Marine Corps Air Bases Eastern Area
Air Traffic Control Quality Assurance Office

Air Traffic Control Quarterly Newsletter

Edition: 00-2

Freeward:

MCABE has had a couple of real busy months. It seems I have done nothing but go TAD. But finally, the VALPAC is in the closet and we have got some real good stuff for you this quarter. Included you will find fond farewell to MSgt Sue Price of MCAS New River Fame. Then is a Bravo Zulu to a final controller, followed by a little bit of scary stuff on currency. Capt. Shelby from MCAF Quantico has sent us some great thoughts for the OJTI and the TERPS Guy Has some words on PAR. We then have a great article from the ATREP and news on the new Obstacle Evaluation program that effects us all. Make sure you don't miss any of it.

Sincerely,
GySgt Bryan M. Strong

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AIR BASE CONTROLLERS of the QUARTER

MCAS Beaufort

Corporal Justin H. Cooke is the controller of the quarter for MCAS Beaufort. He was Meritoriously promoted to his current rank 2 June of this year. Since arriving at Marine Corps Beaufort in September 1998, Corporal Cooke has continuously proven himself as a leader. Initially assigned to the tower branch as a trainee, Lance Corporal Cooke rapidly worked through the ground and coordinator positions. Once assigned as a local controller trainee, Lance Corporal Cooke worked diligently to attain a Control Tower Operator's Certificate within minimum time.

MCAS Cherry Point

Corporal Erdem Bicer is the Controller of the Quarter for Cherry Point. Corporal Bicer achieved qualification on Tower Flight Data and Ground Control in 23% and 24% of the allotted training time respectively. Addtionally, Corporal Bicer acted as an OJTI for both Radar Flight Data and Final Control. Finally, he organized his crew's participation in the Havelock Habitat for Humanity Program. Hats off to Corporal Bicer for a job well done.

MCAS New River

Lance Corporal Michael R. Lawrence enlisted in the Marine Corps at Recruiting Station Philadelphia, Pennsylvania in November 1997. After successfully completing Recruit Training at MCRD Parris Island, and graduating Air Traffic Control School at NAS Pensacola, he was assigned to MCAS New River in August 1998.

During this period, LCpl Lawrence achieved qualification on Approach Control in only 70% of the allotted training time. Through hard work and diligence he has completed more T&R events than most Lance Corporals, earning him a CRP of 74.75 percent. He is currently pushing to add to this percentage by crosstraining on Tower Flight Data. Additionally, LCpl Lawrence is a devoted training team member for six Radar Flight Data and Radar Final Control students.

LCpl Lawrence's can-do attitude and quick wit have made him one of the most requested OJTI's to date. His knowledge, dependability and creativity are all qualities that have made LCpl Lawrence a true asset to MCAS New River.

MCAF Quantico

Sergeant Justin P. Lindsey was selected as the Air Traffic Controller of the Quarter for MCAF Quantico for the period
1 Jan 00-31 Mar 00. Sgt Lindsey is from Syracuse, New York and attended boot camp at MCRD Parris Island, graduating in December 1991. He served as an 0341 with the 24th MEU from March-September 1995 and took part in the rescue operation of the downed F-16 pilot in Bosnia on 8 June 1995.

Sgt Lindsey attended ATC school and arrived at MCAF Quantico in October 1996. He originally trained and was qualified in the RATCF before becoming Facility rated in December 1998. Sgt Lindsey is a superior instructor and a Marine that is looked up to by junior Marines and respected by all. He is currently the Radar Examiner. His knowledge, initiative and leadership make him an exceptional controller and Sergeant of Marines.

Sgt Lindsey is 27 years old and is married to Amanda, a former Marine; together they have five children.

AIR BASE TECHNICIANS of the QUARTER

MCAS Beaufort

Lance Corporal Patrick J. Watkins has been selected as the Technician of the Quarter, 1st quarter 2000, for ATC Maintenance at MCAS Beaufort. Lance Corporal Watkins checked aboard MCAS Beaufort in March 1999 from NAS Pensacola. He had been a Hawk Missile Tech when the field closed and did a lateral move into the 5953 MOS. He is married to Corporal Karen Watkins.

Lance Corporal Watkins recently graduated from the AN/GPN-27 course and is now our "Duty Expert". He also assisted in the replacement of the Open Planer Array Matrix Assembly. His leadership, technical expertise, and tireless efforts are critical as he conducts turn-ups, preventive maintenance, and corrective maintenance on the station Radar equipment. He is our vehicle NCO and because of our manning shortage, he is being cross trained as a weather technician.

MCAS Cherry Point

Lance Corporal Clyde R. Lampkin has been selected as the MCAS Cherry Pt ATC Maintenance Division Technician of the Quarter. Lance Corporal Lampkin and his wife Danielle are from Albion, MI. LCpl Lampkin enlisted in the Marine Corps on 16 Aug 1998. After completion of recruit training at MCRD San Diego, CA. He attended the ATC Navigational Aids course at NAS Pensacola. Upon graduation from technician school, He was assigned to MCAS Cherry Pt ATC Maintenance Division for duty.

LCpl Lampkin quickly attained qualifications on both Navigational Aids and Weather equipment to become a crew stander for the NAV/WX section. LCpl Lampkin's positive attitude, motivation, and enthusiastic approach to training warrant his nomination for this award.

LCpl Lampkin has also been nominated for meritorious promotion to Corporal and the MCAS Cherry Pt Marine of the Quarter.

MCAS New River

Corporal Donald K. Brown is the MCAS New River Technician of the Quarter, 1st quarter 2000. Cpl. Brown joined GEMD on 27 Mar 1999, after completing Formal School in Pensacola. Cpl. Brown's initiative and dedication have been evident since his arrival, by obtaining level II certification in COM/NAV/WEATHER in a 5-month period.

Cpl. Brown designed, built and installed a TACAN Fail monitor for the AN/URN-25, which monitors both channels for a Hard-Fail and alerts the IFR Room iaw NATOPS regulations.

Cpl. Brown maintains a collateral duty as the Training NCO for GEMD, with outstanding results. He continually monitors all Technical (MOS) training, Marine (BST) training, and tracks all MCI data, ensuring that our Marines are current and proficient.

MCAF Quantico

Lance Corporal Benjamin Baker is enthusiastically nominated as Marine Corps Air Facility Quantico Technician of the Quarter. Lance Corporal Baker exhibits an exuberant attitude with superior dedication, thereby greatly enhancing the capabilities of MCAF Quantico Ground Electronics Maintenance Department.

Throughout the last quarter, Lance Corporal Baker has served brilliantly as the evening crew communications technician. During this time, Lance Corporal Baker became level 2 certified on all communications equipment. Lance Corporal Baker performed 30 hours repairing AN/GRC-171 UHF

transceivers. Additionally, he has assisted in the documentation of local preventive maintenance on CM200 transmitters. His timely preventive and corrective maintenance has resulted in 100% operability of all communication assets during scheduled field hours. This Marine is a highly enthusiastic, hard working Marine. He requires little supervision and is a great motivator of his peers.

A DEDICATION TO A DEPARTED COMRADE:

Farewell to Master Sergeant Susan Price. Master Sergeant Price joined MCAS New River GEMD in 1996 and has opted to retire. On 1 May 2000, Sue will joined her husband Milton "Ray" Price in the retired ranks of the United States Marine Corps. It would be a mis-justice not to mention the contributions that this Marine has made to the Corps. Master Sergeant Price has served the Fleet, Station and taught many of us (5900's) at the schoolhouse. All whom have seen her in action can attest to her excellence in duty, proficiency, the meticulous attention to detail she demands of every task, and her unwavering loyalty and incomparable professionalism. We at GEMD thank Master Sergeant Price for her efforts here at new River and wish her fair winds and following seas in her next endeavor. God's speed to Sue, Ray and the Price family…Kids…horses…dogs…cats…etc… (To the whole @#!$ farm)!

By: CWO Guy Miller GEMO MCAS New River.

Please join us in wishing the entire Price family the very best in times to come.

WELL DONE:

A Final Controller really earns his Pay

The field was IFR with a very low ceiling and restricted visibility. The cessna called up IFR for landing at New River as part of the static display for the air show. Because of the weather, we were unable to accommodate a visual approach or allow him to land Special VFR. The pilot was qualified to fly in IFR conditions but was unfamiliar with conducting a surveillance or precision approach. Furthermore, his aircraft was not equipped to fly a TACAN approach, and he did not have the approach plates needed to fly the NDB approach. To say the least, he was very uneasy. The approach controller/supervisor, Cpl Galcik, suggested trying a PAR landing. The pilot was very apprehensive, but agreed to attempt it.

He was handed off to the final controller, LCpl Lawrence. He was aware of the fact that the pilot had no idea what to do with the instructions normally given to a military pilot flying a precision approach. He very calmly and professionally explained to the pilot that he would just talk him down on final, which is exactly what he did. Instead of using our normal PAR phraseology, LCpl Lawrence was able to instruct this pilot as to exactly what he needed him to do in simple, everyday language. With his very detailed instruction, the pilot was able to safely arrive at an altitude where he was able to proceed VFR for landing.

After speaking with the pilot both after landing and at the air show the next day, he expressed how extremely pleased he was with the caliber of service he received from New River Radar facility. He mentioned that he was unable to see anything until he reached where he was flying until he reached about 100 feet on final, so he was particularly thrilled with Lcpl Lawrences' ability to take a pilot who had absolutely no idea how to fly a precision approach and manage to talk him through the approach to a safe landing.

LCpl Lawrence has been recommended for a Navy/Marine Corps Achievement Medal for his actions.

FROM THE QA CHIEF: Currency!!!!!!!!

"Ancient Russian Proverb: If the shoe fits...."

Time for a couple of Horror stories and a few basic thoughts:

Story #1: FWS in a facility has not worked Local for three months. He knows it and is working local with a student. 4 Aircraft in the pattern mixed with medium IFR Traffic (arrivals and departures).
Excuse: "***I was needed for manning down stairs**."* My question is: Are you signed on position for the entire 8-10 hours you are there each day your crew works? What are your currency requirements? 4 hours a month on TWS/local, come on! How much of that time were you signed on FWS, why can't you do that from the tower for 1 hour every set of watches. You are an FWS, act like one. You know better than to get on position (especially Local) with or without a student if you are not current.

Story #2: Crew comes to work. Weather is marginal, No PAR controllers on crew are current to include FWS.
Excuse: *"**I guess if it goes IFR we will just have to get the radar chief in here to do the final, I think he's current.**"* Wow, what a plan. Hope the radar chief is not at the pistol range this week.

Story #3: The tower chief is not current.
Excuse: ***Shrugged shoulders and a goofy smile***. Maybe he was too busy? Maybe he just couldn't get on position? Maybe he was cross training? Or maybe he just didn't do it!

Story #4: Weather is at PAR minimums, Driving rain and high winds, RWS does not know who is current, just picks somebody to do the PAR.
Excuse: "***Didn't have time to think about that**."* Then what were you thinking about, when ten feet from you is a computer that holds the facility currency report updated as of last week. By the way 50% of the PAR controllers on that crew were not current.

Story #5: OJTI monitoring student not current and has not been for two months. Student is in first 20% of her training.
Excuse: *"**Oh, I guess I shouldn't be monitoring, should I**"* No kidding! Are you having fun playing with your career/pink-card/CTO/ life??

Story #6: TWS with two quals down stairs. Has not been current on radar quals in 12 months.
Excuse: *"**I'm sign on die on**."* Well then, does your facility have a 15G33? You only work 8 hours a day in the tower, how long does it take to do 2 approaches on the simulator before each eve watch or go tell your FWS to take himself to the tower 4 days a month so your two TWS's can come down and get current one at a time. Wonder if the FWS is current on local??

Mad at me yet? Good! Hey Folks, is it me or does this bother anybody else also. These are just the ones the QA guy caught. You know what this is to me??? Without being profane, I think I will settle on the word "frightening". So let me start off by saying if your facility has a currency rate of 85% or better, you do over the shoulders, your controllers know if they are current, your supervisors enforce currency, etc... please page down and read the next article, this is not for you. But, if you recognize one of these stories or now have a nagging doubt please read on. Here is a little food for thought:

1. To my fellow Professional Air Traffic Controllers. While you might not know exactly how many minutes you had on each position, you should know whether or nor you worked that position in the last 30 days. If you are thinking about it and don't know, ask somebody. Tell your supervisor you think you need to go to the tower today to get current. If you don't think you are current, tell somebody before they assign you to monitor a student or work alone. This is basic common sense. The first line of defense for the facility keeping its controllers current is the controllers themselves. Don't be sheep, take an interest in these things. ***Currency is everybody's responsibility.***

2. To the Supervisors. Part of your job is to ensure the controller workforce does not get on position unless they are totally prepared for the day's work ahead. One of the things to think about is currency. You can not address currency from a attitude of "Darn he wasn't current". Normally at the point that phrase is spoken it is far too late. You need to view each new month as a challenge, as a mission, as an absolute necessity that everyone gets current. This month's work is next month's currency. ***Plan to make currency happen***.

3. Finally, to our Facility Management Teams. Find a club, hammer nails through the end of it, put on your war face, leave your office, and put the fear of the almighty in them. When the first member of your facility is called in and made accountable for themselves, their Marines, or their crew for currency, word will spread. When the entire facility is made accountable for currency, when the entire facility is concerned about currency, when the entire facility feels ownership in this problem, the problem will go away. The first time a leave request is denied, or counciling sheet filled out, or one sided conversation is held because somebody didn't do their job and keep current, people will take notice. But with the salt there must also be the sugar. Don't forget to reward those who attain the goal. ***Set a goal for currency, and make everyone accountable for it.***

So what do you want, be the star of a Horror Story or to be a Hero. I know where my vote is.

Pearls of Wisdom for the OJTI:

Here are some real good Ethos-like ideals for each OJTI to think about. Sent to us by Capt. Shelby, the ACTFO at MCAF Quantico. Read and heed:

1. ***Make sure the trainee feels comfortable asking for help***. The training environment should induce a feeling of cooperation and mutual goal seeking. Ensure the trainee understands the importance and relevance of the training.

2. ***Review your instructions and expectations***. What's patently obvious to you may be distorted and confusing to the trainee. Make sure your objectives and deadlines are specific and relayed in "easy to understand terminology."

3. ***Attack the problem, not the individual***. Allow the trainee opportunities to express their concerns. Solicit their opinions or suggestions for improved performance. Be open to alternative means of task completion- as long as procedures, safety and efficiency are not compromised.

4. ***Inspire an atmosphere of challenge, excitement and fu****n.* If practicable, eliminate redundant or extraneous training practices and procedures. Allow spontaneity when it enhances the training process. Employ humor whenever possible. Capitalize on the trainee's potential by soliciting ideas for training process improvement. Encourage diversity by allowing the trainee to monitor other control positions or tour other air traffic and aviation related facilities.

5. ***Instill pride in the facility and profession***. Discuss the history and accomplishments of air traffic control with the trainee. Cite specific examples of personal experiences (trainees enjoy hearing "old war stories"). Let the trainee witness you complimenting another controller's ability or performance. Seek the trainee's opinion/ideas on how the facility could improve its operations or appearance. Try to discuss a new topic about aviation in general everyday with the trainee. Ask thought-provoking questions about the duties and responsibilities of air traffic controllers. In short, get the trainee totally immersed in our profession.

FROM THE TERPS GUY:

Just how Precision is a Precision Approach

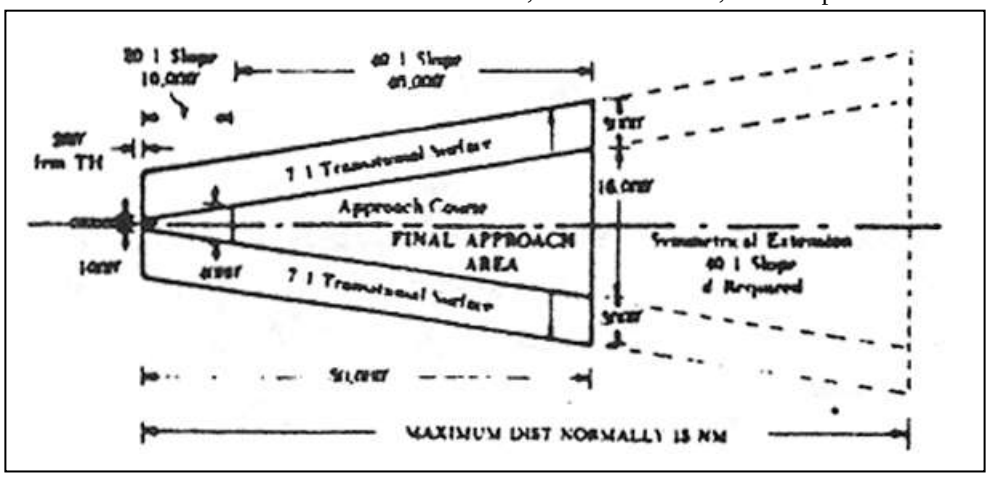
"So there I was... (isn't that how all of these stories start)... riding in the back of the C-12 on my way to another of many meetings.

(Or if you like old story teller approach)...Many, Many TAD trips ago, I was riding in the back of the C-12 to another of many meetings. There with me were two Major Generals, Our beloved MCABE ATC Officer, and Dan the airspace man. The weather was just above PAR Minimums and it was a rough ride. Always interested in (vice terrified of) the approach to airports. I craned my neck to look out the left window of the aircraft. I hoped to glimpse some of the obstructions I had plotted so many times for this approach. Once you draw an approach where the obstructions are kind of stays with you. So I looked and I looked and nothing familiar came into view. It was then that the Iron fist of someone who was not enjoying the flight as much as I grabbed my arm. I looked out the right window of the aircraft at his insistence and saw the controlling obstacle go by. The controlling obstruction was when plotted was on the left side of the centerline. So for those of you who have not got it yet, we (the aircraft and its happy contents) were well left of course. Over two thousand feet well left of course. It was at this point that our pilots executed a missed approach and we tried again. On the second approach the obstacles passed by on correct side of the aircraft and we landed. There was no general kissing of the earth or anything, it was much too wet for that. But it did get me thinking about this article about exactly how precise and precision approach has to be.

Just to give you an idea here is the area protected for a Precision Approach:

The final approach area of the PAR is 50,000 feet long, measured outward along the Final Approach Course (FAC) from a point beginning 200 feet outward from the runway threshold. The final approach area used shall only be that portion of the area which is between the glideslope interception point and the point 200 feet from the runway threshold. This means the area considered is only from the point the aircraft would begin descent to a point 200' outward from the runway. From the 200' point to the threshold is protected by the runway primary safety zone.

The final approach area is centered on the extended runway centerline. The area has a total width of 1,000 feet at the point 200 feet from the threshold and expands uniformly to a total width of 16,000 feet at a point 50,000 feet from the point of beginning. The width either side of the centerline at a given distance "D" from the point of beginning can be found by using the formula ½ * W = 500 + 0.15 * D. 500 + 0.15 * 50,000 = 8,000, which ½ the width. Therefore the total width is 16,000 feet at the 50,000 foot point.

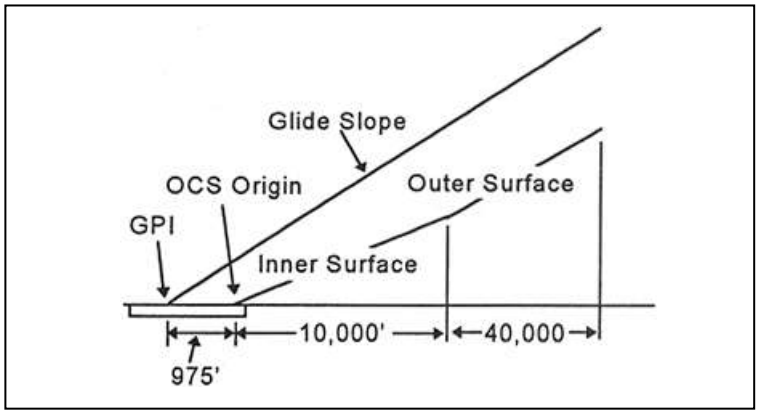


PAR FINAL APPROACH AREA

Transitional surfaces for PAR are inclined planes with a slope of 7:1 which extend outward and upward from the edges of the final approach area, starting at the height of the applicable final approach surface and extending for a lateral distance of 5,000 feet at right angles to the runway centerline (see Figure 98).

The final approach Obstacle Clearance Surface (OCS) is an inclined plane which originates at the runway Threshold elevation 975 feet before Ground Point of Intercept (GPI), and overlies the final approach area. The surface is divided into two sections, an inner 10,000-foot section and an outer 40,000-foot section. The slope of the surface changes at the 10,000-foot point. The exact gradient differs according to the angle at

which the glide slope is established. Since the angle of the Obstacle clearance surfaces (OCS) is based on the angle of the glideslope. The higher the glideslope angle the higher the angle of the OCS surfaces. By and large the inner surface is 1.35 degrees lower than the glideslope and outer surface is 1.07 degrees lower. The OCS really acts as the lower safe limits cursor for the lower safe limits. The closer you get to touchdown the less protection the aircraft on glide path has and the more precise the approach has to become.



OBSTACLE CLEARANCE SURFACES.

Now lets apply this lesson to the crazy C-12 ride. When we passed the controlling obstacle on that first approach we were about 2000 feet left of course. The obstruction is 1 NM from the threshold of the runway or 6076.12 feet. At that point the primary area is only about 1380' wide on either side of the centerline. So this means that the aircraft was over the transitional surface of the approach. At this point the OCS of the transitional surface is 259.923' tall. The aircraft, if he was on glidepath, was only at an altitude of 353'. This means the aircraft was less than 100' from broaching the protection the TERPS of the PAR provides. If he had been on glidepath on course he would have had 181.1' of protection from the terrain. Now in the heat of the moment I forgot to ask where he was on glidepath; however, this does not change the point:

1. Once an aircraft is greater than 1 target width (or less for larger aircraft) away from the centerline he may very well be no as safe as he is on centerline.

2. Once he begins descent to the aircraft. His only protection from obstacles is the final controllers ability to get him on(and keep him on) course and to accurately define his relative location to glidepath to him.

This is for all of you who act as final controllers out there. While yours might not be neatest job, or it is but a stepping stone to another position, no other controller has greater responsibility than you for getting the pilot to the runway in the dark of night, during the fury of the storm, or when the winds are howling. It is your voice that the pilot must trust when he cannot see and the readout on the altimeter keeps getting lower and lower. Take your job seriously , and keep them on glidepath/on course.

FROM THE ATREP: INCIDENT'LY

What do the following scenarios have in common?

Scenario A: Aircraft #1 was northbound level at FL 180. Aircraft #2 was 10 miles north of aircraft #1's position and was southbound, level at FL 190. Aircraft #2 requested lower and the controller issued a descent clearance to aircraft #2. The aircraft passed each other with less than 1-mile lateral and less than 1,000 feet vertical separation.

Scenario B: Aircraft #1's climb was stopped at FL 290 to allow two aircraft at FL 310 to cross its flight path. The first aircraft at FL 310 was issued a climb clearance. After the first aircraft had vacated FL 310, the controller issued aircraft #l a climb to FL310. Too late, the controller realized that the second aircraft at FL 3 10 was in the way, and despite efforts to correct the situation, separation was lost.

The preceding scenarios are representative of a growing number of controller errors attributed to failing to notice what is literally right in front of one's face. That is, the data block is clearly present, yet is ignored or overlooked. This phenomenon seems to stem from a form of "Tunnel vision" coupled with poor scan technique. The end result is poor traffic awareness and, sometimes, a loss of separation,

Tunnel vision is often associated with a controller focusing attention on one particular event to the extent that events taking piece in another area of the controller's jurisdiction go unnoticed. Tunnel vision is also involved in situations where the controller is focused on the intended plan of action and the desire to execute the action. In such situations, no notice is taken of other aircraft in the immediate vicinity of the aircraft on which the controller is focused or other aircraft down-field from the aircraft that should be recognized as a separation threat.

Because the traffic picture is constantly changing, each control decision must be based upon information obtained from the aircraft's recent past, present, and future position. The importance of maintaining an accurate picture of the traffic situation cannot be understated. Air traffic control has been described by some as the ultimate video game. However, it is best compared to a game of strategy, such as chess rather than a video game. In many fast moving video games, the picture changes rapidly, but the player reacts to the situation in rapid-fire fashion. Full evaluation of each action is rarely accomplished with this method. If air traffic control is approached in this manner, the results are often identical to the errors discussed in this article.

However, in a game of chess, even though the player Must also react to the movement of his/her opponent's chess pieces, there is one clear difference. The chess Player's move must be plotted and carefully considered in relation to the other pieces on the board The effect of the present action as well as its future effect must be taken into consideration in order to gain success in this game. Obviously, chess-like considerations must be made at a far more rapid pace than that of a regulation chess match. The chess-like strategy approach is a significant element in keeping an accurate picture of one's traffic, Competent scanning patterns flow naturally from this approach.

The incidence of mistakes can be reduced if the tools of the trade are also incorporated into the equation. Note pads, flight progress strips, flight data blocks, and the like are excellent methods of storing temporary data or reference information rather than relying completely on short-ten77 memory recall. Before issuing control instructions, check for the consequences. To error or not to error, that is the question.

Dan Walczak
FAA ATREP

Editor's Note: This above article was first published in the FAA Air Traffic Bulletin.

FEATURED ARTICLE: New FAA/DON OE Program and New Criteria

The management/oversight of the OE/AAA program has recently been changed to include individual service representation versus a single DOD representative to the FAA. The FAA Southern Region NAVREP has been designated as the office responsible for DON representation. The following is passed as an update as to program status.

The FAA has established a charter for an OE/AAA Working Group, including service representation, to promote standardization, accuracy and efficiency of methods used by regions in processing OE/AAA cases. The WG shall develop OE/AAA policy recommendations and and review regional compliance with OE/AAA policy.

The FAA is developing a Web based program which is envisioned to eventually replace the existing application used at the regional level for notification of potential conflicts with airspace/airfields. The FAA will accomplish conversion of the existing OE/AAA database from COBAL to C, the language of the new system.

An interim system upgrade (named GIS 2.0) incorporates a web based application server accessed through the FAA Intranet via the specialist's workstation browser which makes available USGS Quadrangle maps in digital geo-referenced format. In the future, sectionals will be made available as well. Military users will have view only access to OE cases and the ability to create hypothetical cases. OE case data and the map plot of the case may be viewed for all OE cases input by the regions. Additionally, the mapping program will have the capability to display military SUA, ASU, and airfields. This system will be implemented for all regional OE/AAA users by June 2000.

The current FAA system performs the following functions: notification of potential conflict with airport IAPS, automated evaluation of FAR 77 military surface areas, and notification of potential conflict with military SUA/ASU. If your regional airfield data bases have been updated, all conflicts with FAR 77 military surfaces should be being evaluated by the FAA system and regional military OE representatives notified when surfaces are exceeded for further evaluation of impact by the stations affected. Once the response is received back at the region, determination of hazard is then made based upon station input. This determination is based upon stated operational impact noted by the station. It is, therefore, critical to include sufficient detail in the response to justify a determination of hazard. All potential conflicts with IAPS shall be forwarded to NAVFIG for determination of conflict. A determination of hazard is made in all cases for which conflict with IAPS is determined unless procedures are modified to account for required clearances. Determination of conflict with SUA/ASU is performed at the regional level with input from using/scheduling agencies. Pending the fielding of the FAA GIS 2.0 program, the Falcon View program provides an excellent means to make this evaluation. Information on obtaining this program can be obtained from PMA-233, PEO (T) at 1-888-826-7748.

The FAA published Policy Memorandum 99-02 in November. This governs requirements for Visual Flight Rules Traffic Pattern Analysis and has been distributed to the regions and the academy for review and comment. It is planned to incorporate this policy into FAAO 7400.2. The memorandum establishes VFR surface area requirements which are in addition to FAR 77 surface area requirements. There is currently no fielded automation which incorporates these surfaces for evaluation of civil or DOD fields.

NAVFIG is currently in work on automation tools which will enable IAP conflict determination at the regional level for OE cases. The Beta version of the NAVTERPS program was recently fielded to stations. The program will also be sent to regional NAVREP offices. In regards to use of NAVTERPS in OE/AAA, the intent is to establish procedures for and accomplish the training of Regional military OE specialists in the use of this automation tool to enable regional determination of conflict with DON IAPS. This will increase the efficiency of the system and expedite the response to OE cases.

The proliferation of antennae construction impacting the NAS in general and DON airspace as well highlights the importance of the OE/AAA program in preserving capability to train both in terms of system capacity as well as safety. The input of all DON agencies active in this program is encouraged and highly desired. The POC for the DON is ACCS(AW) David Bratcher, DSN 797-5482/Comm 404-305-6905.

Editor's Note: The New Criteria listed above is attached to the E-mail by which this newsletter is distributed. If you are interested please take a look.

FROM MCAS BEAUFORT ATC

This quarter has been one of great accomplishments and challenges. As you know, the best part about being a Leader of Marines is recognizing those who exemplify the traits we, as Marines hold most valuable. Captain Armani had several opportunities to present awards this quarter. Four of our Marines, while on liberty last fall, were instrumental in saving the life of a stabbing victim in downtown Beaufort. After being alerted by screams for help, Sergeant Jason Freeman, Lance Corporal Pedro Vasquez, Lance Corporal Justin Cooke, and Lance Corporal Jacob Kreisz went to the aid of a man and his sister. While one pair of the Marines performed first aid on the man and women, the other pair ran after the mugger to obtain a description for police. According to medical personnel, the critical first aid these Marines provided saved the man's life. The man and woman have both recovered from their wounds. The Marines involved were awarded the Navy Achievement Medal.

This quarter also had us preparing for our busiest time of the year. Here are just a few of the challenges we are facing. With spring in the air, so are lots of airplanes. Beginning at the end of March, we are expecting our radar operations to triple due to several professional golf and tennis tournaments scheduled in our area. March 18th saw the arrival of our two Navy F-18 squadrons (VFA-82, VFA-86) as well as the return of the VMFA-251. And although the timing is not perfect, we are in the midst of a major airfield lighting renovation. As we make final preparation for Air Show 2000, this spring and summer promise to be one to remember.

Arrivals/Departures:

We have had several Marines check in along with one of our four new civilian hires. This quarter has seen the departure of a few seasoned veterans, who are moving on to bigger, if not better things.

The following Marines checked into the facility for duty:

CWO4 Chitester J.A.	Reserves
Sgt Cappiello, M.	K-Bay
Sgt Sparks, R.	Cherry Point

The following Marines checked out of the facility:

Sgt Harden, T.	PCS Okinawa
Cpl Schaber, W.	PCS Okinawa
Cpl Isbell, S.	EAS
Cpl Roper, D.	Received a commission in the USAF*

*Just remember Cpl Roper, the Air Force may "Aim High", but the Marine corps never misses.

MOS/Supervisor designation:

The following personnel earned MOS's this Quarter:

Sgt Diaz, C.	7252 (FACRAT)
LCpl Jummonville, S.	7257
LCpl blunk, G.	7257
LCpl Dowdle T.	7257
LCpl Kelley, R.	7257
LCpl Hays, D.	7257
LCpl Cooke, J	7252
LCpl Moody, B.	7257
LCpl Perkins, B.	7257

FROM MCAS BEAUFORT ATCM

AIR 2000 tech. assist completed in March, hopefully all the BUGS will be taken care of. VIDS/TACAN interface testing was completed. Congratulations to Sergeant James S. Davis for his meritorious promotion to his present rank !! OOH-RAA !! Sgt Davis (as a Corporal) and Cpl DeMarce completed the Corporal Course. We are VERY short of personnel !! As we gear up for the air show in April, the work hours have increased.

Check-Ins: LCpl R. M. T. Brown (5954) from Okinawa

Check-Outs: Sgt T. M. Brooks (2874) to Okinawa
Mr. Robert Williams (GS-12) retired
Awards: Cpl Demarce- Navy and Marine Corps Achievement Medal / Letter of Appreciation
Sgt Davis- Certificate of Commedation
LCpl Garland- Good Conduct Medal

Congratulations to LCpl Gilbert Zapata and his wife on the birth of a daughter in March.

That's it; remember to be SAFE out there !!!!!

FROM MCAS CHERRY POINT ATC

So far we are still on pace with last year's training cycle with 52 position qualifications in the first quarter. The number of students from Pensacola has slowed to almost nothing. We are down to only 5 Marines that are still training on their initial MOS and they should all be complete within 2 months. The facility exported 5 Marine Approach Controllers during this quarter, two went to MCAS Yuma, two went to the FMF for MEU deployment and one reenlisted for recruiting duty.

The 15G33 was down for the quarter but it appears that GySgt Gibboney has been able to persuade ATC maintenance enough (with the help of CNO) to revive the system. The simulator has been proven beneficial for initial training of Radar Final Control. Next quarter we are planning to use the MATCALS for additional simulator training on Arrival Control and Approach Control.

As the student flow slows, we have more opportunity to train our Marines on senior positions and crosstrain. Since the establishment of the 7257 MOS, it has become a natural progression to train in both branches prior to beginning OJT on Local Control or Approach Control. The Marines appear to develop their technique at a faster pace when they are familiar with both radar and tower functions. So far we have been able to maintain 60-70 training positions but without more trainees, we will soon see a decrease, so if anybody in Pensacola is reading this, WE NEED MORE TRAINEES.

The totals for Jan-Mar are:

OJT	3,229.88 Hours
OJF	455.50 Hours
Skill Checks	357.28 Hours
Annual Proficiency Classes	782 Hours
Training Team Meetings	59 Hours
Training Manual Lessons	1,730.06 Hours

15G33 Training	0 Hours (OTS)
Simulated Approaches	0
Radar Approaches	2001
Position Qualifications	52

New Personnel

PFC Jon S. Boggs II	School
PFC Joshua D. Bodner	School
LCpl Michael W. Stevens	School

Checked Out

Sgt M. D. Ahmad	FMF
Sgt J. W. Ortiz	MCAS Yuma
Cpl K. K. Brooks	MCAS Yuma
Sgt J. M. Boggs	Recruiting
SSgt C. C. Robinett	FMF

Received MOS

Sgt Ortiz	7257/54
LCpl Carnein	7257
LCpl Edwards	7257/53
SSgt Rendon	7257/52/54
Cpl Brooks	7257/54
LCpl Matula	7257
LCpl Spaulding	7257/53
SSgt Pillow	7257/52/54
Sgt Boggs	7257/54
LCpl Conley	7257/53
LCpl Blinderman	7257/53
LCpl Childress	7257
Cpl Barnes	7257/52/53
LCpl Humphreys	7257/53
LCpl Redmond	7257/54

FROM MCAS CHERRY POINT ATCM

NEW JOINS
None
DEPARTURES

SGT Kistler Z.F.	5954	EAS
SSgt Wilkinson T. J.	5953	PCS to MACS2 ATC DET D

CERTIFICATION TRAINING
LCPL JOHNSTON, M.A. 5954

COMPLETED TRAINING

GySgt Kemble, J.J>	5954	Level II COM/NAV/WX	FINALLY!!!
LCpl Maust, M.R.	5952		
LCpl Lampkin, C.R.	5952		
LCpl Nelson, C.A.	2831		
Sgt Wood, J.D.	2831	Level III Microwave	

PROMOTIONS
Sgt Wood, J.D. To present rank

TAD
Mr. Becker, Mr. Horne, Mr Dean and GySGT Kemble to MCAS Quantico for QA Inspection
Mr. Becker, Mr. Tyler, GySgt Kemble to MCAS Beaufort for QA Inspection

CNO conducts QA Inspection/Survey at MCAS Cherry Pt during April 2000

SPAWARS Contract technicians install equipment in the ILS shelters.
SPAWARS Contract technicians perform corrosion control on ASOS equipment at MCAS Cherry Pt and remote sites.

An FAA Computer Based Instruction (CBI) platform installed at MCAS Cherry Pt for training on the MARK 20A ILS

ATC Maintenance is heavily involved with the on-going ABC/ABM studies being conducted here at MCAS Cherry Pt

FROM MCAS NEW RIVER ATC

As MCAS New River kicks off the month by hosting the annual Sounds of Freedom airshow, the ATC facility also continues to charge forward, but not without a look back on a very successful few months.

Here's some news from inside the brand new walls of our radar room. SSgt Tennyson is neck deep in his turnover with SSgt Kidd as Radar Chief. The production cycle in radar has been in full gear…bringing 18 total quals to the radar facility; 3 Approach, 6 Radar Flight Data, and 9 Radar Final Controllers.

Up in the tower, which also got a face lift with some new carpeting, things are also going well. SSgt Reppond has taken over as the CTO examiner, giving him the official capacity to enlighten us all with his vast ATC knowledge. Tower training is neck and neck with radar, also producing 18 new quals; 5 Local, 7 Tower Flight Data, and 6 Ground.

From the training department, the T&R syllabus and the T&R supplements have been fully integrated into the training program. ATRIMS is up and running and Mrs. Hoxie is working hard to input all the T&R data.

Sgt Pla has decided to leave us to go spend a three year tour in Iwakuni Japan. While Sgt Dunaway and Cpl Summit have also decided to depart the area and pursue careers outside of ATC. We wish them all well.

FROM MCAS NEW RIVER ATCM

New River GEMD has been a busy place throughout this quarter. Experiences such as the Precision Approach Radar problems, TACAN SLEP, AT/FP communications plans and asset procurement, Air Show, Traffic Lighting project, ABC/M are just a few of the fires that our technicians have been extinguishing in addition to the routine PM/CM of the gear. The work being accomplished by the GEMD team is commendable and our Civilians and Marines are worthy of recognition.

Gunnery Sergeant Mettler joined us in January and will be parting us in June. (Master Sgt. Select) Mettler has caught his breath and is ready for another tour with the FMF. He'll be moving across the runway to MACS-2. Best wishes to the Gunny, and we're glad we could provide him a quick "pit-stop" between tours.

Traffic Lights for approach end of all runways: Mr. Hernandez has designed and is presently prototyping remote-operated traffic lights for all four MCAS NR approach ends. The project is expected to save MCAS New River in excess of $100,00.00.

GEMD has been tasked with ordering and installing Anti-Terrorist / Force Protection (AT/FP) communications assets for the Air Station.

TACAN Service Life Extension Program (SLEP) completed during this quarter. The TACAN was noted as being in an outstanding state of readiness, and is now tuned up to last us into the out years. (Knock-Knock)!

PAR Problems and Lessons Learned

New River recently experienced a troublesome PAR problem. During a Periodic flight check, the FAA found Runway 23 to be out of tolerance (and found itself practicing FCLP's) at a steep 3.3 degree glide slope.

After many trials and tribulations combined with some fine-tuning of the Air Station's TERPS data, the AN/FPN-63 was back in operation, passing FAA Certification.

Hails

LCpl	Seaman Robert D.	Weather Technician
LCpl	Munkirs Stormy N.	Navaids Technician

Farewells

Msgt. Price	Susan F.	Retirement effective 1 May 00

FROM MCAF QUANTICO ATC

The second quarter of business for MCAF Quantico ATC proved to be as busy as always. Seeing through the annual Congressional Marine Day and the biannual QA evaluation were two of the major highlights.

The Congressional Marine Day, which was held in the middle of our QA evaluation, went off without a hitch. The controllers welcomed the jet traffic and operations that come along with the event. Working with recovery teams from MCAS Beaufort and pilots from around the Corps, MCAF Quantico once again displayed for the members of Capitol Hill the capabilities of Marine Corps aviation.

The months of April and May brought in MCAF Quantico's FWS program. Sgt Lindsey, Sgt Draffen, and Mr. Klenzing, were designated as the first FWS's at the Air Facility on April 4th. A month later Mr. Bernat completed his Approach Control and RWS training and received his FWS designation.

In the upcoming weeks, the facility will be taking on the task of preparing change 1 to the Facility Manual. The facility also will continue to correct any outstanding discrepancies or findings from the QA evaluation. We will also be seeing the departure of a number of our controllers as they PCS or take their talents to the civilian sector.

We welcome aboard MSgt Reed fresh off of MSG Duty, who is taking over as NCOIC, SSgt Tuck from MCAS Iwakuni, who has taken over as Crew Chief for Crew B, and LCpl Hernandez, PFC Lark and PFC Fiser from the schoolhouse.

We bid a fond farewell to Cpl Trujillo who has decided to leave the Corps in search of a new career in the medical profession.

CONGRATULATIONS to the following controllers who attained qualifications:

Mr. Bernat: Approach Control, RWS, and FWS
Mr. Klenzing: FWS
SSgt Tuck: Ground Control, Tower Flight Data
Sgt Draffen: FWS
Sgt Lindsey: FWS
Cpl Medlin: Tower Flight Data
LCpl Coon: Ground Control
LCpl Hall: Tower Flight Data
PFC Fiser: Radar Flight Data

FROM MCAF QUANTICO ATCM

Lance Corporal Dailey completed AN/FPN-63 school at NAS Pensacola on 10 April.

Cpl Simon completed AN/TPX-42 Type 5 and UYX-1 schools at NAS Pensacola on 10 April.

Configuration Data validation was completed for all ATC systems and subsystems. The validation will provide for a MCAF Quantico's COSBAL, which should begin to arrive by the end of May.

Sgt Chartrand departed for FAC-6 school at NAS Pensacola on 20 April. It is anticipated that he will graduate on 19 May

Mr. Oppel is scheduled for AN/GPN-27 school at NAS Pensacola on 15 May - 18 July.

The AN/FPN-63 passed FAA flight certification on 12 April, 2000.