

CHOOSE TO DO THE

NOT BECAUSE THE EASY

# From The Point To The Point



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 49. CPL ARIF HASAN  
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**M**ARINE  
**E**XCELLENCE  
**C**ENTER for  
**C**ONTROLLING  
**A**IRCRAFT

The Best ATC Training Facility in the Marine Corps

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### On the Cover

One of the walls that GySgt Derringer upgraded recently was the names of all Facility Rated Marines since our program began on 11 May 1998.

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Oct 2016

# From The Point

## Updated Facility Manual Published

The 20<sup>th</sup> Anniversary Edition of the Cherry Point Facility Manual has been published and became effective on 15 Aug 2016. An electronic copy can be obtained at [www.cherrypointatc.com](http://www.cherrypointatc.com) or The ATC Community Website.

## MCIEAST Evaluates APW

As requested by HQMC, a team from MCIEAST arrived at Cherry Point on 8 August to evaluate and validate the Approach West Sector (APW) for issuance of dual qualifications and MOSs. APW was one of five positions in the Marine Corps authorized by APX in 2010 to award the 7253 and 7254 MOS simultaneously. The team was made up of MSgt Steven Allo, GySgt Joshua Tims and Sgt Timothy Moore.

After 3 days of observation, the evaluation team determined that a Sector Flow Worksheet did not justify issuing dual qualifications and MOSs. We received the official evaluation results on 31 August. Cherry Point will now determine a course of action and timeline to phase out our current progression.

## Tower Simulator Installed

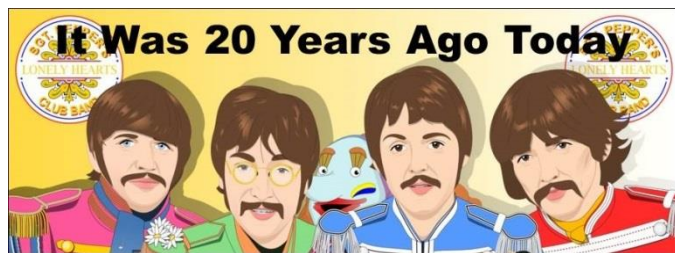
The next generation Tower Simulator was installed here the first week of August by Luke Bradish and Matt McCoy of UFA, Inc. based out of Gaithersburg, MD. This \$175,000 system is one of 38 that they are replacing and hopefully will be a noticeable improvement over its predecessor.

## Controller of the Quarter

Cpl Zachary N. Heber has been awarded the Controller of the Quarter for the 3<sup>rd</sup> quarter of 2016. This is the second time that Cpl Heber has been selected, having been awarded for 2<sup>nd</sup> quarter of 2015.

Cpl Heber distinguished himself by completing his training on all positions within the facility, finishing Local Control on 27 September. He was also one of the top contributors to the training program this quarter both as a trainee and instructor with 103 hours and 39 hours respectively. Additionally, he is recognized for his off duty involvement with coaching high school and little league baseball for the youth of Havelock.

Congratulations again to Cpl Heber!



On 1 Aug 1996, an experimental training database was developed to track OJT and OJF from position logs. The initial 5 months (1,622 records) proved to be much more reliable than the crew input method. This system was fully implemented on 1 Jan 1997 and now tracks 16 different categories of training and qualification with over 370,000 records for 734 controllers.

On 5 Aug 1996, the ATC Facility Manual was published for the first time in its current format after a complete rewrite by the ATC Quality Management Board. This board would go on to rewrite the AOM and several training manuals in preparation for a new training program to begin in 1998.

# Training

## Training Program Statistics

	<u>Jul - Sep</u>
OJT Hours	3,381.10
OJF Hours	348.38
Tower Simulation (Training)	125.10
Radar Simulation (Training)	214.50
Simulated GCAs	1,402
MOSs Issued	17
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## From The Schoolhouse

PFC Dylan A. Cousins	6 Jul 16
LCpl Julia Z. Madera	6 Jul 16
LCpl Zacharia G. Guenzler	3 Aug 16
LCpl Payne W. Underwood	1 Sep 16

## Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
SSgt B. L. Pugh	7 Jul 16	AR	7253
Cpl K. J. Harte	7 Jul 16	APW	7254
LCpl A. A. Plata	7 Jul 16	GC	7257T
LCpl M. S. Hamilton	11 Jul 16	RD	
LCpl T. L. Godfrey	12 Jul 16	FC	7257R
LCpl J. E. Tarver	12 Jul 16	GC	
Capt R. C. Dewey	14 Jul 16	FD	
Cpl S. R. Klaiber	15 Jul 16	APW	7253/54
Lt C. V. McCole	24 Jul 16	FD/GC	
LCpl A.W. Gentis	25 Jul 16	FD	
LCpl T. Nguyen	29 Jul 16	GC	7257T
LCpl B. T. Twiner	29 Jul 16	GC	
Cpl M. A. Hollingsworth	29 Jul 16	LC	7252
Cpl B. T. Twiner	1 Aug 16	FD	7257T
Sgt O. Y. Lau	2 Aug 16	FD	
LCpl J. E. Tarver	9 Aug 16	FD	7257T
Ms J. L. Adair	10 Aug 16	RD	
SSgt R. M. Guinn	12 Aug 16	AR	

## Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
Sgt J. L. Wurtsmith	16 Aug 16	AR	
Mr J. L. Zobel	16 Aug 16	FD	
Cpl R. L. Eden	18 Aug 16	APE	
GySgt K. M. Brady	18 Aug 16	APW	7253/54
Mr J. L. Zobel	19 Aug 16	GC	
Cpl S. M. Browning	23 Aug 16	LC	7252
Sgt C. T. Debevec	24 Aug 16	APN	
LCpl M. C. McDonald	24 Aug 16	RD	
LCpl J. S. Greening	12 Sep 16	GC	7257T
LCpl J. G. Taylor	13 Sep 16	FC	7257R
LCpl P. F. Bhumiwat	13 Sep 16	RD	
Cpl R. L. Eden	16 Sep 16	APN	
PFC D. A. Cousins	20 Sep 16	RD	
Cpl Z. N. Heber	27 Sep 16	LC	7252
LCpl M. S. Hamilton	28 Sep 16	FC	7257R
Lt C. V. McCole	28 Sep 16	RD	
PFC L. S. Taylor	28 Sep 16	RD	
GySgt C. A. Tidwell	30 Sep 16	RD	





# To The Point

with  
Joe Hendrickson

## WORKLOAD & COMPLEXITY

The Air Traffic Control field is very unique in how we assign primary and additional MOSs. We use position qualifications aligned with Training & Readiness standards. A Local Controller at Quantico and a Local Controller at Miramar completes the same events, OJF, simulation and OJT requirements; however, the exposure to traffic workload and complexity is quite different. These two controllers are awarded a 7252 AMOS without regard to these differences.

Another unique characteristic is that two AMOSs are awarded for similar operating positions; 7253 – Arrival Departure Control (ADC) and 7254 – Approach Control (APC). By simply applying the required T&R events, OJT and simulation, some terminal sectors provide both services and therefore qualify to issue both AMOSs.

This logic was applied to the Approach West (APW) Sector at Cherry Point as soon as we received MARADMIN 230/04. LCpl Michele Tapia became the first of 145 Marines to receive this dual MOS over the past 12 years. We did not believe that we needed any outside authorization, waiver or clarification other than that issued by NATOPS, T&R and the MARADMIN. In 2010, APX-25 issued a message to clarify that certain positions (including APW) were authorized to award dual MOSs.

Things changed this year when, in January, APX issued a tasker for regional T&R offices to evaluate those facilities that were already clarified by the 2010 message. This message implied that there was some type of waiver policy. These “waivers” would be continued upon validation by the region with the only standard being T&R. Why do we need a waiver to comply with established regulations?

MCIEAST arrived on 8 August to begin their evaluation. They already knew that T&R standards would be met even before they began. What we didn't expect was their attempt to augment T&R with science. A fairly recent OPNAV for baseline planning included a formula to determine Sector Flow Rates.

This order claims to have updated formulas to **“identify the appropriate controller manning for the type facility, traffic demand, and workload complexity...”** After applying this formula, the order states **“Sectorization is determined locally by traffic flow patterns and runway configurations; satellite airports served; traffic density; and complexity.”** Further down it states **“Complexity of the traffic is based on number of aircraft that require active control instructions vice those aircraft that only require routine communications.”** This OPNAV does not have a formula for workload complexity as it claimed; it merely describes some variables to consider.

I don't blame MCIEAST for trying to quantify or categorize workload and complexity. For years we have only used a gut feeling for why we restricted the issuance of certain MOSs at Bogue Field, 29 Palms, Quantico and New River. MCIEAST introduced many innovative data points to consider using scratch-built checklists. The results were ambiguous, confusing and definitely inconclusive but a good start. The real problem will come AFTER we establish a formula that dictates awarding an MOS. Here is a hypothetical example; Let's say that in order to issue a 7252 MOS, the air station must have an annual operations count of 36,500 or more for Type 2-4 runways, and 58,500 operations for Type 1 runway configurations. Back in 2001 when we were pushing 105,000 operations, that limitation would seem completely irrelevant. But, this past year (Oct-Sep) we are down to 26,000 operations. Should we start withholding MOSs due to lack of traffic? That's what just happened on APW.

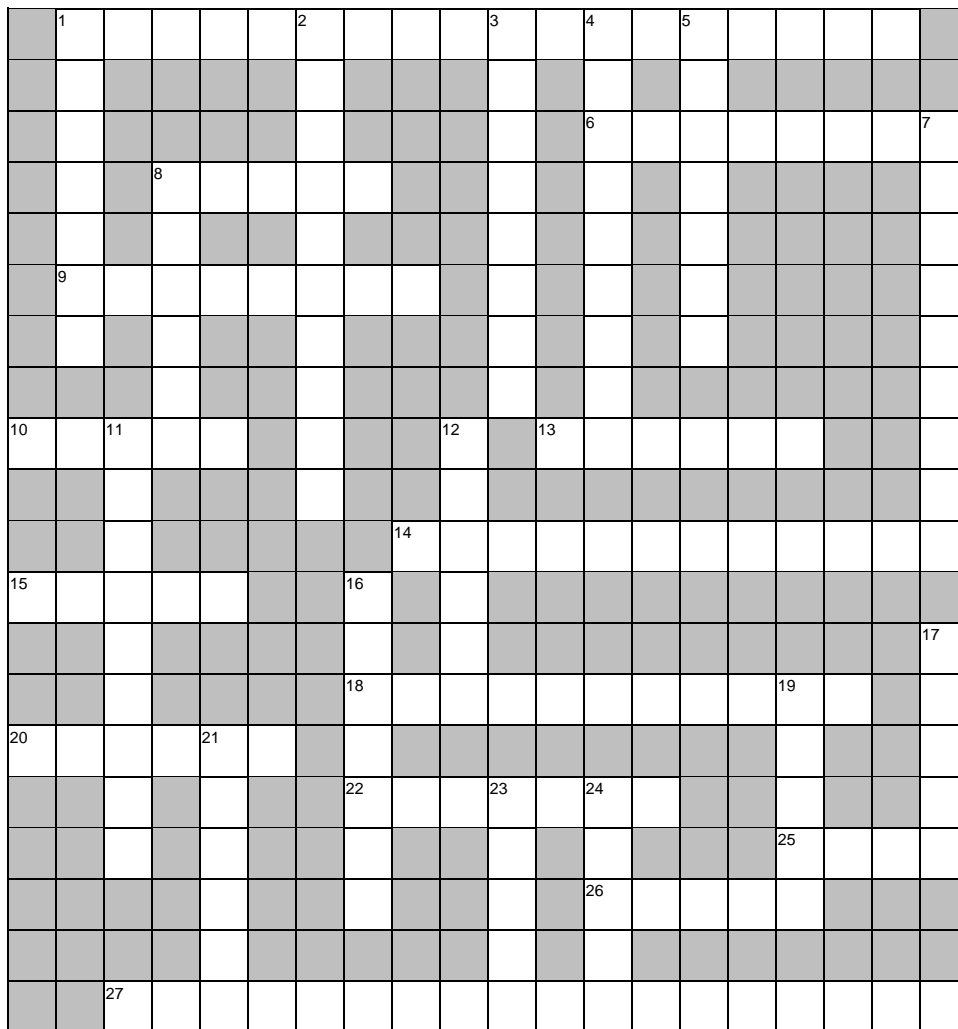
I could go on for a couple of pages about studies since 1963 that attempted to describe and formulate complexity variables. It turns out that it is extremely difficult to do because of human factors. There is one thing that we can do, and already have done, to mitigate our current traffic situation;

**Simulation Scenarios** – How simulation was not factored into either the tasker or the evaluation is a

mystery. Many other MOSs, especially pilots, supplement their training and proficiency with simulation. We could easily justify a predetermined traffic flow, traffic density, traffic workload or whatever you want to call it, with simulator scenarios. My guess is that we already go above and beyond that for most positions.

We need to be very careful that we do not tie our hands to a formula. There are some entry level positions and sectors that are naturally occurring or tailored for the entry level trainee. If we start analyzing each position with formulas based solely on traffic count, we will whittle away our ability to issue T&R MOSs. We may eventually eliminate many of those positions, sectors and even facilities that are currently MOS producers.

## “PROCEED ACROSS” / “CHECK WHEELS DOWN”



### ACROSS

1. Documents supplemental to FAA JO 7110.65 (3 words)
6. An emergency condition caused by a loss of engine power
8. A donation that downs you for 24 hours
9. Repeat my message back to me
10. A request for a pilot to activate the aircraft transponder identification feature
13. Type of an ATC hazard where separation is lost
14. A rotorcraft flight condition in which the lifting rotor is driven entirely by action of the air
15. Combination functions of an ARTCC and a radar approach control facility (ex NYL)
18. Let me know that you have received and understood this message
20. Long rectangular surface used for landing
22. Class D \_\_\_\_\_ Area
25. Nonmovement Area (for example)
26. Controller Evaluation \_\_\_\_\_
27. SUA (3 words)

### DOWN

1. Where publications are held
2. Loss of ATCS Certificate
3. When all parts of an aircraft are off the ground
4. Provides additional source of information
5. Denotes suggested words and/or phrases that may be used
7. Point at which an aircraft intercepts the runway
8. A visual NAVAID operated at many airports, usually rotating
11. An aircraft in distress
12. Activate specific modes/codes/functions on the aircraft transponder
16. Standard controller communication equipment
17. Random VFR target
19. Emergency frequency
21. Runway designated for operations
23. MARVL, GRAVY, KIYEK for example
24. AH-1