up daily by the responsible unit.

3. Construction and Maintenance

a. AOPS shall approve all construction on the RWYs and aircraft movement areas.

b. AOPS shall approve new construction projects affecting aircraft safety per Navy and Marine Corps directives.

c. AOPS, with assistance of Installations and Environment (I&E) Department, shall ensure the aircraft movement surfaces are properly maintained.

d. AOPS shall notify pilots of airfield construction and maintenance projects by NOTAM. ATC shall include pertinent NOTAM information in the ATIS broadcast.

e. The AOPSO shall coordinate with Station I&E to track construction and maintenance projects affecting AOPS.

f. The TASD supervisor shall track all work tickets submitted for airfield repairs and ensure work is completed IAW the references. All discrepancies shall be reported to the AOPSO.

4. Uneven and Unsafe Pavement

a. Uneven or rough pavement can be a safety hazard to aircraft operations. The AOPSO will investigate all reports of uneven or rough pavement and submit priority work requests to Station I&E.

b. Unsafe areas on the RWYs, MATs, or areas on or near the airfield where maintenance personnel are working will be marked with flashing lights.

c. TASD shall note all unsafe areas on the daily airfield inspection and inform the AOPSO immediately.

d. AOPS shall publish a NOTAM identifying unsafe areas.

5. Snow, Ice, and Water on Aircraft Movement Surfaces. If snow, ice, slush, or water is on the RWYs, TWYs, or ramp areas, the AOPSO shall determine if a hazard to aircraft operations

exists. AOPS shall issue a NOTAM stating the hazard. ATC shall include pertinent NOTAM information in the ATIS broadcast.

6. Objects On or Near Runways and Taxiways. At no time will an aircraft be parked on or near a RWY or TWY without prior coordination and approval from the AOPSO. Objects discovered during inspections shall be removed as soon as possible.

7. Airfield Lighting System Failure. Every effort shall be made to ensure the airfield lighting system is operable. If a lighting system failure is reported, after normal working hours, Emergency Maintenance shall be notified and a NOTAM issued by AOPS.

8. Bird and Animal Strike Hazard (BASH). Reference (m) addresses BASH and establishes procedures for the protection of aircraft operating in the MCAS New River local flying area.

a. The primary technique for reducing the bird strike hazard is avoiding the high-risk environment by acquiring timely and accurate bird activity information and modifying flight operations as necessary. The period of greatest hazard is during the migratory season: 1 September through 30 April.

b. The BASH condition for the New River corridors, tributaries, associated beach areas, and the MCB CAMLEJ landfill is set at a moderate hazard level year round.

c. Personnel shall report observed bird and animal activity to the AOPS as soon as possible. Aircrew conducting local flight operations are encouraged to report bird activity to ATC.

d. I&E will monitor bird activity and make BASH condition recommendations to AOPS. When bird and animal activity is reported as severe within the CDSA, ATC shall issue BASH condition code severe via ATIS and other advisory frequencies.

e. RWY Wildlife Sweeps. During the hours of darkness, if the Tower Watch Supervisor cannot visibly clear the intended RWY or when the RWY intended for use has not had activity for more than 30 minutes, the Tower Watch Supervisor shall request a wildlife sweep be completed. TASD or ARFF personnel shall complete RWY sweeps when requested by the Tower Watch Supervisor or AODO.

Chapter 5

Air Traffic Control

1. Air Traffic Control Facility. The ATCF consists of an ATC Tower and a Radar ATCF.

a. Tower Services

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

(2) All aircraft operating under VFR within five miles of the center of the airfield from the surface up to and including 2,500 feet AGL, and all vehicular and aircraft traffic on the TWYs and RWYs, shall be under the control of the New River Tower.

(3) New River Control Tower Radio frequencies:

(a) New River Tower: 360.200 UHF/134.950 VHF.

(b) Secondary Unmonitored: 323.250 UHF.

(c) New River ATIS: 288.325 UHF/134.325 VHF.

(d) New River Ground: 254.275 UHF/121.800 VHF.

b. Radar Services

(1) New River Arrival Control and MCAS Cherry Point Approach Control provide arrival and departure control services.

(2) Radio frequencies for New River Arrival Control are 279.575 UHF/124.850 VHF and New River clearance delivery frequency is 269.025 UHF.

(3) Available approaches are listed in the current DoD FLIP (terminal) low altitude United States.

c. Flight following is available when requested. Contact New River Arrival on 279.575 UHF or 124.850 VHF, and New River

ATC will provide advisory services. If outside of the New River Arrival airspace, coordination will occur and services will be provided by the appropriate ATC agency.

2. Emergency Procedures. Pilots experiencing an airborne emergency shall advise ATC as soon as practicable so emergency response personnel have time to prepare.

a. Pilots should preface their radio transmission with "This is an emergency."

b. Emergency aircraft shall have priority. The pilot of an emergency aircraft should give as much of the following information as possible:

(1) Call sign.

(2) Nature of emergency.

(3) Type of aircraft.

(4) Position.

(5) Heading/altitude/intentions.

(6) Number of souls on board.

(7) Fuel remaining.

(8) Ordnance on board, if any.

c. When an emergency is declared, the Ground Controller and Tower Watch Supervisor shall notify the immediate alert position and the ARFF Division using the vehicle frequency modulation control net and public announcement systems. The Tower Flight Data Controller shall notify other sections with immediate responsibilities using the emergency phone.

d. The ARFF Watch Section Supervisor is solely responsible for the movement and control of all ARFF vehicles. ATC shall not deny permission for movement on the RWYs and TWYs unless it presents a hazard. The ARFF Watch Section Supervisor or other competent authority shall secure from declared emergencies.

3. Minimum Fuel Advisory. Declaring minimum fuel does not indicate an emergency situation. Declaring minimum fuel merely

indicates an emergency situation is possible should any undue delay occur and does not imply a need for priority handling.

a. Pilots should advise ATC of minimum fuel status when the fuel supply is such that upon reaching their destination, they cannot accept any undue delay.

b. If the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, pilots should declare an emergency due to low fuel and report fuel remaining in minutes by advising ATC of Emergency Fuel.

4. Civil Aircraft Infringement. Civil aircraft such as crop dusters, sign towing, forest fire fighting, and etcetera will not normally be approved for infringement on Class D/E airspace. If a requirement exists for civil aircraft to infringe upon Class D/E airspace, the requestor will coordinate with AOPS prior to commencing flight.

5. Air Traffic Control Prior Permission Required Procedures. The following procedures shall be followed to ensure adherence to this policy.

a. ATC shall not allow aircraft without a valid PPR into the CDSA until a PPR is obtained.

b. If an aircraft does not have a PPR, upon initial contact, ATC will instruct the aircraft to contact AOPS on frequency 253.300 UHF.

c. Aircraft are not authorized to land without a valid PPR. In the event an aircraft lands without a PPR, ATC will follow the established STOP ALERT procedures.

d. Emergency aircraft are exempt from this PPR policy.

6. Air Traffic Control Issues and Complaints. Requests from aircrew to speak with Tower personnel shall not be honored. Aircrew members with an ATC issue and/or complaint shall contact the AOPSO.

7. Air Traffic Control Tapes and Radar Plot Information. Requests for ATC tapes and radar plot information shall be made to the AOPSO.

Chapter 6

Transient Aircraft

1. Accommodations. Berthing and messing information is available from the MCAS New River Station Facilities.

2. Transportation. MCAS New River has limited transportation available. There is no base taxi. Information regarding government transportation is available from Station Facilities.

3. Air Freight/Passenger Services

a. Material Handling Equipment (MHE). MHE is not organic to the Air Station. If MHE is required for aircraft loading/unloading, the requesting unit must coordinate with Marine Wing Support Squadron 272.

b. Passenger Clearance. Passengers shall check-in at AOPS in person at least one hour prior to the scheduled departure. AOPS personnel shall clear all personnel eligible for transport by government aircraft IAW reference (r).

4. Distinguished Visitors

a. Pilots transporting distinguished visitors shall inform ATC on initial contact.

b. Pilots transporting distinguished visitors shall contact AOPS, 253.300 UHF, 30 minutes prior to landing and provide time to touch down and a distinguished visitor code.

c. New River ATC may consider priority for distinguished visitor's aircraft provided safety of other aircraft is not affected.

5. Endorsement of Orders. Billeting and messing endorsements are made at the Visiting Officers Quarters, building AS-705, for officers, and at the Joint Reception Center, building AS-4002, for enlisted personnel. The AODO shall endorse orders for the availability of government air transportation.

6. Customs and Agriculture. Customs and agriculture support is not organic to the Air Station.

a. If the United States Customs support is required, contact AOPS 24-hours in advance to coordinate.

b. All costs associated with customs and agricultural services are the responsibility of the requesting unit.

7. Flight Rations. Flight rations are not available at MCAS New River.

8. Publications Necessary for Flight. All publications necessary for flight can be obtained at AOPS.

9. Storage of Classified and/or Registered Material. Temporary storage of classified and/or registered material is available at AOPS. Storage is limited to less than 24 hours. Units are responsible for the storage of weapons.

10. Priority of Ground Support Services. Ground support services in order of priority are established below:

a. Air evacuation medical.

b. Air defense.

c. SAR.

d. VIP aircraft.

e. Fleet support.

f. FAA flight inspection aircraft.

g. Routine transient aircraft.

11. Aircraft Services

a. Transient aircraft may request a follow-me escort or receive progressive taxi instructions to the assigned parking area from Ground Control.

b. TASD personnel shall meet all aircraft, provide aircraft marshalling, and transport the crew, passengers, and baggage to AOPS.

c. Transient pilots are required to check-in and check-out with TASD. If remaining overnight, transient pilots shall complete a transient aircraft information remaining overnight sheet/form prior to departing AOPS.

d. If fueling and other ground support services are required, pilots shall ensure that the necessary forms are completed and signed before departing the terminal. Civil transient aircraft shall not receive fuel unless the crew presents a DoD Charge Card.

e. Pilots of civil transient aircraft must provide a valid civil aircraft landing permit no less than 48 hours prior to the planned operation. A PPR number is required. The pilot is responsible for payment of all fees, if any, as prescribed by reference (f).

Chapter 7

Aircraft Rescue and Fire Fighting

1. Airport Emergency Plan. Reference (v) incorporates the Airport Emergency Plan with detailed instructions and procedures for aircraft mishaps.

2. Salvage. The reporting custodian of an aircraft, which is damaged as a result of an aircraft mishap, will be responsible for arranging the repair or salvage IAW current directives.

a. When MCAS New River is assigned salvage responsibilities for a mishap aircraft, the AOPSO is responsible for the conduct of the operation.

b. Salvage and removal of the aircraft wreckage shall not begin until requested by the reporting custodian and only after the wreckage has been examined and released by the senior member of the Aircraft Mishap Board, except as listed below:

(1) When necessary for the rescue of personnel or the removal of human remains.

(2) In the interest of safety.

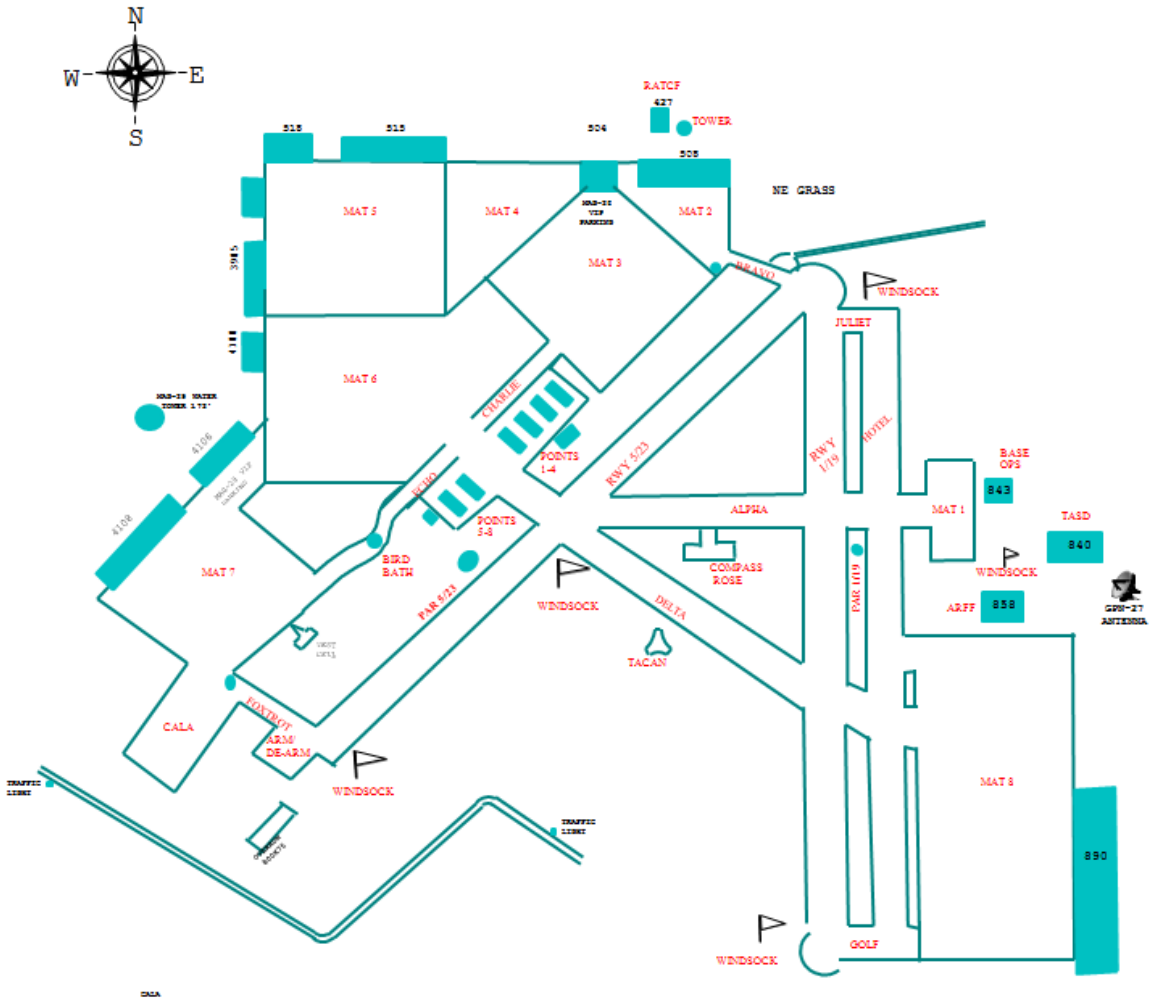
(3) When the wreckage interferes with vital operations.

c. The Salvage Officer shall maintain a record of any damage inflicted during salvage operations and ensure complete photographic coverage of the wreckage prior to commencing salvage operations.

Chapter 8

Illustrations

1. Airfield Layout. Magnetic variation 10° west.



2. Taxi Routes Duty Runway 05

3. Taxi Routes Duty Runway 23

4. Taxi Routes Duty Runway 01

5. Taxi Routes Duty Runway 19

6. Traffic Pattern Duty Runway 05 Normal

7. Traffic Pattern Duty Runway 05 Close-In

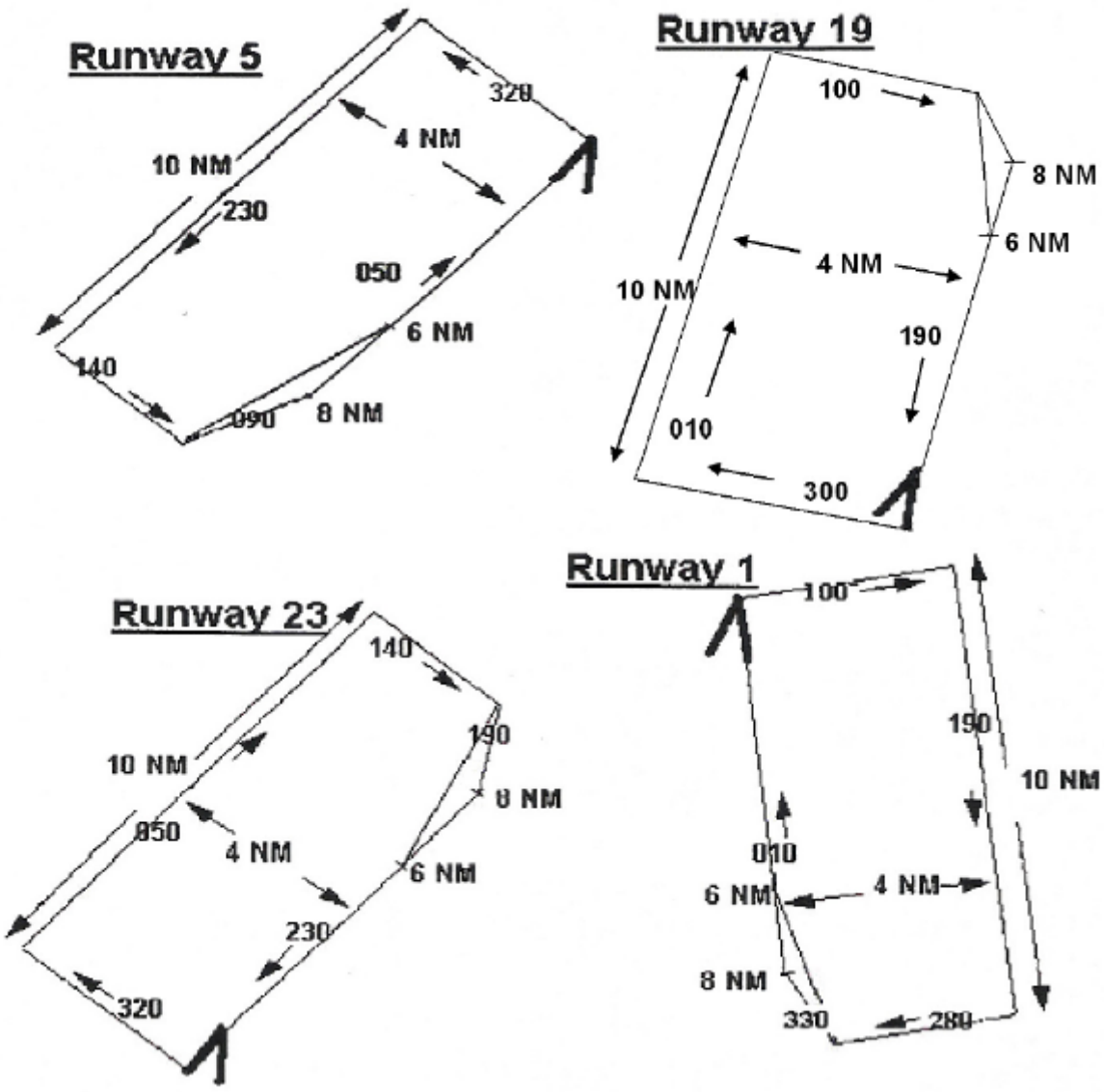
8. Traffic Pattern Duty Runway 23 Normal

9. Traffic Pattern Duty Runway 23 Close-In

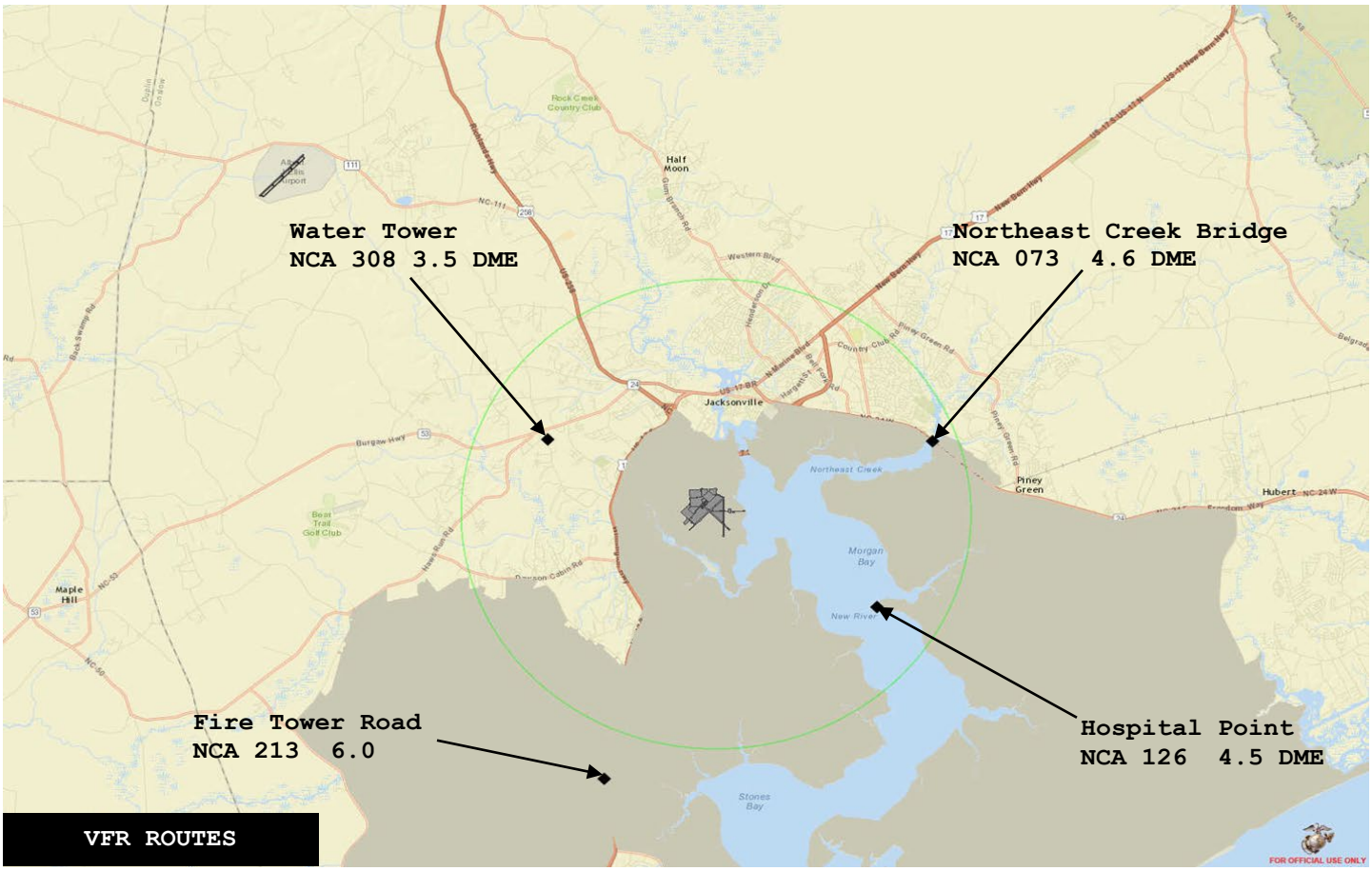
10. Traffic Pattern Duty Runway 01 Normal

11. Traffic Pattern Duty Runway 01 Close-In

12. Radar Traffic Patterns



13. Visual Flight Rules Entry and Exit Routes



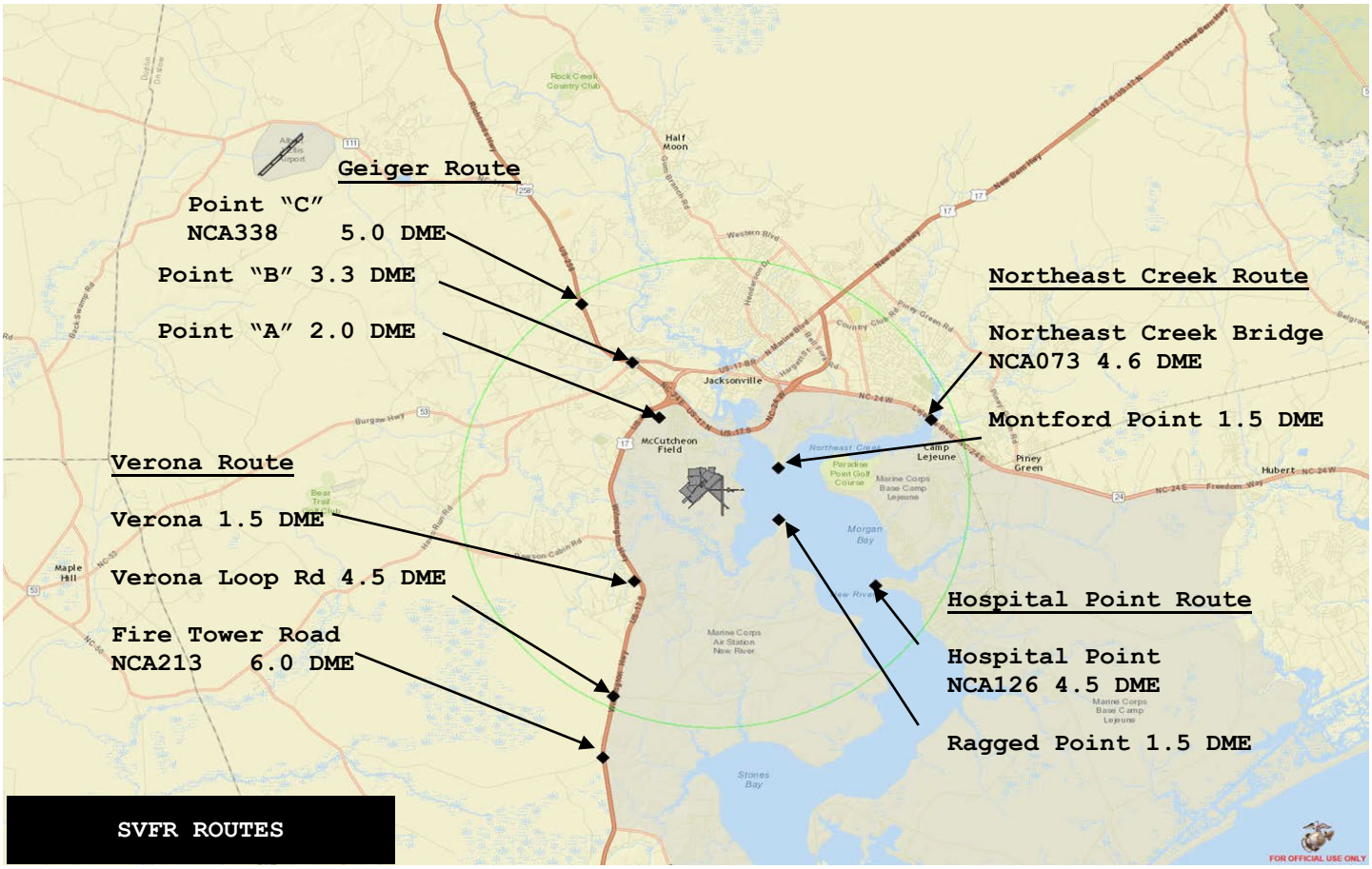
a. Helicopters and tiltrotor aircraft in conversion mode.

b. Inbound Altitude - 500'.

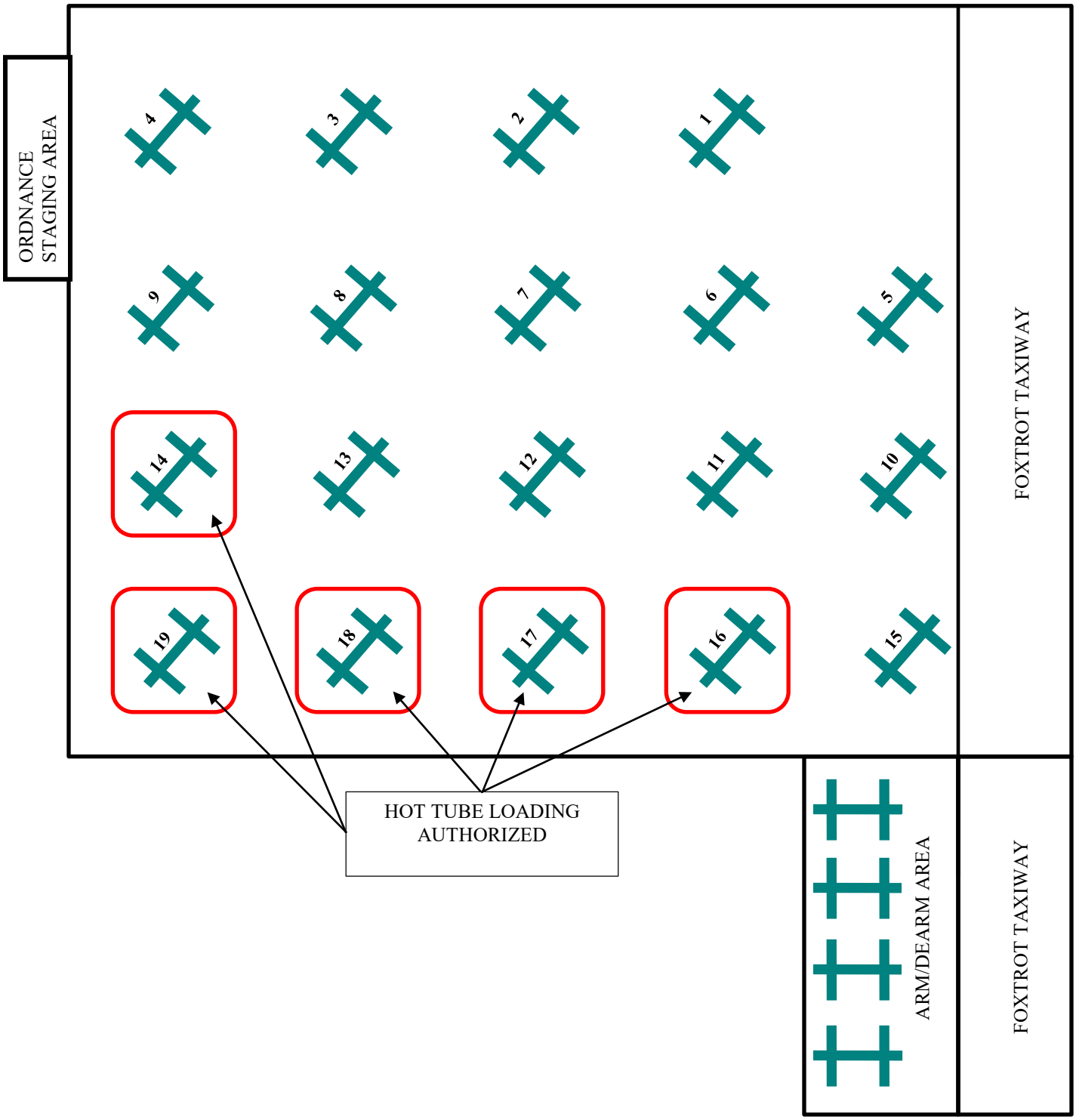
c. Outbound Altitude - 1,000'.

d. Aircrew shall establish two-way communication with the New River Tower prior to entering the CDSA.

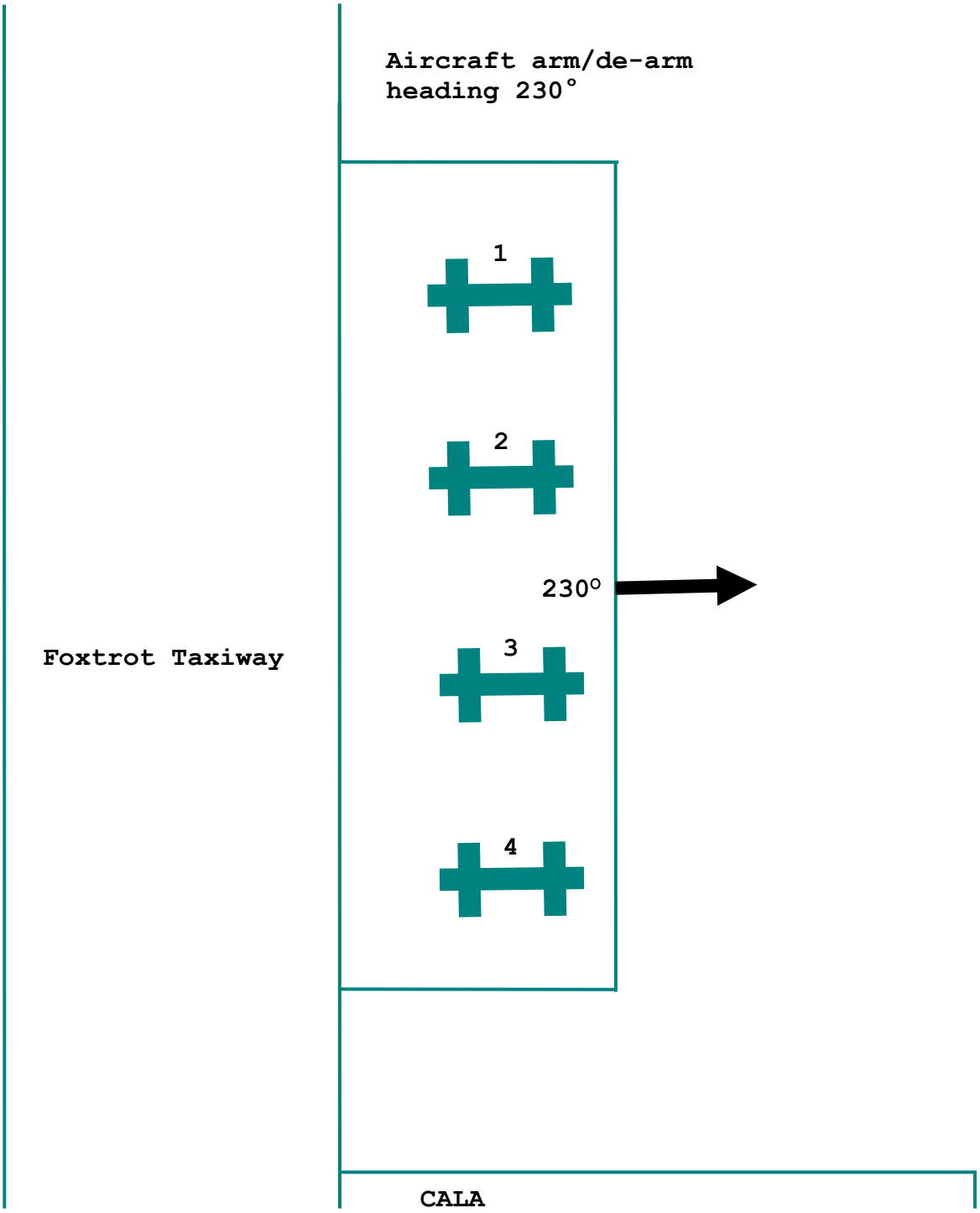
14. Special Visual Flight Rules Routes



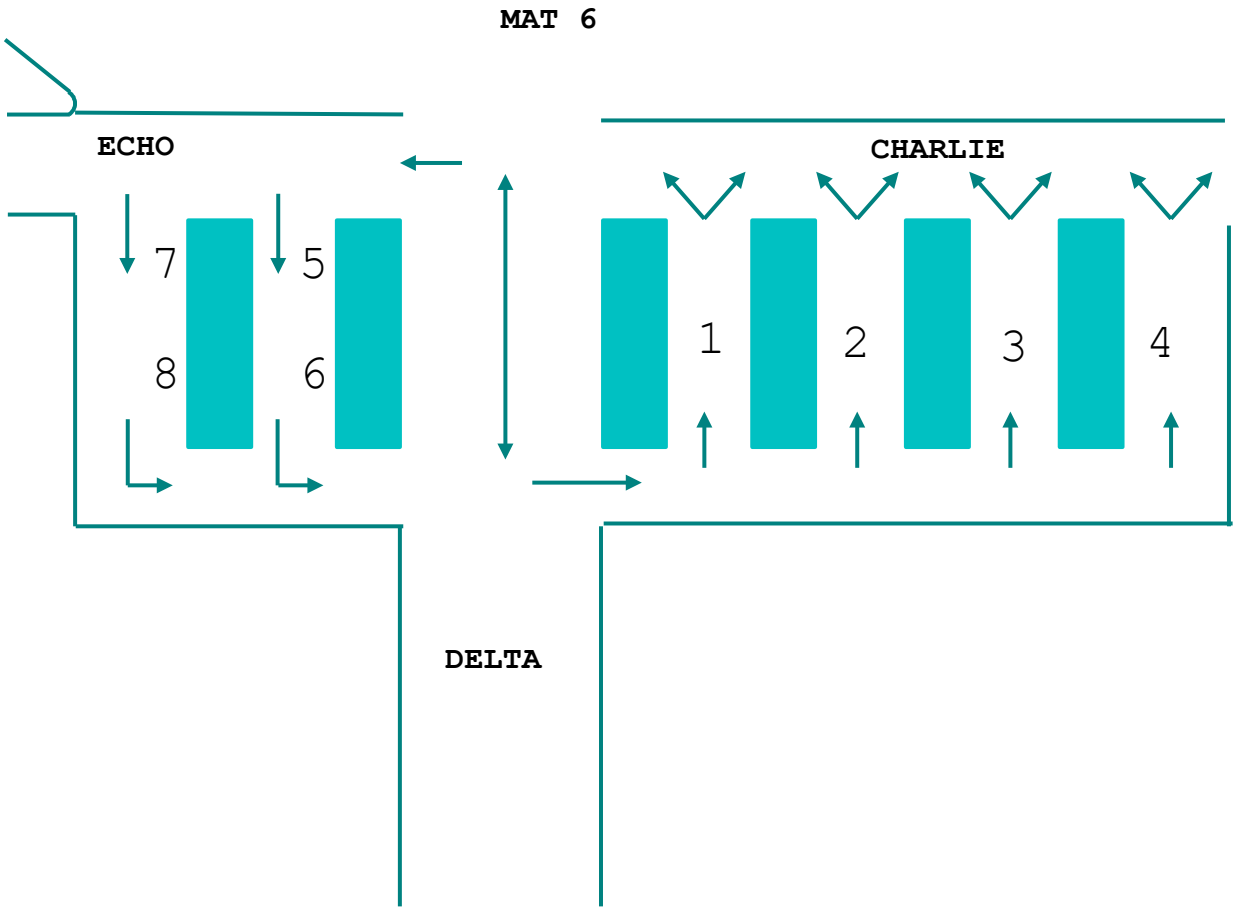
15. Combat Aircraft Loading Area



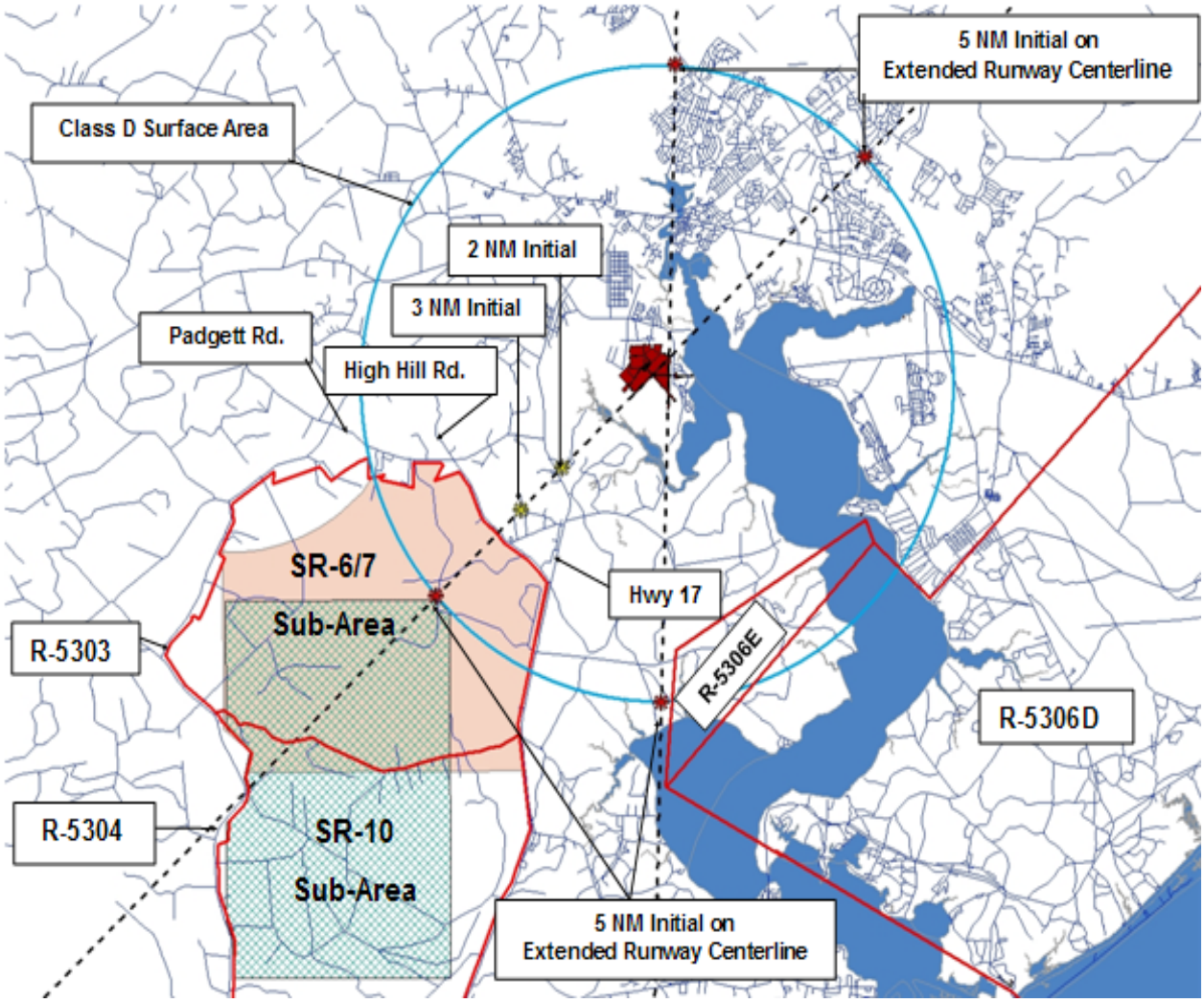
16. Arm/De-Arm Area



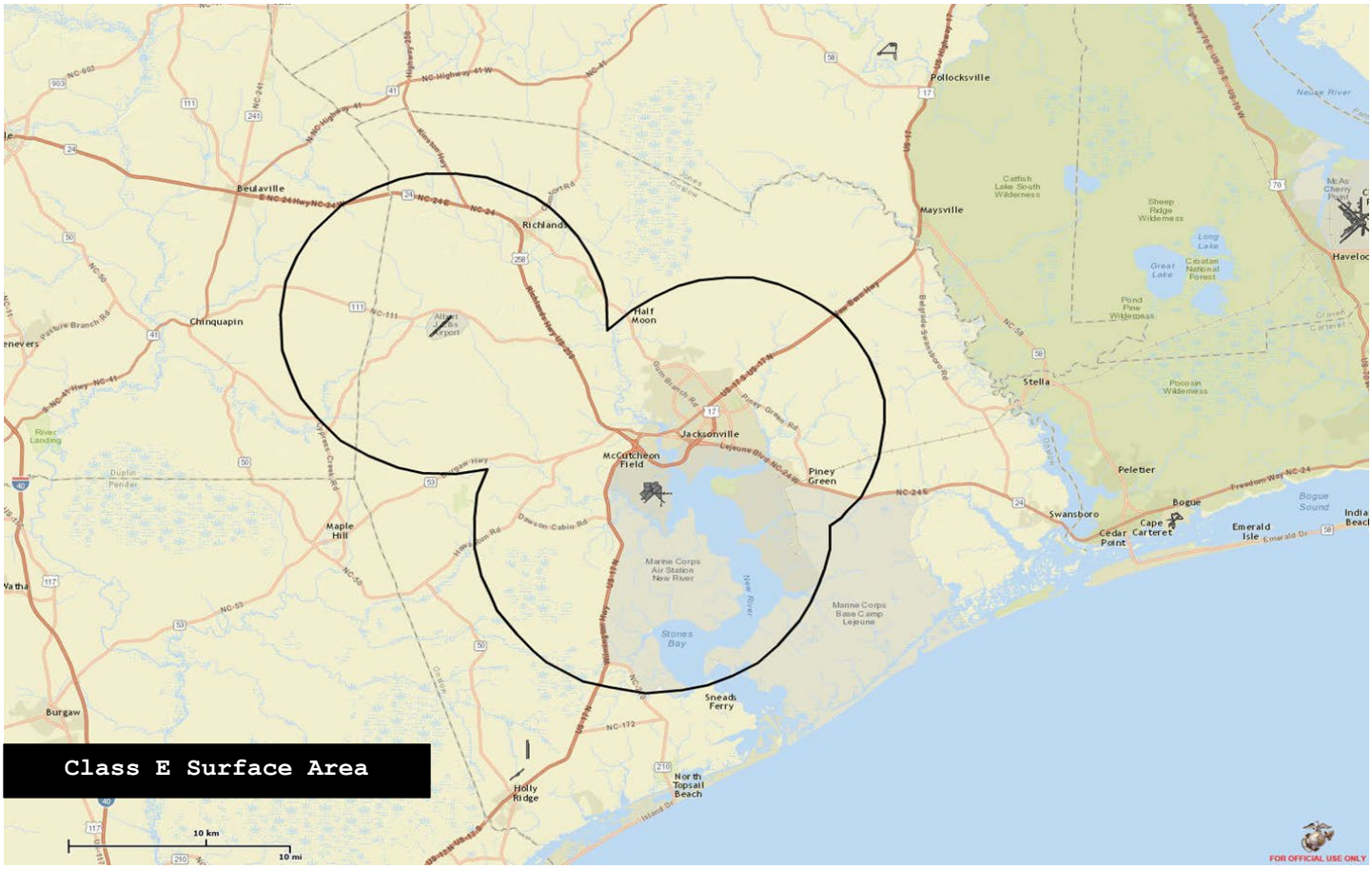
17. Fuel Pit Traffic Patterns



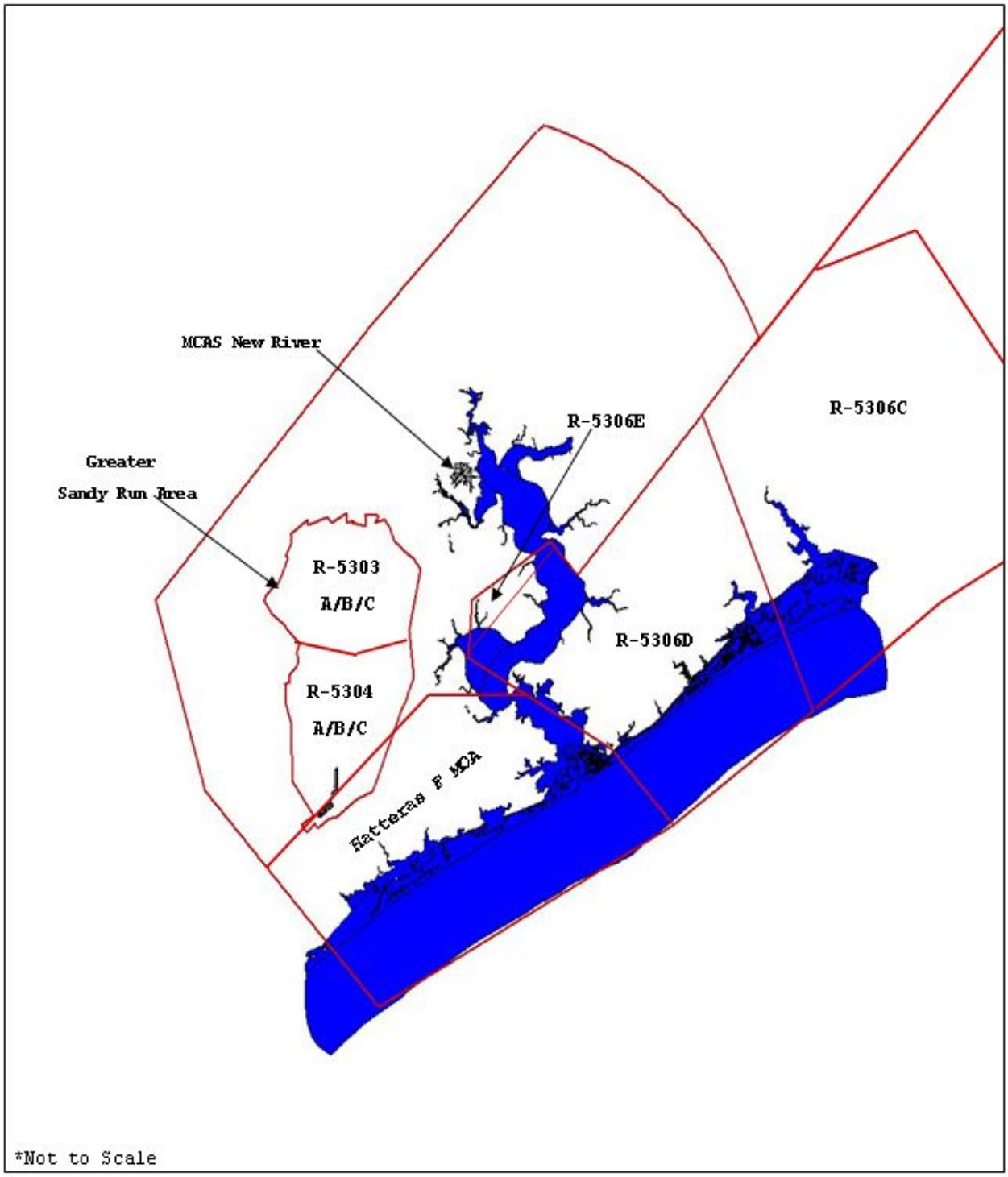
18. Class Delta Surface Area



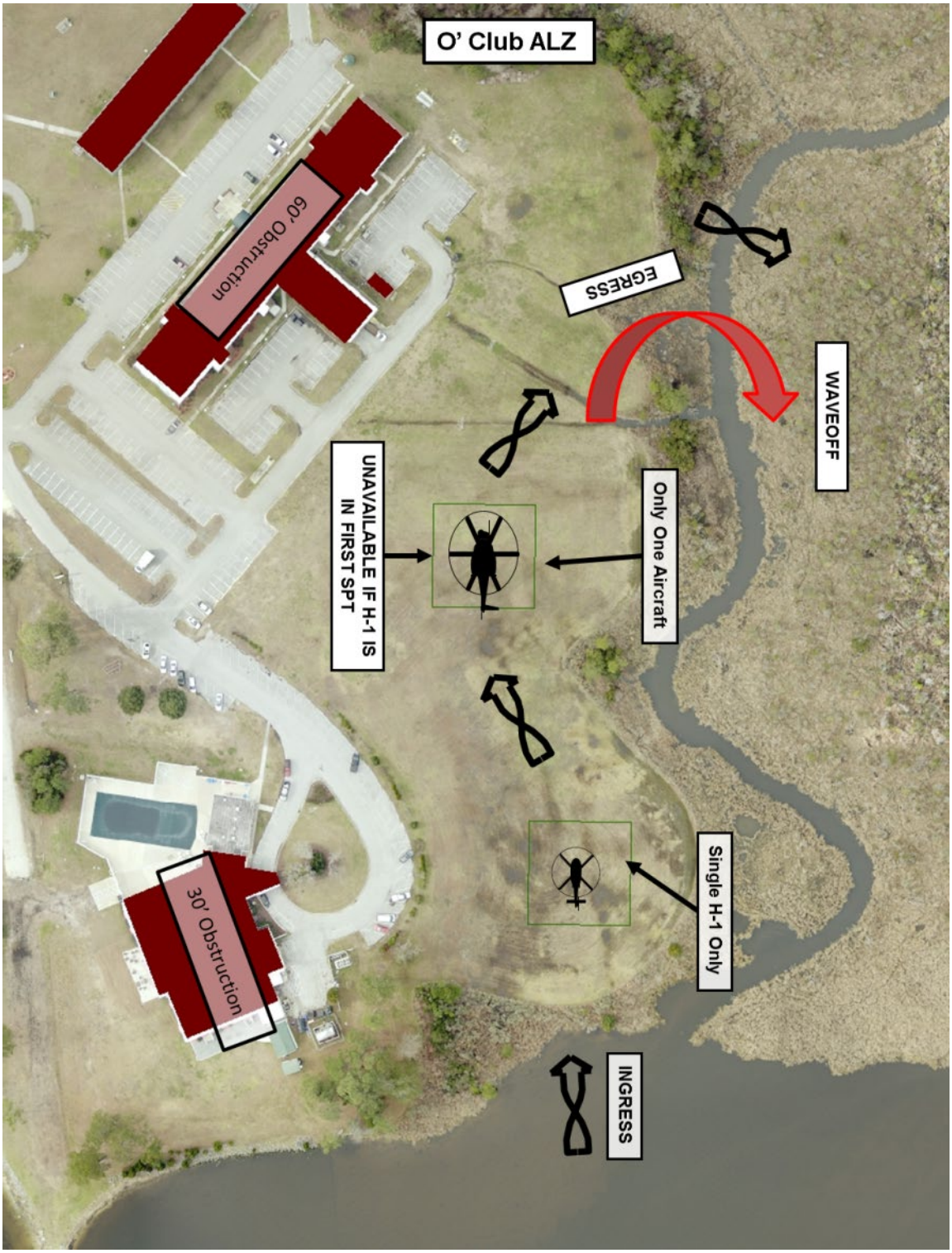
19. Class Echo Surface Area. Airspace within a seven NM radius of MCAS New River, a 6.4 NM radius of OAJ, and a six NM radius of OMH, from 700 feet AGL up to the overlying controlled airspace.



20. Special Use Airspace Vicinity New River



21. The Landing at New River Alternate Landing Zone



22. Flare Arm/De-Arm Areas