

From The Point To The Point



2nd Quarter 2016 Volume 21

MARINE
EXCELLENCE
CENTER for
CONTROLLING
AIRCRAFT

2016 **MCAS**
CHERRY POINT
AIRSHOW
celebrating 75 years APRIL 29, 30, MAY 1

The Best ATC Training Facility in the Marine Corps



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ATC Facility Officer – Maj Jose R. Hernandez
SNCOIC – MSgt Chad E. Dent
Training Chief – GySgt Louie S. Cruz
Tower Chief – SSgt Marquest A. Smith
Radar Chief – SSgt Matthew H. Hartka
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On the Cover

The Cherry Point Airshow celebrates the 75th year of the Air Station on 29 April – 1 May.

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Jul 2016

From The Point

SNCOIC Change of Command

On 18 May 2016, MSgt Chad E. Dent relieved MSgt Matthew C. Danque as the SNCOIC of Cherry Point ATC. MSgt Dent is coming from the MCAS Miramar and MSgt Danque is returning to MCAS Yuma.

During MSgt Danque's 407 days as SNCOIC, the facility produced 210 position qualifications and 85 MOSs while documenting 14,618 hours of OJT and 1,982 hours of simulation training.

Simulator Removed

The never popular Adacel Tower Simulator was removed from our facility on 13 June to prepare for the arrival of a new system in July. This simulator always had problems coping with the unique configuration of our four runways joining with warm up areas at the centermat. The countless possible taxi routes to and from what looked like a hairball in the middle of the airport led to many workarounds, manual intervention and creative phraseology.

Since its installation in July 2006, there have been 1,252 sessions recorded for a total of 1,264 hours with usage peaking in 2010 at 332 hours and then virtually ending in 2013.

AOPA Fly-In at Morehead

This year's annual Fly-In by the Aircraft Owners and Pilots Association (AOPA) included the Michael J. Smith airport in Beaufort, NC. The weather was not the best but between 19-22 May there were 379 operations into and out of the airport. One runway was used for arrivals and departures while the other two were used for parking. GySgt Cruz, SSgt Hartka and Sgt Finch provided liaison at MRH by assisting the airboss with updates from the Cherry Point TRACON.

Controller of the Quarter

For the second time in a row, Cpl Mark A. Knudtson has been awarded the Controller of the Quarter, this time for the 2nd quarter of 2016.

During this quarter, Cpl Knudtson completed his training on Local Control and was awarded the additional MOS 7252 on 30 Jun 2016. He added another 65 hours as an instructor while documenting over 140 hours of his own training. was both an instructor and trainee.

Congratulations again to Cpl Knudtson!

Belinda Holbrook Retires

On 31 May 2016, Belinda C. Holbrook retired after nearly 20 years here at Cherry Point. She began her history here on 2 Feb 1997 and accumulated over 4,800 hours as an OJT Instructor with an additional 650 hours on simulators. On the ten positions that she taught, there were 347 different trainees that benefitted from her experience and skill. She has been on the Top 10 Instructor list 7 times and was selected to the All-Pro Team in 2010 and 2014.

Sgt Haydel Awarded

Sgt Devin C. Haydel was awarded the Navy and Marine Corps Achievement Medal during a ceremony in June for his professional achievements from 5 Sep 2012 through 15 Jun 2016. During his tour here he became the 54th Marine to achieve a facility rating since the start of our program in 1998. He accumulated 555 hours as an OJT Instructor and 171 hours on simulators while training 49 controllers. As a perpetual member of Crew 3 over nearly 4 years, he has been instrumental in their success as a consistent and professional team.

Training

Training Program Statistics

	<u>Apr-Jun</u>
OJT Hours	3,134.38
OJF Hours	317.40
Tower Simulation (Training)	133.95
Radar Simulation (Training)	275.42
Simulated GCAs	1,612
MOSs Issued	21
Position Qualifications	41

From The Schoolhouse

LCpl Michael S. Hamilton	11 Apr 16
LCpl Pauline F. Bhumiwat (Reserve)	2 May 16
2ndLt Charles V. McCole	11 May 16
LCpl Matthew C. McDonald	16 May 16
Capt Ronald C. Dewey Jr.	23 May 16
PFC Lucas S. Taylor	20 Jun 16

Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
LCpl A. J. Koch	5 Apr 16	FD	
Cpl M. J. Stoll	12 Apr 16	FC	7257R
Cpl M. A. Garcia	12 Apr 16	RD	
PFC S. M. Cook	13 Apr 16	RD	
LCpl T. D. Farrington	15 Apr 16	RD	
Cpl B. Bonilla	15 Apr 16	FD	
Sgt C. T. Debevec	15 Apr 16	FD/GC	7257T
Sgt W. L. Slater	25 Apr 16	APW	7253/54
Cpl B. P. Doherty	27 Apr 16	RD	
LCpl T. L. Godfrey	27 Apr 16	RD	
Cpl J. L. Rayburn	27 Apr 16	LC	7252
Cpl J. D. Warner	2 May 16	APW	7253/54
Cpl R. L. Eden	7 May 16	APW	7253/54
Cpl M. W. McMahan	9 May 16	FC	7257R
Cpl B. Bonilla	9 May 16	GC	7257T
LCpl T. D. Farrington	14 May 16	FC	7257R

Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
PFC S. M. Cook	21 May 16	FC	7257R
LCpl J. S. Greening	25 May 16	FD	
LCpl A. C. Brawn	25 May 16	FD	
LCpl M. T. Lundgren	27 May 16	FC	7257R
Ms E. L. Griffin	27 May 16	GC	
Cpl Z. N. Heber	28 May 16	GC	7257T
SSgt J. A. Michael	3 Jun 16	FD	
Cpl J. L. Wurtsmith	9 Jun 16	APW	7253/54
Ms E. L. Griffin	9 Jun 16	FD	
Cpl A. J. Koch	16 Jun 16	GC	7257T
Ms E. L. Griffin	20 Jun 16	LC	
LCpl J. G. Taylor	22 Jun 16	RD	
SSgt J. J. Hall	24 Jun 16	LC	7252
Cpl M. A. Garcia	28 Jun 16	FC	7257R
Sgt O. Y. Lau	30 Jun 16	GC	
Cpl M. A. Knudtson	30 Jun 16	LC	7252





To The Point

with
Joe Hendrickson

MOVEMENT AREAS vs NONMOVEMENT AREAS

A critical aspect of being an Air Traffic Controller is knowing a lot of rules because there are literally hundreds of them. Understanding what is **not** our responsibility is equally as important as what is. We tend to do only those tasks which are required due to the sheer volume. If a task is reduced to “should”, “may” or “will”, we usually try to lump it in the category of “not required”. If a task is clearly defined as someone else’s, don’t even try to add it to our pile.

One of these tasks that we know is not ours is called nonmovement areas; distinguishable from movement areas by specific marking on the pavement. These boundaries establish the exact geographical point at which ATC becomes responsible for multimillion dollar aircraft by maintaining positive control through myriad obstacles. The phraseology “WILL BE AT YOUR OWN RISK” is added to our lexicon for aircraft operating into and out of nonmovement areas just to make sure they understand.

NONMOVEMENT AREAS

Taxiways and apron (ramp) areas not under the control of air traffic.



MOVEMENT AREA

The runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, specific approval for entry onto the movement area must be obtained from ATC.

Both areas may be strewn with equipment, barricades, vehicles and other aircraft that are themselves either moving or stationary. This division of responsibility is critical when an incident occurs, along with the ensuing investigation. When obstacles are placed in movement areas, ATC is informed.

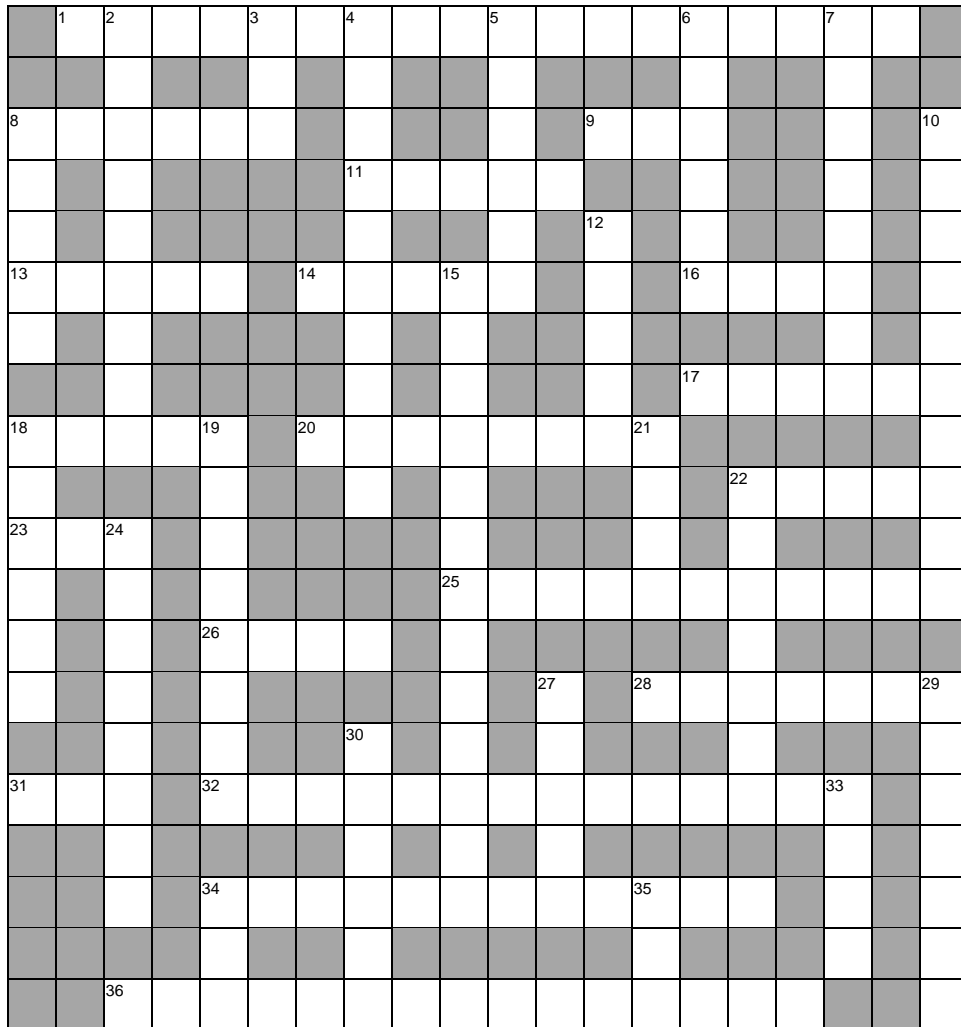
Over the years there have been occurrences, on the nonmovement areas, of vehicles running into airplanes, airplanes hitting vehicles and, most recently, airplanes hitting equipment. In nearly every case, ATC is confronted with questions about why we weren’t watching, controlling or paying closer attention when the incident happened. The clear and present answer is “not my job” which nobody likes to hear.

Likewise, there have been many occasions where controllers have observed and alerted proper agencies about events taking place in nonmovement areas such as engine fires, flat tires, fuel spills, FOD, reckless driving, machinery rolling across the apron, questionable vehicles and/or personnel, including the occasional formation run that takes a wrong turn.

It is important that we educate those within airfield operations that these areas are well defined and although clearly within the physical boundaries of what can be seen by ATC, has also been clearly established outside of our responsibilities. In the words of the Federation President at Camp Khitomer,

“Let us redefine progress to mean that just because we can do a thing, it does not necessarily mean we must do that thing.”

“PROCEED ACROSS” / “CHECK WHEELS DOWN”



ACROSS

1. Documents supplemental to the Facility Manual
8. Abbreviation for watch team leader
9. Precision Approach Radar
11. Notice to Airman
13. Abbreviation for facility leader
14. Controller of the Year Award
16. Travel on airport along the ground
17. Marines in charge of the branches
18. The Cherry Point ATC Facility
20. Wave off
22. Phonetic “B”
23. Affirmative (see 25 across)
25. Yes (see 23 across)
26. How to end an interphone transmission
28. Broken or overcast cloud layer
31. Ground Controlled Approach
32. Altitude at which a choice must be made
34. Traffic advisories and _____
36. More than one aircraft

DOWN

2. Abbreviation for Senior Enlisted Billet
3. Landing Signals Officer
4. To go from one to the other
5. Front end of a jet engine
6. Radar presentation of an aircraft
7. Avoid the development of an imminent situation
8. Parallel with
10. Descent angle
12. Tactical Air Navigation
15. Communications within a facility
18. International distress signal
19. Opposite of unable
21. Abbreviation for digital radar
22. Direction to or from
24. Please repeat what you said
27. Approach segment that ends at the MAP
29. Say what you need to say
30. From point “A” to point “B”
33. Used to ensure retention of information
34. Search and Rescue
35. Runway point of intercept