



UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE
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CAMP LEJEUNE NC 28542-0005

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MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE CAMP LEJEUNE
BULLETIN 3710

From: Commanding General
To: Distribution List

Subj: TILT-ROTOR STANDING OPERATING PROCEDURES FOR TURNBULL CREEK
(TBC) EDUCATIONAL STATE FOREST RUNWAY

Ref: (a) 14 CFR Parts 91.111 and 91.113, Collision Avoidance
(b) WgO 3710.38B Ch 1
(c) 14 CFR Part 91.127, Operating on or in the Vicinity
of an Airport in Class E Airspace

Encl: (1) Turnbull Creek Avoidance Areas
(2) Charlotte Sectional of TBC Surrounding Area

1. Purpose

a. Marine Corps Installation East-Marine Corps Base, Camp Lejeune (MCIEAST-MCB CAMLEJ) has entered into a lease agreement with the State of North Carolina (NC) to obtain MV-22 use of the TBC Educational State Forest runway.

b. To set forth operating procedures for the use of the TBC runway by MV-22 aircraft assigned to Marine Aircraft Group 26 (MAG-26).

2. Background

a. TBC runway is located in the TBC Educational State Forest (34 41' 37.10N/78 34' 28.66W) approximately 80 nautical miles (nm) to the west of Marine Corps Air Station, New River; and five nm north of Curtis L. Brown Jr. Field Airport (KEYF) in the vicinity of Elizabethtown, NC.

b. TBC runway is a grass strip of approximately 5,000 feet in length located off of State Highway 242 and Sweet Home Church Road. The runway is located adjacent to the Educational State Forest Center display of historic forest service fire-fighting equipment.

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c. The Educational State Forest Center and runway are operated by forest rangers assigned to the NC State Forest Service under the State of NC Department of Agricultural and Consumer Services. The Forest Service supervisor is Mr. Chris Meggs at (office) 910-588-4161 or (cell) 910-874-2629.

d. Further information on the Educational Center can be viewed at <http://ncforestservice.gov/publications/ESF0212.pdf>.

3. Action

a. Commander's Intent. The procedures contained herein shall apply to tilt-rotor aircraft operating under Visual Flight Rule (VFR) conditions within five nm of the subject runway and within the Class E airspace of KEYF. This Bulletin implements and supplements policy and procedures contained in references (a) through (c). The Commanding Officer, MAG-26 is responsible for ensuring that MV-22 pilots assigned to MAG-26 know and comply with the provisions of this Bulletin, and that references (a) through (c) apply to TBC aviation operations.

b. Concept of Operations

(1) Aviation use of TBC runway is authorized only for MV-22 take-offs/landings, pattern work, and tactical approaches with or without the aid of night vision goggles.

(2) Pilots should utilize the western half of TBC runway as much as practicable as a noise abatement measure.

(3) Prohibited operations at TBC runway:

(a) Simulated engine-out operations;

(b) Aviation operations with any type of aviation delivered ordnance on-board;

(c) Operations involving troop training activities; and

(d) External operations and low-altitude tactics.

(4) Aviation use of TBC runway is authorized from 1 June 2013 through 31 May 2015.

(5) MV-22 operations at TBC runway are not authorized between the hours of 0900 to 1400 local during the period of 16 March through 30 November of the contract year. During these dates, students will be using the Educational State Forest Center area.

(6) No more than two tilt-rotor aircraft are allowed in the pattern at one time.

(7) No more than two day sorties and one night sortie are permitted per day. Day sorties can be conducted Monday through Saturday and night sorties Monday through Thursday. Night sorties must terminate at 2300 local time. A sortie is defined as a single scheduled event of no more than two aircraft.

(8) Avoidance areas are listed below and depicted in enclosure (1):

(a) White Lake residential area.

(b) Bay Tree Lake residential area.

(c) Horseshoe Lake (civilian pilot training area), see enclosure (2).

(d) Elizabethtown (unless using KEYF).

(e) Jones Lake Recreational Beach, avoid direct over flight as much as practical.

(f) Prestage Farms, Incorporated hog farm located approximately one-half nm off the departure end of runway five.

(9) Flight operations at TBC runway will not be authorized during the times that piglets and hogs are transported to and from the Prestige hog farm east of TBC (see enclosure (1)). The non-authorized times will be blocked out in Range Facility Management Support System (RFMSS) approximately one week prior to scheduled delivery and pickup times.

(10) RFMSS must be utilized for scheduling. Sorties not scheduled 48 hours in advance in RFMSS are not authorized.

(11) Pilots must check in and out with Fire Desk Operator (Blackburn) on 233.8 when utilizing TBC runway and when in radio range.

(12) Per reference (a), operations at or in the vicinity of the TBC runway are authorized with the condition that pilots are solely responsible for "SEE" and "AVOID".

(13) Airfield procedures when operating at TBC runway:

(a) TBC entries should be from the east-northeast (040 to 090 magnetic) at five nm and 1,200 feet Mean Sea Level (MSL). Aircraft arrivals shall be announced on KEYF UNICOM (122.8). Example: KEYF, Leroy 00 entering TBC State Forest runway touch and go pattern from the northeast,

(b) TBC departures should be to the east-northeast (040 to 090 degrees magnetic) at 600 feet MSL and announced on KEYF UNICOM (122.8). Example: KEYF traffic, Leroy 00 departing TBC State Forest runway to the East.

(c) Pilots shall monitor KEYF UNICOM while conducting operations at TBC runway and announce presence to all aviation traffic communicating on KEYF UNICOM (122.8).

(d) VFR (arrival or departure) Air Traffic Control (ATC) services may be obtained from Fayetteville or Wilmington Approach Control. However, Wilmington Approach Control is recommended as the primary ATC radar service provider.

(e) The Touch and Go (TG) pattern at TBC runway shall be at or below 1,200 feet MSL and within five nm of the TBC runway in visual meteorological conditions. The TG pattern should be oriented to the north of TBC as much as practical to avoid over-flight of KEYF and Elizabethtown.

(f) The KEYF Automated Weather Observing System 3 on 119.475 will be used as the local weather information source for TBC operations.

(g) The minimum weather requirements for conducting local operations at TBC runway are 2,000 foot ceiling and five nm visibility.

(h) When conditions warrant an Instrument Flight Rules clearance, aircrew shall contact the Raleigh Flight Service Station with the clearance request and comply with ATC instructions.

(i) Aircrew will implement MV-22 fire reduction procedures when loitering on the deck by going to 75 degrees nacelle; reducing power to 75 percent; and minimizing time on deck.

(j) Pilots and aircrew will report any Hazardous Materials (HAZMAT) (fuel/oil/hydraulic) spills at the TBC runway to Blackburn at 910-451-3064/4449 or 233.8 as soon as possible. Blackburn shall notify the MCIEAST-MCB CAMLEJ Environmental Management Division (EMD), Resource Conservation Recovery Section, at 910-451-1482, MCIEAST-MCB CAMLEJ Range Control Officer, and the Range Development and Management Division. In the event of a HAZMAT spill at TBC, Blackburn will suspend aircraft operations until the HAZMAT spill can be mitigated by

EMD. Blackburn shall contact the MAG-26 Operations Officer (910-449-5579/7202) or Command Duty Officer (910-449-6126) to inform MAG-26 that TBC runway operations have been suspended and when operations can be resumed.

(k) Aircraft that need to remain on the ground at TBC runway due to an equipment failure or malfunction shall report this condition as soon as possible to Blackburn at 910-451-3064/4449 and to the ranger station during normal working hours (0800 to 1700) to Mr. Chris Meggs, Forest Supervisor, at (office) 910-588-4161 or (cell) 910-874-2629/email: chris.Meggs@ncagr.gov.

(l) Per reference (b), it is the responsibility of aviation units utilizing TBC runway to maintain a current (updated) hazard map of the area.

(m) A safety site survey of the TBC runway and the surrounding ground/airspace is the responsibility of 2d Marine Aircraft Wing (MAW) and MAG-26. A copy of the safety site survey for TBC will be provided to the range safety specialist at MCIEAST-MCB CAMLEJ Range Control (910-451-1240) prior to conducting aviation operations.

(n) Casualty Evacuation and aircraft recovery are the responsibility of the using unit. Squadron maintenance vehicles requiring entry into TBC Educational State Forest Center shall notify Blackburn (910-451-3064/4449) for coordination with the TBC Forest Supervisor.

(o) TBC Runway Ground/Grass Fires. Aircrew will report a grass fire at TBC runway by the most expeditious means to:

1. Blackburn (910)451-3064/4449
2. TBC Educational State Forest Center office 910-588-4161 (daytime) or cell at 910-874-2629 (day/evenings/night).

(p) Pilots should be aware that TBC operations are near the vicinity of numerous towers/antennas, instrument and visual military training routes, victor airways, and below the Gamecock A - Military Operating Area. Additionally, the Horseshoe Lake area is routinely utilized by light civil aircraft to accomplish pilot training.

(q) Provisions listed in this Bulletin must not be construed as relief from any of the requirements of references (a) and (c).

4. Reserve Applicability

a. This Bulletin is applicable to MCIEAST-MCB CAMLEJ subordinate commands and II Marine Expeditionary Force (MEF) commands and personnel involved in the operation of MV-22 aircraft at the TBC Educational State Forest runway.

b. This Bulletin provides approval by Commanding General (CG), II MEF and CG, 2d MAW for direct liaison between MCIEAST-MCB CAMLEJ G-3/5 and MAG-26 for matters pertaining to aviation operations at TBC.

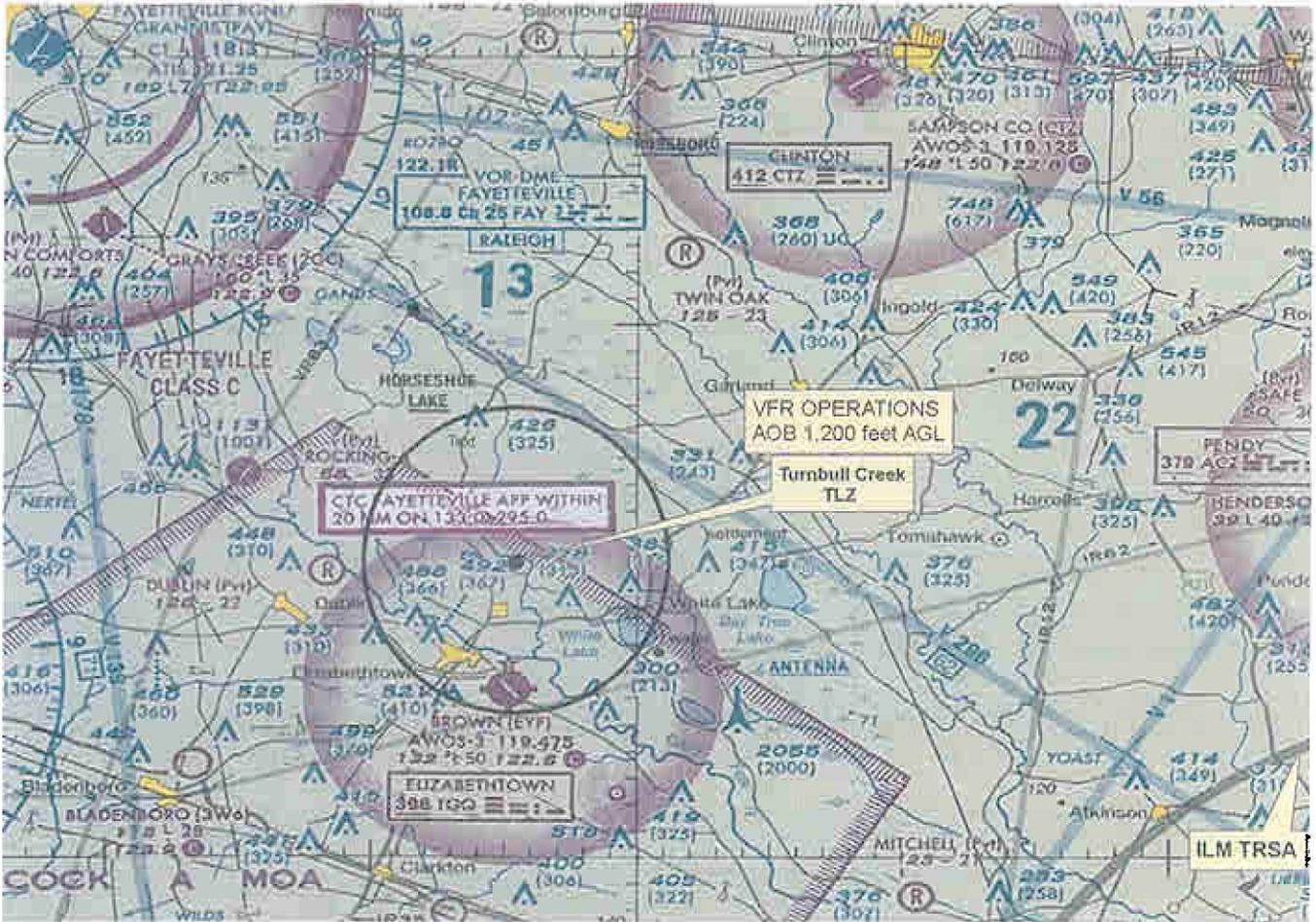
5. Cancellation Contingency. This Bulletin is cancelled when incorporated in MCIEAST-MCB CAMLEJO 3570.1.


T. S. PHILLIPS
By direction

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Charlotte Sectional of TBC Surrounding Area



Turnbull Creek Avoidance Areas

