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

From: Commanding General
To: Distribution List

Subj: TILT-ROTOR AND ROTARY WING STANDING OPERATING PROCEDURES FOR BLADEN LAKES STATE FOREST (BLSF) TACTICAL LANDING ZONES (TLZs)

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) Bladen Lakes TLZ Data Sheet
(2) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section A
(3) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section B
(4) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section C
(5) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section D
(6) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section Airspace
(7) MCIEAST-MCB Camp Lejeune Reference Map: Bladen Lakes Installation Section G

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 use of two TLZs within the BLSF.

b. To set forth operating procedures for the use of the BLSF TLZs by aircraft assigned to 2d Marine Aircraft Wing.

2. Background

a. The BLSF TLZs are located in the BLSF State Forest at (34° 42' 34.5N/78° 34' 16.1W) 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.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.
b. There are two BLSF TLZs which are cleared grass areas of approximately 1,000 feet square located between State Highways 210 north and east, 701 south and 242 west and north. The TLZs are separated by approximately 1,000 feet.

c. The BLSF is supervised and managed 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. Hans Rohr at (office) 910-588-4964. bladenlakessf.ncfs@ncagr.gov.

d. Further information on the BLSF can be viewed at http://ncforestservice.gov/publications.

3. Action

a. Commander's Intent. The procedures contained herein shall apply to tilt-rotor/rotary wing aircraft operating under Visual Flight Rule (VFR) conditions within five nm of the subject TLZs and within the Class E airspace of KEYF. This Bulletin implements and supplements policy and procedures contained in references (a) through (c). The Commanding Officers, MAG-26 and MAG-29 are responsible for ensuring that pilots know and comply with the provisions of this Bulletin and apply them to BLSF aviation operations.

b. Concept of Operations

(1) Aviation use of BLSF TLZs is authorized only for tilt-rotor and rotary wing take-offs/landings, pattern work, and tactical approaches with or without the aid of night vision goggles.

(2) Prohibited operations at BLSF TLZs:

(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.

(3) Aviation use of BLSF TLZs is authorized 24/7, 365 days per year during the period of the MCIEAST-MCB CAMLEJ/State of North Carolina lease agreement.

(4) The number of aircraft permitted to use the Bladen Lakes TLZs is at the discretion of the CO, MAG-26 and CO, MAG-29 for their respective aircrews.

(5) There is no daily limit on the number of sorties that may be flown into the Bladen lakes TLZs.

(6) Avoidance areas are listed below and depicted in enclosure (7):
(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 overflight as much as practical.

(7) Range Facility Management Support System (RPMSS) must be utilized for scheduling.

(8) Pilots must check in and out with Fire Desk Operator (Blackburn) on 233.8 when utilizing BLSF TLZs and when in radio range.

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

(10) Procedures when operating at BLSF TLZs:

(a) BLSF 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 BLSF State Forest TLZs touch and go pattern from the northeast.

(b) BLSF 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 BLSF State Forest TLZs to the East.

(c) Pilots shall monitor KEYF UNICOM while conducting operations at BLSF TLZs 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" pattern at BLSF TLZs shall be at or below 1,200 feet MSL and within five nm of the BLSF TIZs in visual meteorological conditions. The "Touch and Go" pattern should be oriented to the north of BLSF as much as practical to avoid overflight 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 BLSF operations.
(g) The minimum weather requirements for conducting local operations at BLSF TLZs 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) Aircrews will minimize time on deck and execute Ground Loitering Procedures in accordance with The Naval Air Training and Operating Procedures Standardization when applicable, in order to mitigate potential for fire hazard.

(j) Pilots and aircrew will report any Hazardous Materials (HAZMAT) (fuel/oil/hydraulic) spills at the BLSF TLZs 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 BLSF, Blackburn will suspend aircraft operations until the HAZMAT spill can be mitigated by EMD. Blackburn shall contact the respective MAGs to inform them that BLSF TLZs operations have been suspended and advise them as to when operations can be resumed. MAG contacts are as follows: follows:

   MAG-26 Operations Officer 910-449-5579/7202
   MAG-26 Group Duty Officer 910-449-6126
   MAG-29 Operations Officer 910 449-6367
   MAG-29 Group Duty Officer 910 449-6345

(k) Aircraft that need to remain on the ground at BLSF TLZs 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. Hans Rohr, Forest Supervisor, at (office) 910-588-4964 or (cell) 910-874-2629/email: hans.rohr@ncagr.gov.

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

(m) A safety site survey of the BLSF TLZs and the surrounding ground/airspace is the responsibility of 2d Marine Aircraft Wing (MAW) and the MAG Commanders. A copy of the safety site survey for BLSF 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 BLSF shall notify Blackburn (910-451-3064/4449) for coordination with the BLSF Forest Supervisor.

(o) BLSF TLZs Ground/Grass Fires. Aircrew will report a grass fire at BLSF TLZs by the most expeditious means to:
1. Blackburn (910) 451-3064/4449

2. BLSF office 910-588-4161 (daytime) or cell at 910-874-2629 (day/evenings/night).

(p) Pilots should be aware that BLSF 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 2d MAW aircraft at the BLSF TL2s.

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/MAG-29 for matters pertaining to aviation operations at BLSF.

5. Cancellation Contingency. This Bulletin is cancelled when incorporated in the appropriate MCIEAST-MCB CAMLEJ Orcer.

G. A. MCCULLAR

DISTRIBUTION: A/B/C

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### Supporting Data to Sections A, B, C, D, E and G

<table>
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| **Section A** | **Site 1**<br>**Site 2**<br>**Vertical DATUM**<br>**Horizontal DATUM**<br>**Lat 34° 42’ 34.4” N**<br>**Lat 34° 42’ 26.5” N**<br>NAD 1988<br>NAD 1983<br>**Long 78° 34’ 16.1” W**<br>**Long 78° 34’ 55.1” W**<br>**23 acres total**<br>**23 acres total**<br>**Section B**<br>**Site 1 & Site 2**<br>**Green Ovals**<br>**Red Ovals**<br>**Notes**<br>**Day/night authorized**<br>**Monitor KEYF UNICOM while in zone 122.8**<br>**VFR patterns and tactical approaches**<br>**COMM**<br>**Announce presence to all aviation traffic on KEYF UNICOM 122.8**<br>**Section C**<br>**Nearby Heliports/Airports**<br>**Curtis L. Brown Jr Field Airport**<br>**Fayetteville Regional Airport**<br>**Clinton Airport**<br>**Wallace Henderson Field**<br>**Lumberton Municipal Airport**<br>**5 nm South**<br>**33 nm NNW**<br>**26 nm NE**<br>**30 nm E**<br>**26 nm SSW**<br>**KEYF**<br>**KFAY**<br>**KCTZ**<br>**KACZ**<br>**KLBT**<br>**Section D**<br>**Obstructions within 5000 ft**<br>**Site 1**<br>**Site 2**<br>**Trees**<br>**50 ft High**<br>**650 feet from center LZ to all sides**<br>**650 feet from center LZ to all sides**<br>**Section G**<br>**Schools / Churches & Other**<br>**Briar Branch Church**<br>**Mount Zion Church**<br>**Saint Rest Church**<br>**Pleasant Hill Church**<br>**Saint Peters Church**<br>**White Lake Church**<br>**Saint John Church**<br>**Mount Carmel Church**<br>**Martins Church**<br>**Bladen Lakes School**<br>**White Lake Residential Area**<br>**Bay Tree Lake Residential Area**<br>**Horseshoe Lake**<br>**Elizabethtown**<br>**Antenna**<br>**3.1 nm NW**<br>**2.5 nm N**<br>**2.8 nm NE**<br>**4.8 nm ENE**<br>**5.2 nm ESE**<br>**6.3 nm SE**<br>**5 nm S**<br>**5.1 nm SSE**<br>**5.2 nm SSE**<br>**1.7 nm W**<br>**3 nm SSE**<br>**5 nm ESE**<br>**5 nm NNW**<br>**4 nm SSW**<br>**5 nm ESE (2055 AGL)**<br>**1.5 nm ESE (378 AGL)**
Establishment of 2 USMC Tactical Landing Zones at Bladen Lakes Installation.

WEST Site #1
EAST Site #2

**Exact patterns geometry will vary. No-Fly areas will be avoided at all times.**

GREEN Ovals - MV-22 Conv/Tol patterns 300' AGL/80 KACs
RED Ovals - MV-22 APLN patterns 300'-500' AGL/220 KACs

Day/Night authorized VFR patterns and tactical approaches
Prohibited for any type of ordnance, troop training and external loads.
Shall monitor KEYF UNICOM while in zone and announce presence to all aviation traffic on KEYF UNICOM (122.8)

This Bladen Lakes map was produced by David Lynch at
RAM, MC-East, Camp Lejeune, NC
(910) 451-5772
Oct 2010

Map generated using the Geographic Information System
National Mapping Program
National Geospatial-Intelligence Agency
6239 Overlook Drive
Fort Belvoir, VA 22040

Shaded Relief

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