MARINE CORPS AIR STATION
LONG RANGE
AIR FIELD MAINTENANCE PLAN
FY 1976 - 1981 A. KEITZ

I. Narrative:

The presentation of this plan is in response to those directives and procedures specified in MCO P11000.7A and MCO 11130.1.

Marine Corps Air Station (Helicopter), New River is located three miles south of the City of Jacksonville at an elevation of twenty-four feet above sea level. There are two major runways, each 5200 feet long by 150 feet wide, emanating from a common hub. The present facilities began with the original construction beginning in 1942 and developed through modification, addition, extension, and strengthening of the pavement to the present. A reduced scale plan of the airfield is provided in Tab A.

A pavement evaluation was performed during January and February 1976 by LANTNAVFACENGCOM as per our request. The results of this survey were published in May 1976 authored by E. H. INBY of LANTNAVFACENGCOM. This survey presents specific data on the pavement conditions and the recommended wheel loading for various areas using aircraft C130 and C141 as examples. A portion of this survey is provided in Tab B.

Marine Corps Air Station (Helicopter), New River maintains twenty-four hour all-weather air operational facilities supporting the 2d Marine Aircraft Wing. Data reflecting airfield operations are provided in Tab C.

1. Narrative:

The presentation of this plan is in response to those directives and procedures expected in MCO P11000.7A and MCO 11130.1.

Marine Corps Air Station (Helicopter), New Riven is located three miles south of the City of Jacksonville at an elevation of twenty-four feet above sea level. There are two major runways, each 5200 feet long by 150 feet wide, emanating from a common [illegible]. The present facilities began with the original construction beginning in 1942 and developed through modification, addition, extension, and strengthening of the pavement to the present. A reduced scale plan of the airfield is provided in Tab A.

A pave out evaluation was performed during January and February 197[illegible] by MARTINAVIACOM as per our request. The results of this survey were published in May 1976 authored by E. H. INBY of MARTINAVIACOM. This survey presents specific data on the pavement conditions and the recommended wheel loading for various areas using aircraft C130 and C141 as examples. A portion of this survey is provided in Tab B.

Marine Corps Air Station (Helicopter), New Riven maintains twenty-four hour all-weather air operational facilities supporting the 2d Marine Aircraft Wing. Data reflecting airfield operations are provided in Tab C.

Repair and Replacement History

The first repair project of any scope, after original construction, was Contract NOY 83267, 1954. All runways and taxiways were resurfaced at this time. The runways received only patching and minor repairs until complete resurfacing of runway 5-23 and slurry treatment of 18-36 in 1975. The present parking aprons were constructed by increments from 1954 to the present. The lighting system cable was replaced in 1965; however, the lighting fixtures were not replaced. Tab D provides data reflecting the growth of the airfield and the most recent repairs.

Maintenance of Airfield

The current planning for maintenance and repair is reflected in the anticipated repair projects and the known required maintenance, Tab E. Preventive Maintenance inspections of airfield lighting are being performed and have contributed to the decrease in the number of lighting failures.

Tab Index

Repair and Replacement History

The first repair project of any scope, after original construction, was Contract NOY 43247, 1954. All runways and taxiways were resurfaced at this time. The runways received only patching and minor repairs until complete resurfacing of runway 5-23 and slurry treatment of 18-36 in 1975. The present parking aprons were constructed by increments from 1954 to the present. The lighting system cable was replaced in 1955; however, the lighting fixtures were not replaced. Tab D provides data reflecting the growth of the airfield and the most recent repairs.

Maintenance of Airfield

The current planning for maintenance and repair is reflected in the scheduled repair projects and the known required maintenance, Tab E. Preventive maintenance inspections of airfield lights are being performed and have contributed to the decrease in the number of lighting failures.

Tab Index

Tab A - Scale Plan of Airfield

Tab B - Airfield Pavement Evaluation

Tab C - Airfield Operation/Usage

Tab D - Airfield Growth/Recent Repairs

Tab E - Airfield Long Range Maintenance Plan

TAB PLACEMENT HERE

DESCRIPTION:

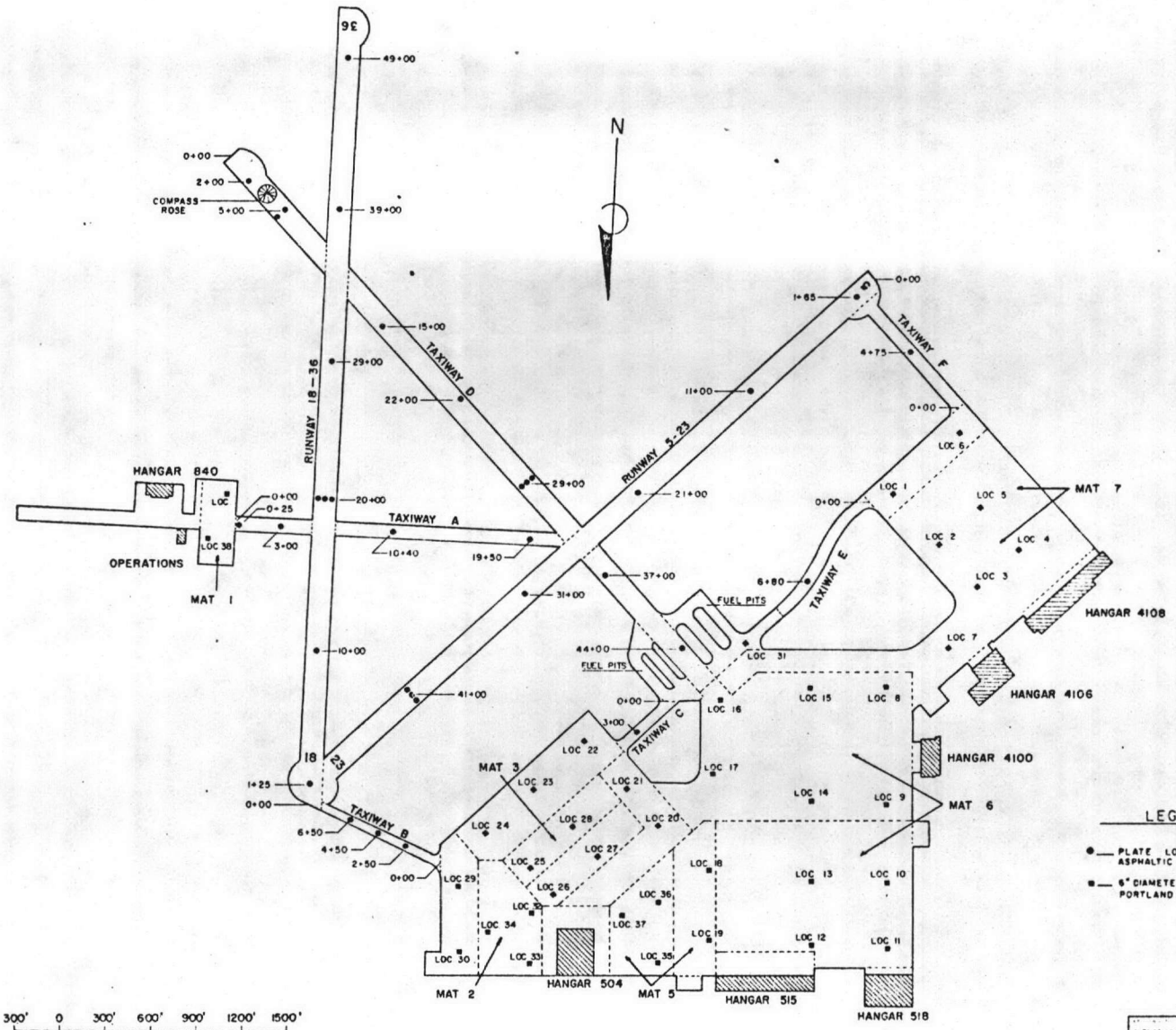
Tab A

☑ Tab page did not contain hand written information

☐ Tab page contained hand written information
*Scanned as next image

Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08

TAB A



LEGEND

● — PLATE LOAD TESTS, ASPHALTIC CONCRETE PAVEMENT

■ — 6" DIAMETER CORE CUT, PORTLAND CEMENT CONCRETE PAVEMENT.

ATLANTIC DIVISION
NAVAL STATION NORFOLK, VA.

MCAS (H) NEW RIVER
JACKSONVILLE, N.C.
TEST LOCATION MAP

F 80091

TAB PLACEMENT HERE

DESCRIPTION:

Tab B

☑ Tab page did not contain hand written information

☐ Tab page contained hand written information
*Scanned as next image

Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08

TAB B

DEPARTMENT OF THE NAVY
ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
NORFOLK, VIRGINIA 23511

TELEPHONE NO.
444-7631
AUTOVON 690-7631
IN REPLY REFER TO:
411:TPM
11132/CHERPT
18 JAN 1974

To: Commander, Marine Corps Air Bases, Eastern Area

Subj: Airfield Pavement Evaluation Program

Encl: (1) NAVFACENGCOM msg 071934 Jan 1974

1. In order to provide the information requested by enclosure (1), the Marine Corps Air Station's requirements can be best ascertained at your command. It is therefore requested that you provide us with your needs by 23 January 1974 if possible. Your requirements should be designated as to type of program (i.e., condition survey, pavement evaluation or skid-resistance measurements) or any combination of type, as well as, the specific runways, taxiways or parking aprons to be included.

2. Since the schedule of work for FY75 will ultimately be established by NAVFACENGCOM, your justification of need will be submitted in the same form that we receive it.

3. As you know, the purpose of the program is to help you determine the type of maintenance required for aircraft pavements and the priority of need in order to use the limited maintenance funds to your best advantage.

4. If questions arise concerning this program, please contact Tom McAndrews, LANTNAVFACENGCOM on AUTOVON 690-7631.

J. F. NORTON
BY DIRECTION

Copy to:
NAVFACENGCOM

22 Jan 74
G-4 ROUTING STAMP
ACOS G-4
ASST G-4
LOG OFF
LOG CHIEF off
EQUIP AFFAIRS
ADJO
DEPUTY ADJO
SPEC PROJ O

B-1

OPNAV 5216/45 (Rev 3-71)
S/N 0107-773-9110

Naval Speedletter

USE FOR URGENT LETTERS ONLY

CLEAR TEXT COMMUNICATIONS

CHECK TYPE OF MAIL
[X] AIR
[ ] REGISTERED
[ ] CERTIFIED
[ ] SPECIAL DELIVERY

CLASSIFICATION: UNCLASSIFIED

DATE: 11 Mar 1975

IN REPLY REFER TO: LF-md/FEB

INSTRUCTIONS

1. Message type phraseology is permissible.

2. Both addresses must be appropriate for window envelope or bulk mailing, as intended. Include attention codes, when known. Use dots and brackets as guides for window envelope addresses.

3. Give priority to processing, routing, and action required. Avoid time-consuming controls.

4. In order to speed processing, a readily identifiable, special window envelope, OPNAV 5216/45A, Speedletter Envelope, is provided for unclassified speedletters where bulk mailing is not used. Other window envelopes also may be used. In bulk mail, speedletters should be placed on top of regular correspondence.

To: Commanding Officer
Naval Facilities Engineering Command
Alexandria, Virginia 22332

Via: (1) Commanding Officer, LANTDIVNAVFACENGCOM, Norfolk, VA 23511
(2) Commanding Officer, SOUTHDIVNAVFACENGCOM, Charleston, South Carolina 29402

Fold

STANDARD REFERENCES AND ENCLOSURES, IF ANY; TEXT AND SIGNATURE BLOCK

Subj: Airfield Pavement Evaluation Program

Ref: (a) NAVFACINST 11132.14B

1. Reference (a) gives background and program requirements of the Airfield Pavement Evaluation Program.

2. In accordance with reference (a), the following surveys and evaluations are requested for Marine Corps Bases East:

a. MCAS Cherry Point

(1) Runway friction measurement survey;

(2) Airfield pavement condition survey.

b. MCAS (H) New River

(1) Runway friction measurement survey;

(2) Airfield pavement condition survey.

Fold

COPY TO

From:

ADDRESS REPLY AS SHOWN AT LEFT; OR, REPLY HEREON AND RETURN

CLASSIFICATION

OPNAV 5216/145 (Rev. 3-71)
S/N 0107-779-8110

Naval Speedletter

USE FOR URGENT LETTERS ONLY

DO NOT CLEAR COMMUNICATION

CHECK TYPE OF MAIL
☐ REGULAR ☐ REGISTERED
☐ AIR ☐ CERTIFIED
☐ SPECIAL DELIVERY

CLASSIFICATION

DATE

IN REPLY REFER TO

INSTRUCTIONS

1. Message type phraseology is permissible.

2. Both addresses must be appropriate for window envelope or bulk mailing, as intended. Include attention codes, when known. Use dots and brackets as guides for window envelope addresses.

3. Give priority to processing, routing, and action required. Avoid time-consuming controls.

4. In order to speed processing, a readily identifiable, special window envelope, OPNAV 5216/115A, Speedletter Envelope, is provided for unclassified speedletters where bulk mailing is not used. Other window envelopes also may be used. In bulk mail, speedletters should be placed on top of regular correspondence.

To:

Fold STANDARD REFERENCES AND ENCLOSURES, IF ANY; TEXT AND SIGNATURE BLOCK

c. MCAS Beaufort

(1) Airfield pavement evaluation of East/West tow way to full power run-up area;

(2) Airfield pavement condition survey.

B. A. MAAS
By direction

Fold

COPY TO

From:

Commander
Marine Corps Air Bases, Eastern Area
Cherry Point, North Carolina 28533

ADDRESS REPLY AS SHOWN AT LEFT; OR, REPLY HEREON AND RETURN

CLASSIFICATION

DEPARTMENT OF THE NAVY
ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
NORFOLK, VIRGINIA 23511

TELEPHONE NO.
444-7631
AUTOVON 690-7631
IN REPLY REFER TO:
411:TPT
11132/CHERPT
24 MAR 1975

FIRST ENDORSEMENT on COMCABEAST spdltr LF-md/FES of 11 Mar 1975

From: Commander, Atlantic Division, Naval Facilities Engineering Command
To: Commander, Naval Facilities Engineering Command
Via: Commanding Officer, Southern Division, Naval Facilities Engineering Command

Subj: Airfield Pavement Evaluation Program

1. This office concurs with request contained in paragraph 2 of basic correspondance.

J. M. DAVIS
BY DIRECTION

Copy to:
COMCABEAST

DEPARTMENT OF THE NAVY
ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
NORFOLK, VIRGINIA 23511

TELEPHONE NO.
444-7631
AUTOVON 690-7631
IN REPLY REFER TO:
411:TPMcA
7 May 1976

From: Commander, Atlantic Division, Naval Facilities Engineering Command
To: Commanding General, Marine Corps Base, Camp Lejeune, North Carolina

Subj: Aircraft Pavement Evaluation, Marine Corps Air Station (Helicopter), New River

Ref: (a) MARCORB CAMLEJ ESR dated 5 Nov 1975

Encl: (1) Airfield Pavement Evaluation, MCAS (Helicopter) New River

1. The requested field investigation and report, enclosure (1), has been completed and is submitted in response to reference (a).

E. H. IRBY
BY DIRECTION

Copy to:
PWO CAMLEJ
Base Maintenance Officer CAMLEJ
Attn: Lt. Davis
CO NEW RIVER
Air Operations Officer NEW RIVER
Airfield Facilities Officer NEW RIVER
Attn: Maj. Morgan

GENERAL INFORMATION

At the request of the Commanding Officer, Marine Corps Air Station (Helicopter) New River, a pavement evaluation consisting of plate bearing tests and concrete core testing was performed on all airfield pavements during the months of January and February 1976. The purpose of the evaluation was to update the allowable gross aircraft load capability of the runways, taxiways and parking aprons for fixed wing cargo aircraft type traffic. Although ninety percent of the aircraft utilizing this airfield are helicopters, there are occasions during military exercises when large cargo type aircraft use the field. The majority of these cargo planes are C-130's with a small percent being C-141's.

The allowable gross aircraft load chart accompanying this report contains information for the specific cargo aircraft which uses this field on occasion, as well as the standard single and dual wheel geared aircraft with 150 psi tire pressure. This was done at the request of the air operations officer to facilitate their decision making.

CONCLUSIONS AND RECOMMENDATIONS

Since information provided by station personnel indicated that C-130 aircraft operated at New River with tire pressures of 100 psi and C-141 operated at 170 psi, the following conclusions and recommendations assumed these conditions as normal and are based on this data.

1. Runway 18-36 is in very good condition and is capable of accommodating fully loaded C-130 aircraft. C-141 type aircraft should be restricted to approximately a 185,000 pound gross load with 170 psi tire pressure. The allowable gross increases to 216,000 pounds if the tire pressure is reduced to 150 psi.

2. Runway 5-23 is in excellent condition. Part of this runway was reconstructed in 1975 when the entire runway was overlaid with 1-1/2" of asphaltic concrete. A fully loaded C-130 can safely operate from this runway but a C-141 aircraft should be restricted to approximately 152,000 pounds of gross load when tire pressure is 170 psi. This limitation is due to the weak area between Stations 38+00 and 43+00. This gross load can be increased to 179,000 pounds if the tire pressure is reduced to 150 psi.

3. Taxiway "A" will support C-130 aircraft but should be restricted to C-141 type aircraft with maximum loads of 164,000 pounds if the tire pressure is reduced to 150 psi.

4. Taxiway "B" is the newest and the weakest of the airfield pavements. This taxiway was reconstructed the latter part of 1975. During our investigation it was determined that water had become trapped in the basecourse and subgrade. Due to the impervious subgrade material it is impossible for the water to drain either longitudinally or transverse resulting in a weak basecourse and subgrade and in a low allowable gross aircraft load rating. Nothing but light weight aircraft should be allowed

on this taxiway, as long as this soft and wet condition exists.

5. The flexible portions of Taxiways "C", "E" and "F" are in excellent condition and are capable of supporting fully loaded C-130 and C-141 type aircraft if the tire pressure is reduced to 150 psi.

6. The portion of Taxiway "D" west of Runway 18-36 can support a C-130 fully loaded allowing an overload of less than 10%. This overload is insignificant when the frequency of this type traffic is considered. A C-141 should not use this taxiway unless its gross weight is less than 127,000 pounds. This gross weight can be increased to 146,000 pounds if the tire pressure is reduced to 150 psi.

7. That portion of Taxiway "D" east of Runway 18-36 and including the Compass Rose showed a greater strength than the west side previously described (except for the shoulder pavement). There is no overload condition using a fully loaded C-130 and a C-141 should be limited to 230,000 pounds gross weight. With tire pressure reduced to 150 psi the gross load can be increased to 263,000 pounds.

8. The ten inch rigid pavement adjacent to Hanger 504 will support a fully loaded C-130 or C-141.

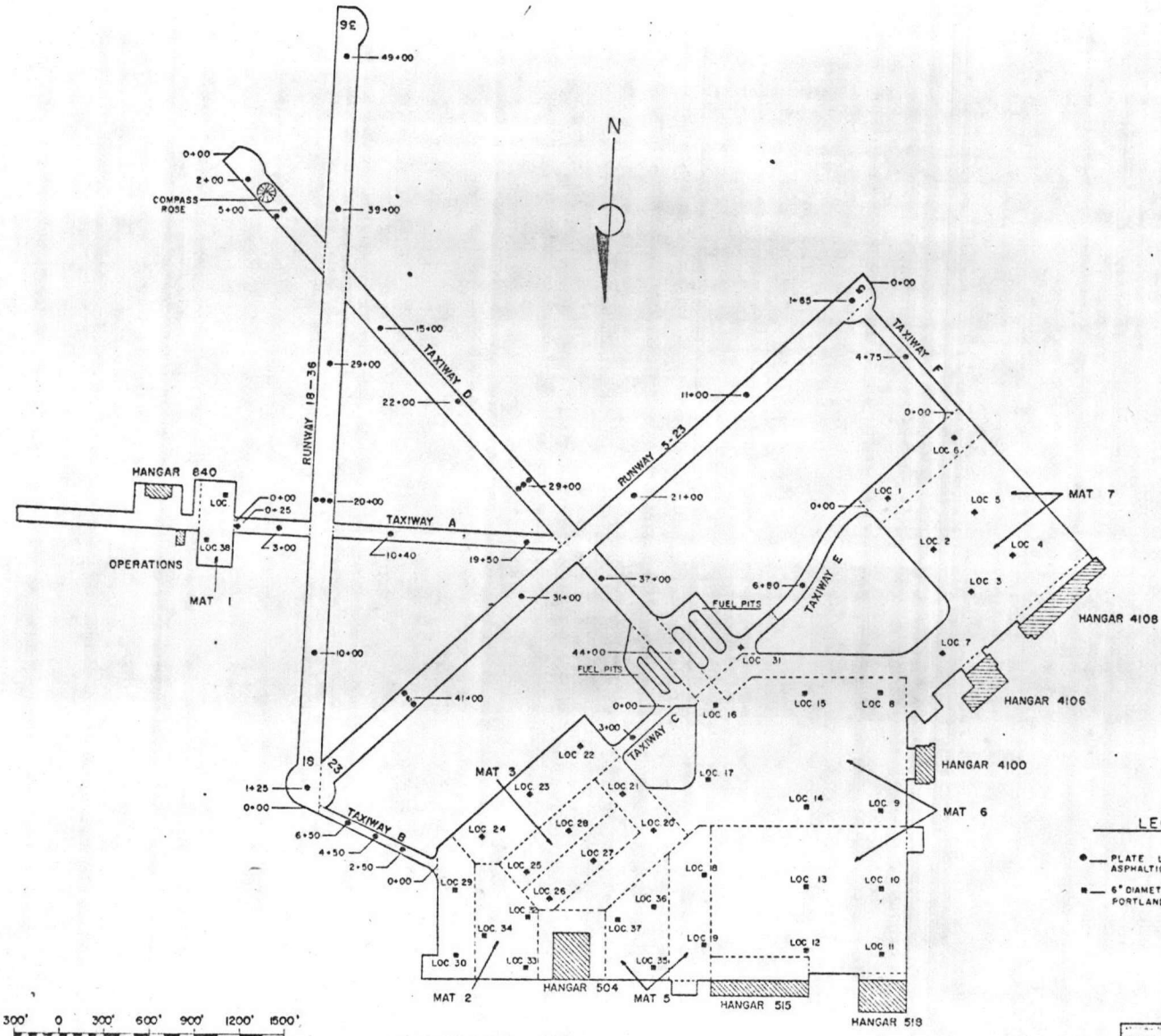
9. The majority of the mat areas are constructed with six inches of portland cement concrete. This pavement is of excellent quality as is the basecourse. The load restriction of this pavement is due to the thickness of the concrete and not any deficiencies of the existing pavement section. (See the Allowable Gross Aircraft Load Chart.)

10. Mat One Parking Apron is comparable but somewhat less in strength than the ten inch pavement adjacent to Hanger 504.

11. It should be noted that all pavement can be overloaded occasionally by as much as twenty-five percent without experiencing any immediate failures. The normal operating tire pressure of the C-141 (170 psi) is one adjustable factor that is keeping the C-141 allowable load so low. Therefore, under the C-141 heading on the Allowable Gross Aircraft Load Chart, the allowable load for tire pressures at 150 psi is shown in parenthesis.

MCAS (H) NEW RIVER
JACKSONVILLE, N.C.

PAVEMENT DESIGNATION		SURFACE		BASE		SUBBASE		SUB-GRADE	ALLOWABLE GROSS AIRCRAFT LOAD (LBS.) FOR AIRCRAFT TYPE:			
LOCATION	PAVE. LEGEND *1	TYPE	THICK. (IN.)	TYPE	THICK. (IN.)	TYPE	THICK. (IN.)	TYPE	SWG T.P. NGT 150 P.S.I.	DWG T.P. NGT 150 P.S.I.	C-130 T.P. NGT 100 P.S.I.	C-141 T.P. NGT 170 P.S.I
UNWAY 18-36	1	A.C. Sand Asph. Sand Tar	1½" 3"-8" 3"	Shell Rock	6"	-	-	SP	111,000	144,000	O.K. Fully Loaded	185,000 (216,000 @ 150 psi
UNWAY 5-23	2	A.C. Sand Asph. Sand Tar	3" 3"-8" 3"	Shell Rock	6"	-	-	SP	92,000	120,000	O.K. Fully Loaded	152,000 (179,000 @ 150 psi
AXIWAY "A"	3	A.C. Sand Asph. Sand Tar	1½" 3"-8" 3"	Shell Rock	6"	-	-	SP	84,000	109,000	O.K. Fully Loaded	138,000 (164,000 @150 psi)
AXIWAY "B"	4	A.C.	4"	Black Base	6"-8"	Shell Rock	6"	CL/ML	38,000	49,000	93,000	57,000
AXIWAY "C" "E" "F"	5	A.C.	4"	Shell Rock	6"	-	-	SP	160,000	208,000	O.K. Fully Loaded	277,000 (312,000 @ 150 psi
AXIWAY "D" (West of R/W 18-36)	6	A.C. Sand Asph. Sand Tar	4½" 3"-8" 3"	Shell Rock	6"	-	-	SP	75,000	98,000	162,000	127,000 (146,000 @ 150 psi



LEGEND

● — PLATE LOAD TESTS, ASPHALTIC CONCRETE PAVEMENT.

■ — 6" DIAMETER CORE CUT, PORTLAND CEMENT CONCRETE PAVEMENT.

DEPARTMENT OF THE NAVY — NAVAL FACILITIES ENGINEERING COMMAND
ATLANTIC DIVISION
NAVAL STATION — NORFOLK, VA.

MCAS (H) NEW RIVER
JACKSONVILLE, N.C.
TEST LOCATION MAP

F | 80091

MCAS (H) NEW RIVER
JACKSONVILLE, N.C.
TENSILE SPLITTING STRENGTH

MAT NO.	LOC. NO.	AVERAGE THICKNESS	TENSILE SPLITTING STRENGTH
1	38	6"	531
	39	6"	531
			AVERAGE = 531
2	29	6"	603
	30	6"	371
			AVERAGE = 487
2	32	10"	555
	33	10"	503
	34	10"	572
			AVERAGE = 543
3	20	6"	714
	21	6"	651
	22	6"	531
	23	6"	505
	24	6"	477
	25	6"	684
	26	6"	481
	27	6"	408
	28	6"	416
			AVERAGE = 541
5	35	10"	513
	36	10"	518
	37	10"	507
			AVERAGE = 513

MCAS (H) NEW RIVER
JACKSONVILLE, N.C.
TENSILE SPLITTING STRENGTH

MAT. NO.	LOC. NO.	AVERAGE THICKNESS	TENSILE SPLITTING STRENGTH
6	8	6"	540
	9	6"	473
	10	6"	674
	11	6"	592
	12	6"	470
	13	6"	511
	14	6"	249 *
	15	6"	432
	16	6"	467
	17	6"	681
	18	6"	619
	19	6"	594
		AVERAGE	= 550
7	1	6"	394
	2	6"	180 *
	3	6"	472
	4	6"	679
	5	6"	576
	6	6"	477
	7	6"	568
		AVERAGE	= 528

NOTE: * INDICATES DELETION FROM AVERAGE.

MCAS (H) [redacted] RIVER
JACKSONVILLE, N.E.

PAVEMENT DESIGNATION		SURFACE		BASE		SUBBASE		SUB-GRADE	ALLOWABLE GROSS AIRCRAFT LOAD (LBS.) FOR AIRCRAFT TYPE:			
LOCATION	PAVE. LEGEND *1	TYPE	THICK. (IN.)	TYPE	THICK. (IN.)	TYPE	THICK. (IN.)	TYPE	SWG T.P. NGT 150 P.S.I.	DWG T.P. NGT 150 P.S.I.	C-130 T.P. NGT 100 P.S.I.	C-141 T.P. NGT 170 P.S.I
ompass Rose & Taxiway "D" (E. of R/W 18-36)	6	A.C. Sand Asph. Sand Tar	4½" 3"-8" 3"	Shell Rock	6"	-	-	SP	126,000	164,000	O.K. Fully Loaded	230,000 (263,000 @ 150 psi
AT ADJACENT) HANGAR 504	8	A.C.	1½"	Shell Rock	6"	-	-	SM	110,000	200,000	O.K. Fully Loaded	O.K. Full Loaded
	9	P.C.C.	10"	Shell Rock	6"	-	-	SM	110,000	200,000	O.K. Fully Loaded	O.K. Full Loaded
ATS 2 thru 7	10 thru 17	P.C.C.	6"	Shell Rock	6" to 12"	-	-	SM/SP	45,000	75,000	130,000	200,000
AT 1	18	P.C.C. A.C. P.C.C.	6" 4"-6" 6"	Shell Rock	6"	-	-	SM	80,000	145,000	O.K. Fully Loaded	O.K. Full Loaded

* - See "Construction History Map".

SWG = Single Wheel Gear
DWG = Dual Wheel Gear
T.P. = Tire Pressure
A.C. = Asphaltic Concrete
P.C.C. = Portland Cement Concrete
N.G.T. = No Greater Than

NOTES: Base modulus K = 500 p.c.i.
Working Flexural Stress of P.C.C. = 500 P.S.I.
C-130 = maximum gross load of 177,000 pounds
C-141 = maximum gross load of 316,000 pounds

TAB PLACEMENT HERE

DESCRIPTION:

Tab C

☑ Tab page did not contain hand written information

☐ Tab page contained hand written information
*Scanned as next image

Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08

TAB C

AIRFIELD USAGE

REPORTING PERIOD	AVERAGE MONTHLY OPERATIONS
1971	9,360
1972	9,536
1973	13,227
1974	11,384
1975	9,299
5 YEAR AVERAGE	10,561

HIGH MONTHLY OPERATIONS

1971	Aug. 11,778
1972	Mar. 15,057
1973	Apr. 16,918
1974	June 16,796
1975	June 13,550

AVERAGE ANNUAL OPERATIONS 126,738

TYPES OF AIRCRAFT USING THE STATION INCLUDE CH46, CH53, OV10, AH1, C117, T28, T34, C130, C141 and assorted FIXED WINGED AIRCRAFT AND HELICOPTERS.

TAB PLACEMENT HERE

DESCRIPTION:

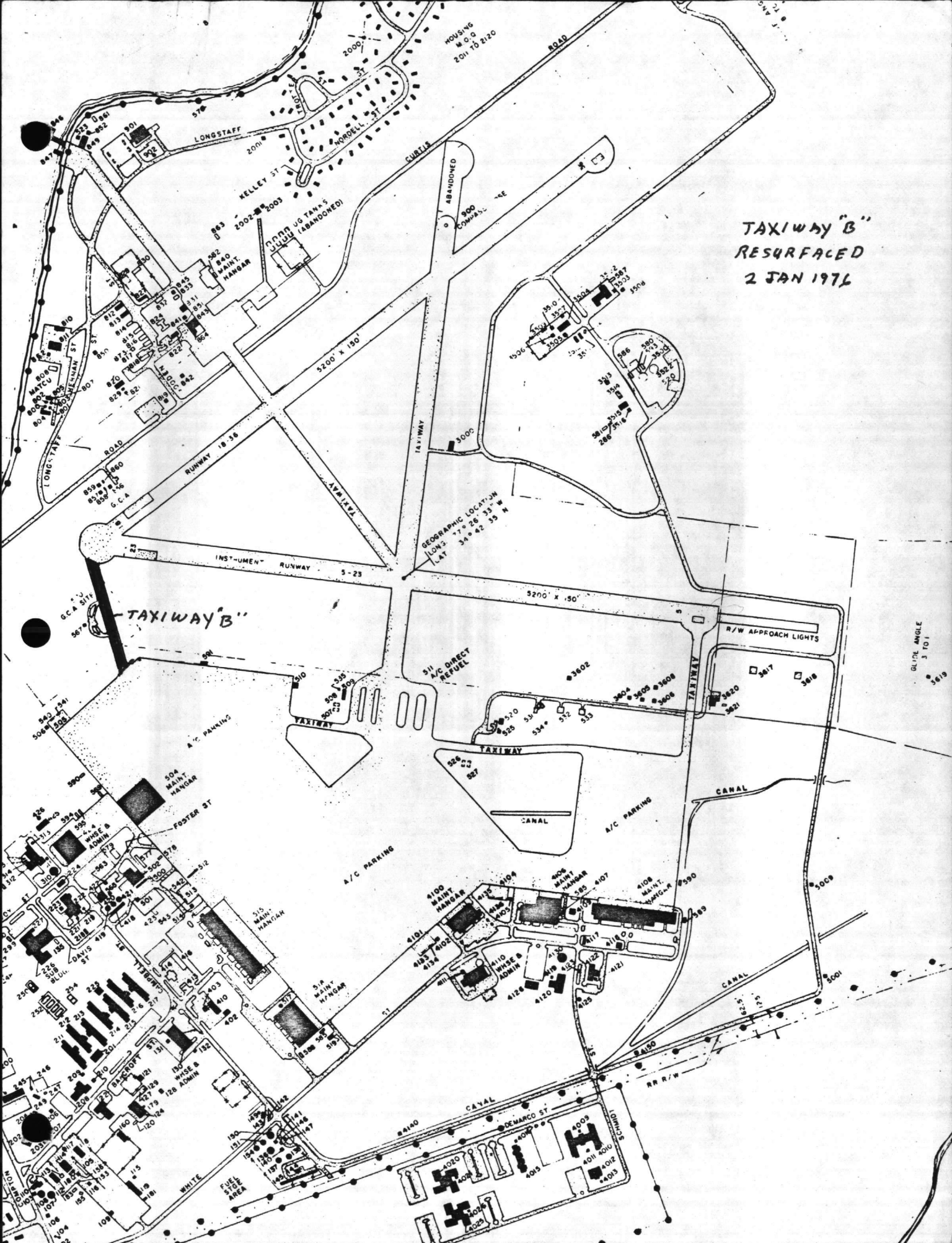
Tab D

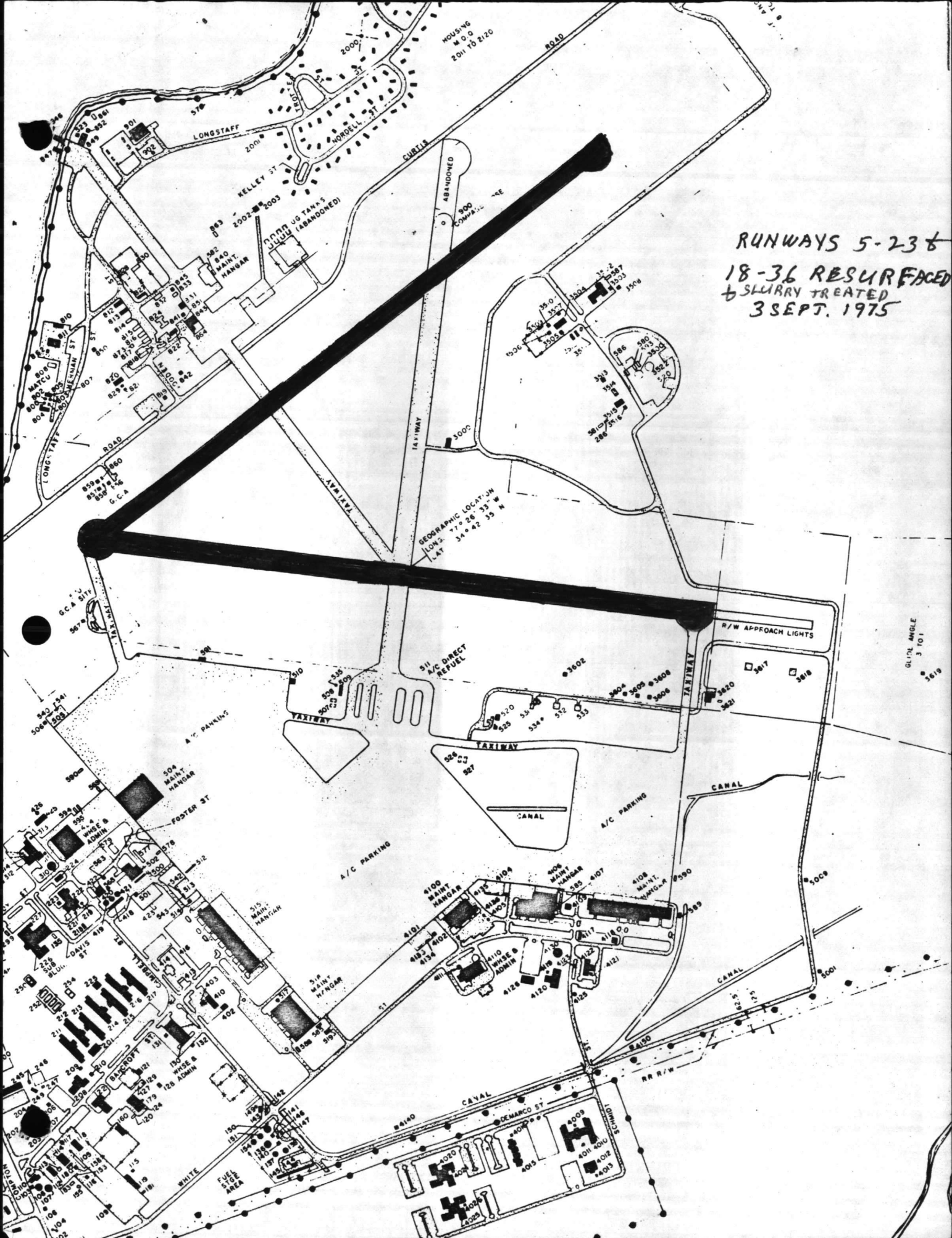
☒ Tab page did not contain hand written information

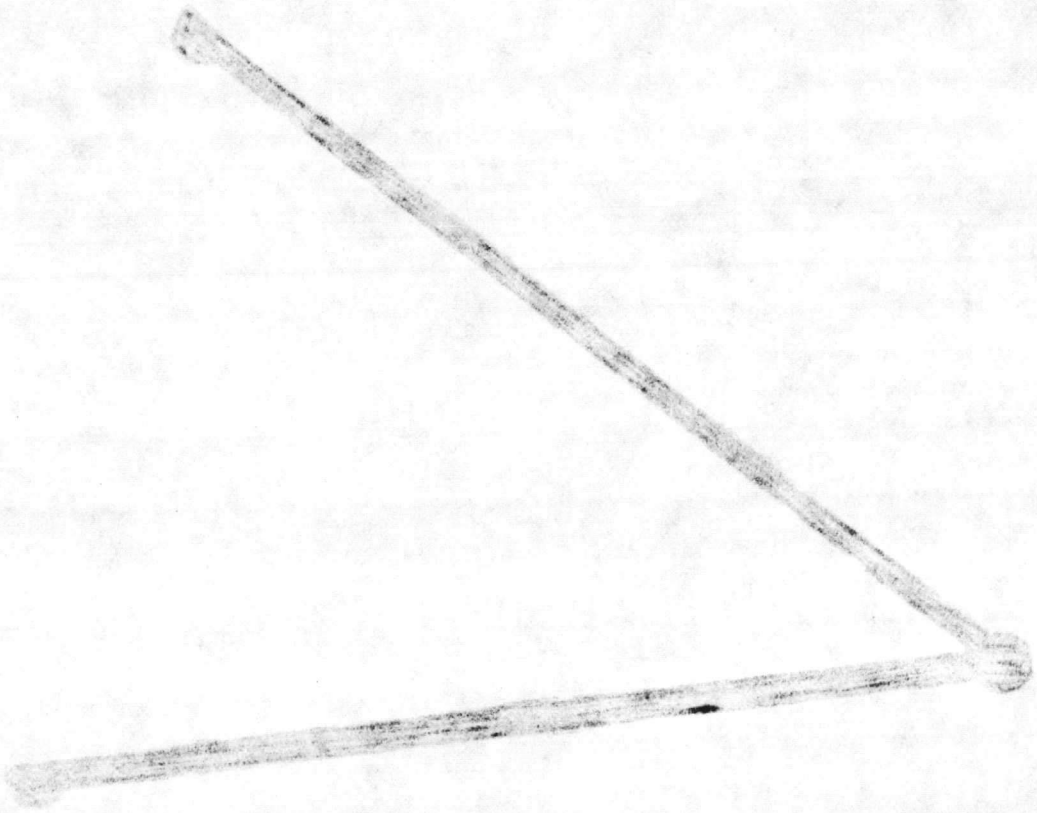
☐ Tab page contained hand written information
*Scanned as next image

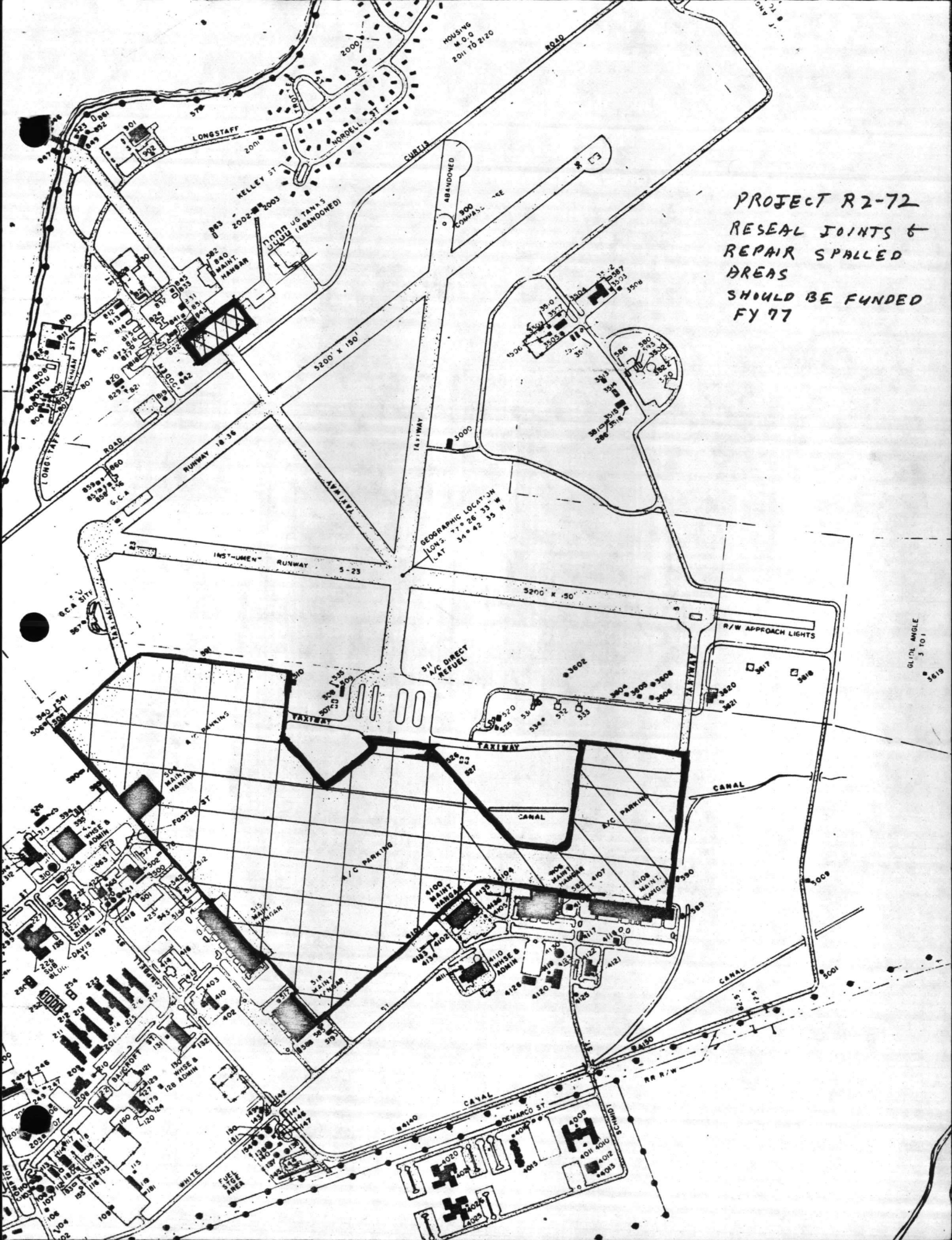
Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08

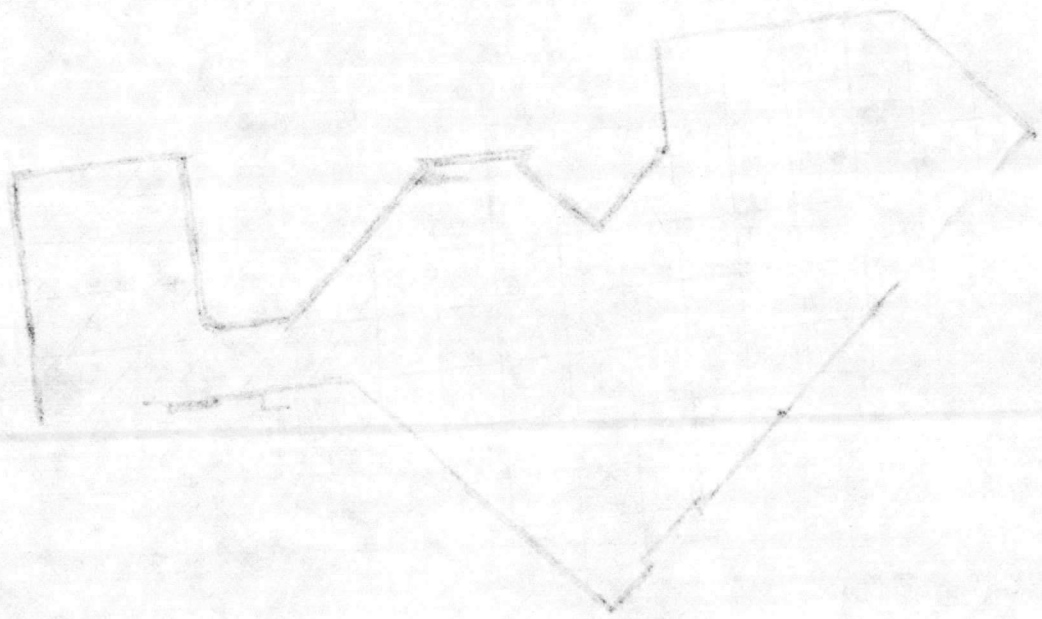
TAB D


TAXIWAY "B"
RESURFACED
2 JAN 1974
TAXIWAY "B"
INSTRUMENT RUNWAY 5-23
5200' x 150'
RUNWAY 18-36
TAXIWAY
GEOGRAPHIC LOCATION
LONG 77° 26' 33" W
LAT 34° 42' 55" N
R/W APPROACH LIGHTS
GLIDE ANGLE 3 TO 1
A/C PARKING
CANAL
RR R/W
LONGSTAFF ROAD
CURTIS ROAD
KELLEY ST
NORDELL ST
FOSTER ST
DAVIS ST
BANCROFT ST
DE MARCO ST
LOMACK ST
WHITE ST
FUEL STORAGE AREA
504 MAINT. HANGAR
515 MAINT. HANGAR
516 MAINT. HANGAR
4100 MAINT. HANGAR
4106 MAINT. HANGAR
4108 MAINT. HANGAR
WHSE & ADMIN
MAINT. HANGAR
5/11 A/C DIRECT REFUEL
GCA SITE
MATCU
ABANDONED
HOUSING M.C.Q. 2011 TO 2120


RUNWAYS 5-23 &
18-36 RESURFACED
& SLURRY TREATED
3 SEPT. 1975
LONGSTAFF ROAD
CURTIS ROAD
KELLEY ST
TAFT ST
NORDELL ST
HOUSING M.O.Q. 2011 TO 2120
ABANDONED
900 COMPASS BASE
2000 UG TANKS (ABANDONED)
MAINT. HANGAR
MATCU
G.C.A.
TAXIWAY
GEOGRAPHIC LOCATION
LONG. 77° 26' 33" W
LAT. 34° 42' 39" N
R/W APPROACH LIGHTS
GLIDE ANGLE 3 TO 1
A/C DIRECT REFUEL
A/C PARKING
CANAL
504 MAINT. HANGAR
WHSE & ADMIN
FOSTER ST
DAVIS ST
515 MAINT. HANGAR
4100 MAINT. HANGAR
406 MAINT. HANGAR
408 MAINT. HANGAR
410 WHSE & ADMIN
513 MAINT. HANGAR
BANCROFT ST
130 WHSE & ADMIN
DEMARCO ST
SCHMIDT
WHITE
FUEL STOR AREA
RR R/W

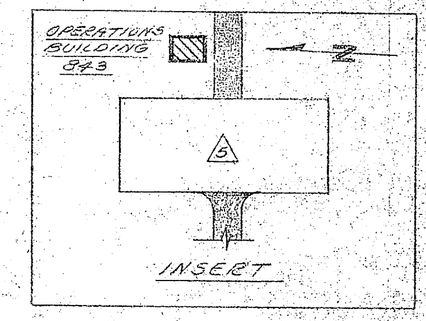


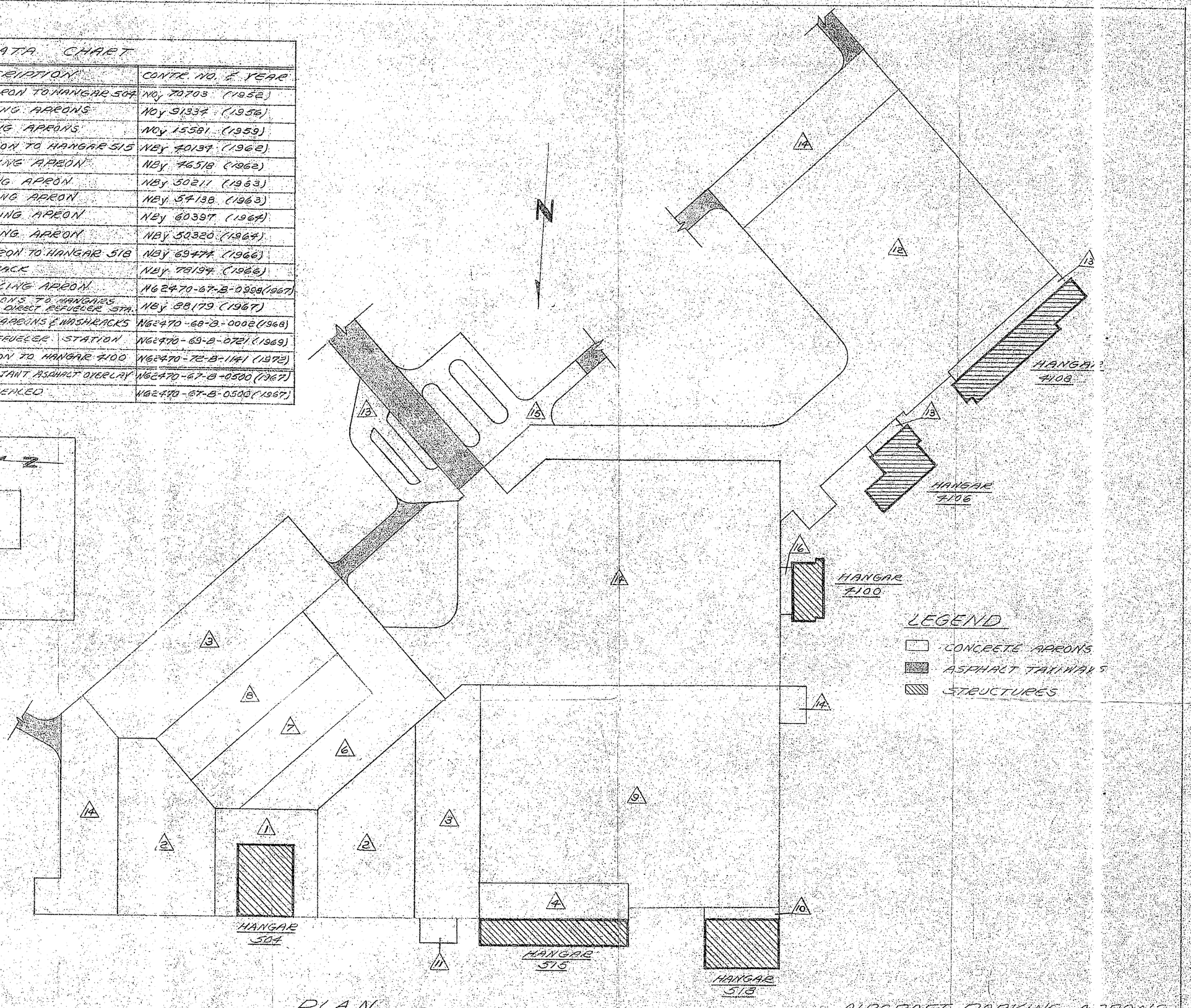

PROJECT R2-72
RESEAL JOINTS & REPAIR SPALLED AREAS
SHOULD BE FUNDED FY 77
RUNWAY 18-36
RUNWAY 5-23
TAXIWAY
3200' X 150'
GEOGRAPHIC LOCATION
LONG. 77° 26' 33" W
LAT. 34° 42' 35" N
R/W APPROACH LIGHTS
GLIDE ANGLE 3 TO 1
CANAL
RR R/W
LONGSTAFF ROAD
CURTIS ROAD
NORDELL ST
KELLEY ST
FOSTER ST
DAVIS ST
DEMARCO ST
WHITE
SCHMIDT
ABANDONED
HOUSING M.C.G. 2011 TO 2120
UG TANKS (ABANDONED)
840 MAINT. HANGAR
504 MAIN HANGAR
515 MAIN HANGAR
4100 MAINT. HANGAR
509 MAIN HANGAR
4108 MAINT. HANGAR
511 A/C DIRECT REFUEL
A/C PARKING
110 WISE B ADMIN
128 ADMIN
FUEL STGE AREA
G.C.A.



DATA CHART

CODE	DESCRIPTION	CONTR. NO. & YEAR
* 1	ACCESS APRON TO HANGAR 504	NOy 70703 (1952)
** 2	A/C PARKING APRONS	NOy 91334 (1956)
** 3	A/C PARKING APRONS	NOy 15581 (1959)
4	ACCESS APRON TO HANGAR 515	NBy 40134 (1962)
5	A/C PARKING APRON	NBy 46518 (1962)
6	A/C PARKING APRON	NBy 50211 (1963)
7	A/C PARKING APRON	NBy 54138 (1963)
8	A/C PARKING APRON	NBy 60397 (1964)
9	A/C PARKING APRON	NBy 50320 (1964)
10	ACCESS APRON TO HANGAR 518	NBy 69477 (1966)
11	A/C WASHRACK	NBy 79197 (1966)
12	A/C PARKING APRON	N62470-67-B-0998(1967)
13	ACCESS APRONS TO HANGARS 4106 & 4108. DIRECT REFUELER STA.	NBy 88179 (1967)
14	A/C PARKING APRONS & WASHRACKS	N62470-68-B-0008(1968)
15	DIRECT REFUELER STATION	N62470-69-B-0721(1969)
16	ACCESS APRON TO HANGAR 4100	N62470-72-B-1141 (1972)
* 1	JET FUEL RESISTANT ASPHALT OVERLAY	N62470-67-B-0500 (1967)
** 2 3	JOINTS RESEALED	N62470-67-B-0500(1967)



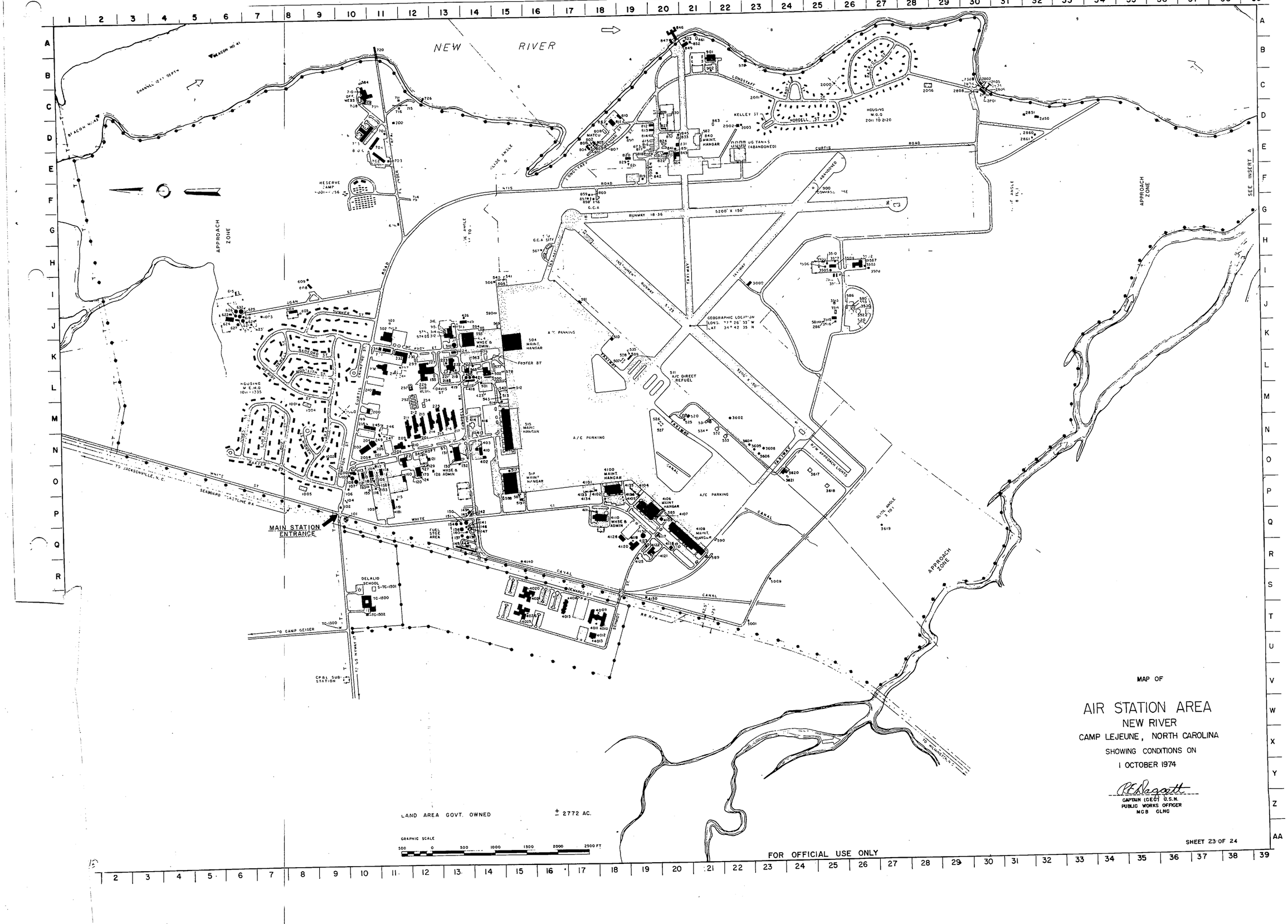


PLAN
SCALE: 1" = 300'

AIRCRAFT PARKING APRONS

82 MAY 7 EGV

SK 283



MAP OF

AIR STATION AREA

NEW RIVER

CAMP LEJEUNE, NORTH CAROLINA

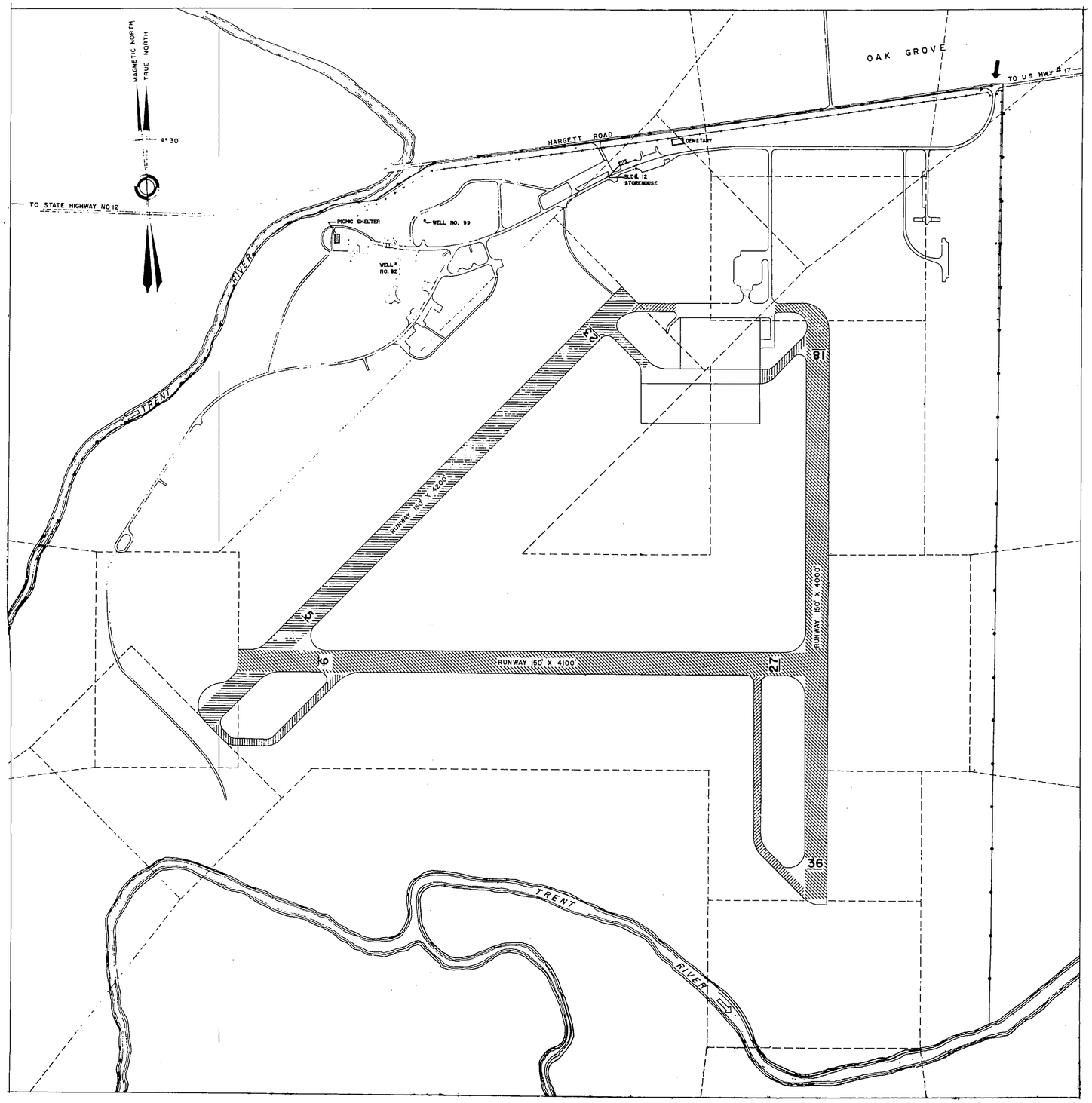
SHOWING CONDITIONS ON

1 OCTOBER 1974

P. E. Leggett

CAPTAIN (CEC) U.S.N.
PUBLIC WORKS OFFICER
MCB CLNC

FOR OFFICIAL USE ONLY



LEGEND

- STATION BOUNDARY LINE
- SHORE LINE
- RIVER FLOW
- MAIN STATION ENTRANCE
- EXISTING ROAD
- EXISTING FENCE
- RUNWAY APPROACH ZONE & CLEARANCE LINE
- EXISTING PAVED AREA

NUMBER	USE
12	PAINT/OIL STOREHOUSE
92	NONPOTABLE WATER WELL
99	" " "

LAND AREA: GOVERNMENT OWNED 9765 ACRES

GRAPHIC SCALE
0 100 200 300' 600' 900' 1200' 1500'

MAP OF

OAK GROVE AIRFIELD

CAMP LEJUNE, NORTH CAROLINA

SHOWING CONDITIONS ON

1 OCTOBER 1974

R E Daggett

CAPTAIN (C.E.C.) USN.
PUBLIC WORKS OFFICER
MCB CLNC

TAB PLACEMENT HERE

DESCRIPTION:

Tab E

☑ Tab page did not contain hand written information

☐ Tab page contained hand written information
*Scanned as next image

Confidential Records Management, Inc.
New Bern, NC
1-888-622-4425
9/08

TAB E

MCAS-H AIRFIELD
LONG RANGE MAINTENANCE PLAN

			1977	1978	1979	1980	1981
RUNWAYS	X	RESURFACE Located at Oak Grove		390.0			
TAXIWAYS							
APRONS		SEAL-COAT					
GROUNDS							
OTHER		PATCH					
		OTHER					
RUNWAYS							
TAXIWAYS		RESURFACE					
APRONS	X	SEAL-COAT					
GROUNDS							
OTHERS		PATCH Spalled Areas					
		OTHER Seal Expansion Joints of Areas 1 thru 5	334.0				
RUNWAYS	X						
TAXIWAYS		RESURFACE					
APRONS		SEAL-COAT 5-23 and 18-36			30.0		
GROUNDS							
OTHER		PATCH					
		OTHER					

MCAS-H AIRFIELD
LONG RANGE MAINTENANCE PLAN

			1977	1978	1979	1980	1981
RUNWAYS	x	RESURFACE					
TAXIWAYS	x						
APRONS		SEAL-COAT					
GROUNDS							
OTHER		PATCH					
		OTHER Lighting Systems Maint.	7749	8678	9719	10880	12180
RUNWAYS		RESURFACE					
TAXIWAYS							
APRONS	x	SEAL-COAT					
GROUNDS							
OTHERS		PATCH					
		OTHER Sweep Weekly	18595	20826	23325	26124	29258
RUNWAYS	x						
TAXIWAYS	x	RESURFACE					
APRONS	x	SEAL-COAT					
GROUNDS							
OTHER		PATCH					
		OTHER Maintain Traffic Markings	446	499	558	624	698

MCAS-H AIRFIELD
LONG RANGE MAINTENANCE PLAN

				1977	1978	1979	1980	1981
RUNWAYS	x	RESURFACE						
TAXIWAYS	x	SEAL-COAT						
APRONS	x	PATCH						
GROUNDS		OTHER	Treat Soil Around Lights and Markers with Sterilent	632	707	791	885	991
OTHER								
RUNWAYS		RESURFACE						
TAXIWAYS		SEAL-COAT						
APRONS		PATCH						
GROUNDS	x	OTHER	Cut Airfield Grass	6600	7392	8279	9272	10380
OTHERS								
RUNWAYS		RESURFACE						
TAXIWAYS		SEAL-COAT						
APRONS		PATCH						
GROUNDS	x	OTHER	Fertilizer and Lime Airfield Grass			5600		
OTHER								

MCAS-H AIRFIELD
LONG RANGE MAINTENANCE PLAN

			1977	1978	1979	1980	1981
RUNWAYS		RESURFACE					
TAXIWAYS	x	SEAL-COAT					
APRONS		PATCH					
GROUNDS		OTHER					
OTHER							
RUNWAYS		RESURFACE					
TAXIWAYS		SEAL-COAT					
APRONS		PATCH					
GROUNDS		OTHER					
OTHERS							
RUNWAYS		RESURFACE					
TAXIWAYS		SEAL-COAT					
APRONS		PATCH					
GROUNDS		OTHER					
OTHER							

Taxiway B - Request submitted to Public Works Dept for project to relieve water intrusion under taxiway.

MCAS-H AIRFIELD
LONG RANGE MAINTENANCE PLAN

		1977	1978	1979	1980	1981
RUNWAYS	RESURFACE					
TAXIWAYS	SEAL-COAT					
APRONS	PATCH					
GROUNDS	OTHER					
OTHER						
RUNWAYS	RESURFACE					
TAXIWAYS	SEAL-COAT					
APRONS	PATCH					
GROUNDS	OTHER					
OTHERS						
RUNWAYS	RESURFACE					
TAXIWAYS	SEAL-COAT					
APRONS	PATCH					
GROUNDS	OTHER					
OTHER						

MILITARY CONSTRUCTION LINE ITEM DATA	3. DEPARTMENT: NAVY	4. INSTALLATION: MARINE CORPS AIR STATION, NEW RIVER
6. PRIOR AUTHORIZATION: P.L. 0	7. CATEGORY CODE NUMBER: 111-11, 112-11	8. PROGRAM ELEMENT NUMBER: ----
		9. STATE/COUNTRY: JACKSONVILLE, NORTH CAROLINA
11. BUDGET ACCOUNT NUMBER: ----	12. LINE ITEM NUMBER: R4-68	13. LINE ITEM TITLE: RESURFACE R/W AND T/W AT MCOLF, OAK GROVE

SECTION A - DESCRIPTION OF LINE ITEM

PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY

OF BLDGS. 0	b. NO. OF STORIES 0	c. LENGTH IRREG	d. WIDTH IRREG
IGN CAPACITY NA		f. GROSS AREA 232,778 SY	
LING NA	CAP. NA	COST ($ NA)	

SCRIPTION OF WORK TO BE DONE

e work consists of miscellaneous patching and
mplete surface overlay with bituminous concrete.
rfield pavement markings will be replaced.

SECTION B - COST ESTIMATES

20. PRIMARY FACILITY	U/M	QUANTITY	UNIT COST	COST ($000)
			$.	$ 322
a. Pavement Repairs	SY	(232,778)	1.38	(322)
b.		( )		( )
c.		( )		( )
d.		( )		( )
21. SUPPORTING FACILITIES				$
a.				( )
b.				( )
c.				( )
d.				( )
e.				( )
f.				( )
g.				( )
h.				( )
i.				( )
j.				( )
22. *TOTAL LINE ITEM COST*				$ 322

SECTION C - BASIS OF REQUIREMENT

TIVE DATA

E YARDS)	
	232,778
	(232,778)
	0
	0
	0
AUTHORIZED	FUNDED
0	
ROGRAM	
78	

25. REQUIREMENT FOR LINE ITEM

The airfield pavement at MCOLF, Oak Grove is of bituminous concrete placed in 1942. There have been no major repairs to date. The surface is badly cracked with many of the cracks 1 inch wide. Loose material being blown by landing, departing, hovering, or taxiing helicopters is hazardous to both personnel and the aircraft. Rainwater running into the cracks is causing severe damage to the subgrade. Repairs are imperative to retain the useability of the airfield pavement. The use of this outlying field is necessary to meet the training requirements of Fleet Marine Force Units (Marine Aircraft Group 26) in garrison at this Activity. The formation of a Helicopter Training Group at New River, scheduled for calendar year 1969, will place a much heavier training usage on the Oak Grove airfield pavement.

00

BOOK NO._____ PAGE NO._____

HQMC FY 1973 VALIDATION MAJOR REPAIR (1)

Activity MCAS (H) NR NC Date 2/1/3 Proj Title R4-68
Resurface R/W & T/W at MCOF Cafe Drive Line Item 1 Est Cost $354.18
(Include Bldg No. and Function)

1. Require Date
   - a. Overdue Deficiency — (2.0)
   - b. Current Year — 1.5
   - c. Projected Deficiency — .5

2. Operational Influence (to mission)
   - a. Direct — (2.0)
   - b. Indirect — 1.5
   - c. No Effect — 1.0

3. Future Damage (Rate of Deterioration)
   - a. High — 3.0
   - b. Medium — (2.0)
   - c. Low — 1.0

4. Operational/Command Importance (Command's priority) 1
   - a. High — 3.0
   - b. Medium — 2.0
   - c. Low — (1.0)

5. Cost Increase (Not Cost Escalation)
   - a. High (Over 25%) — 2.0
   - b. Modest (10-25%) — (1.5)
   - c. Low (Under 10%) — 1.0

Computation: 2. x 2. x 2. x 1. x 1.5 = 12.0

Environmental Influence: Yes ___ No ✓

% of estimated cost which will contribute to environmental improvement 0.

HQMC Rep [signature] Activity Rep [signature]

72
24

COA-2 Form #02-73