

Sergeant Arif "O.G" Hasan

...ing in March 2013, shoulder struts and the pressure of the Green...  
...ided you were to be assigned to the MCAS Cherry Point Air...  
...community. Even with a brief stay in Beaufort, you will...  
...at those you worked with, and some you didn't. You...  
...CA's training program and, with the help of your...  
...efficiently and more expeditiously than some...  
...established an outstanding feat by only averaging...  
...for all controllers to carry. All of this was...  
...times and systems, in the tower as well as...  
...modifications throughout the facility...  
...showed compassion to your fellow...  
...relief,



# From The Point To The Point



**M**ARINE  
**E**XCELLENCE  
**C**ENTER for  
**C**ONTROLLING  
**A**IRCRAFT

1st Quarter 2017 Volume 24



**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 – GySgt Kevin M. Brady  
Radar Chief – SSgt Joshua J. Hall  
Writer/Editor – Joseph G. Hendrickson

### On the Cover

Sgt Arif Hasan's going away plaque presented on March 5<sup>th</sup> by Crew 2.

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Apr 2017

# From The Point

## Tower/Radar Chief Turnover

For the third time in 12 months, the Tower Chief billet has been turned over due to orders and/or EAS. GySgt Matthew H. Hartka stepped down as the Radar Chief on 1 Mar 2017, handing the branch over to SSgt Joshua J. Hall, who had been the Tower Chief for only three months. GySgt Kevin M. Brady stepped up to fill the empty position of Tower Chief.

GySgt Hartka transferred to MCAS New River after accumulating over 10,000 hours of OJT and 171 position qualifications in the Radar Branch.

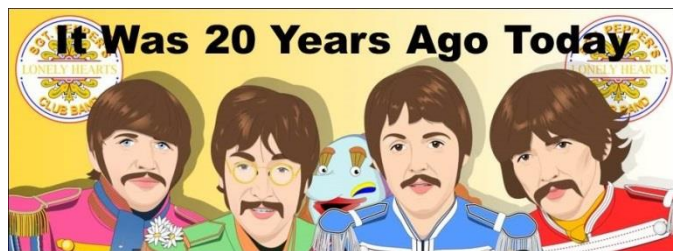
## Mess Night Held

On 20 Jan 2017, a mess night was held at Miller's Landing aboard the air station. Maj Hernandez was the president of the mess with Sgt Wurtsmith as his vice president. The Commanding Officer and Sergeant Major of H&HS were honored guests with Mr. William H. Ness as the guest speaker.

The evening events were also honored with the visit of Matthew Glavy, a Navajo Code Talker who happened to be in the building at the time. He moved the entire assembly with his singing of the Marines Hymn in his native language.

## OJT Instructor Course Completed

On 4 Mar 2017, a class of 19 Marines completed the local OJT Instructor Course given by Mr. Joe Hendrickson. This 2-day course was originally adopted from an FAA course in 1997 and has been taught 28 times since then to 487 trainees.



Back around this time in 1997, the average time to qualify a Marine on Local Control was 440 days with 254 hours of OJT. The upper time limit was calculated to be 607 days and 317 hours. Today it takes 204 days on average while accumulating 165 hours.

1997 was the last year of the Dark Ages. We were struggling with a lack of qualified controllers. Individuals like Troy Mason, Mitch Herrick, Belinda Holbrook and Dan Nowak were just starting to train toward their facility ratings and we were getting ready to hire five temporary controllers for the first time to work exclusively in the control tower.

## Controller of the Quarter

Cpl Maxwell T. Lundgren has been awarded the Controller of the Quarter for the 1<sup>st</sup> quarter of 2017.

During the quarter, Cpl Lundgren had the most combined total of 200 hours as a trainee with nearly half of that completed during the month of March. He also logged 44 hours as an OJT Instructor and 19 hours as a simulation instructor. He is training simultaneously on Approach East and Arrival Control, nearing qualification on the latter.

# Training

## Training Program Statistics

	<u>Jan-Mar</u>
OJT Hours	3,873.87
OJF Hours	399.40
Tower Simulation (Training)	189.58
Radar Simulation (Training)	334.37
Simulated GCAs	1,740
MOSs Issued	14
Position Qualifications	61

## From The Schoolhouse

LCpl Michael A. Galagarza	20 Jan 17
PFC Brandon D. Billhartz	25 Jan 17
PFC Jacob E. Jones	3 Mar 17
PFC Abraham K. Schropp	9 Mar 17
2ndLt Evan R. Hanson	24 Mar 17

## Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
Cpl J. L. Rayburn	4 Jan 17	AR	
Mr D. P. Marshall	12 Jan 17	LC	
Capt R. C. Dewey	17 Jan 17	RD	
Cpl C. R. Hill	25 Jan 17	GC	7257T
Ms J. L. Adair	27 Jan 17	APE	
Sgt T. W. Morak	27 Jan 17	RD	
Mr J. L. Zobel	30 Jan 17	APE	
Sgt J. L. Wurtsmith	30 Jan 17	APN	
Mr J. L. Zobel	30 Jan 17	APW	
LCpl J. G. Taylor	30 Jan 17	FD	
LCpl A. T. Rodriguez	30 Jan 17	RD	
LCpl P. A. Zamora	30 Jan 17	RD	
LCpl T. Nguyen	31 Jan 17	FC	7257R
Cpl K. J. Harte	1 Feb 17	APN	
Mr J. L. Zobel	3 Feb 17	APN	
Mr J. L. Zobel	3 Feb 17	FC	
Cpl B. P. Doherty	3 Feb 17	LC	7252
LCpl D. A. Cousins	6 Feb 17	FC	7257R
Lt R. C. Heiser	7 Feb 17	RD	
LCpl E. M. Kowalski	7 Feb 17	RD	
LCpl J. S. Greening	8 Feb 17	FD	7257R
Lt WynnMcCafferty	8 Feb 17	FD	
Cpl D. W. Moore	8 Feb 17	LC	7252
LCpl Z. G. Guenzler	13 Feb 17	FD	

## Qualifications

<u>Name</u>	<u>Date</u>	<u>Position</u>	<u>MOS</u>
LCpl P. W. Underwood	16 Feb 17	FD	
Capt R. D. Dewey	21 Feb 17	FC	
Sgt M. W. McMahan	21 Feb 17	FD	
Cpl M. A. Beacham	21 Feb 17	LC	7252
Sgt A.A. Mondloch	22 Feb 17	APW	7254
Cpl K. P. Sizemore	22 Feb 17	GC	
Mr J. L. Zobel	23 Feb 17	AR	
GySgt K. M. Brady	24 Feb 17	LC	
Cpl K. P. Sizemore	27 Feb 17	FD	
LCpl V. F. Brandow	27 Feb 17	RD	
SSgt R. M. Guinn	28 Feb 17	APN	
Ms J. L. Adair	4 Mar 17	APN	
LCpl P. F. Bhumiwat	8 Mar 17	FC	7257R
Sgt K. J. Harte	9 Mar 17	APE	
Capt R. C. Heiser	10 Mar 17	FC	
SSgt C. T. Debevec	10 Mar 17	LC	7252
Cpl D. D. Prescod	13 Mar 17	LC	7252
LCpl M. C. McDonald	15 Mar 17	GC	
LCpl E. M. Kowalski	21 Mar 17	FC	7257R
LCpl M. C. McDonald	23 Mar 17	FD	7257T
SSgt B. F. Alvarez	28 Mar 17	FD	
Cpl J. Pineiro	30 Mar 16	FD/GC	7257T



# To The Point

with  
**Joe Hendrickson**

## FINAL CONTROL CURRENCY AND PROFICIENCY

Did you ever wonder why the training and currency requirements for Final Control are different from all other positions?

1. Total training months are used by every position except FC which counts actual traffic.
2. Trainees cannot be assigned to FC if the weather is IFR unless authorized in writing by the Radar Chief. Applies to no other position in the facility.
3. Until recently, pilots were cautioned that a student final controller was on position, which has never applied to any other position.
4. Currency is different also. All other positions require a specific number of hours per month, regardless of traffic flow. FC standard is 10 approaches. They can be PAR, ASR, actual, simulated, IFR, VFR or any combination.

On one hand, traffic is required to maintain currency but on the other hand, it can be accomplished easily in about 30 minutes on a simulator. No other position can achieve currency through simulation. So, is the emphasis on currency or proficiency?

I always like to discuss the difference between currency and proficiency as it pertains to regulation. FC is a prime example.

Example A: Controller #1 conducts 5 PARs in IFR weather on 31 March. He also completed 4 other approaches during the month. On 1 April Controller #1 is not current. He cannot conduct any IFR approaches and is required to complete a proficiency skill check by a branch chief and complete 10 more approaches prior to being considered current.

Example B: Controller #2 did 10 simulated ASRs on 1 March. On 1 April, Controller #2 is current and remains in a current status throughout April. He can conduct IFR

approaches any time during a 60 day period (1 Mar – 30 Apr) and requires no skill checks.

Controller #1 is proficient but not current and Controller #2 is current but probably not very proficient. The funny thing is that Controller #1 is the one that needs a skill check.

NAVAIR 00—80T-114: 7.4.2 Definitions

1. Currency — Prescribed minimum time requirement necessary to work an operational position independently under general supervision.
2. Proficiency — Knowing, understanding, and applying air traffic control procedures in a safe and efficient manner.

Currency is time, proficiency is demonstration. Both must be maintained. The NAVAIR goes on to say “simulators can be used for maintaining proficiency on operating positions and for maintaining currency on FC during periods of insufficient live traffic.” and “To the greatest extent practical, controllers should utilize live approaches to maintain currency/proficiency” (*on FC*). These statements are somewhat contradictory by suggesting that simulators are useful for maintaining proficiency on operating positions but not preferred for Final Control.

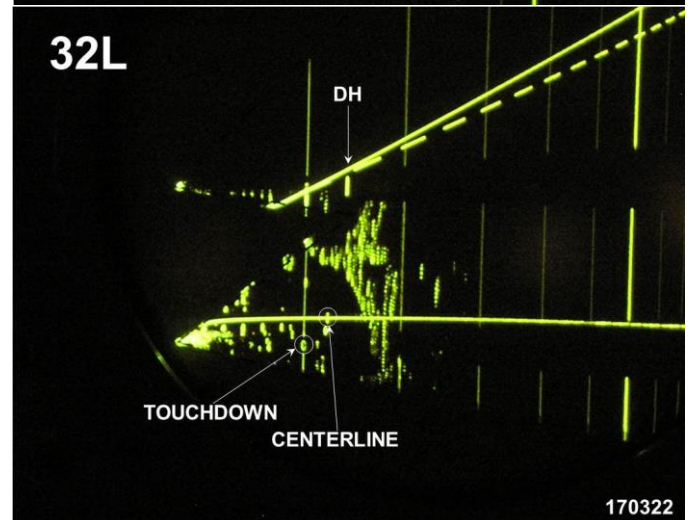
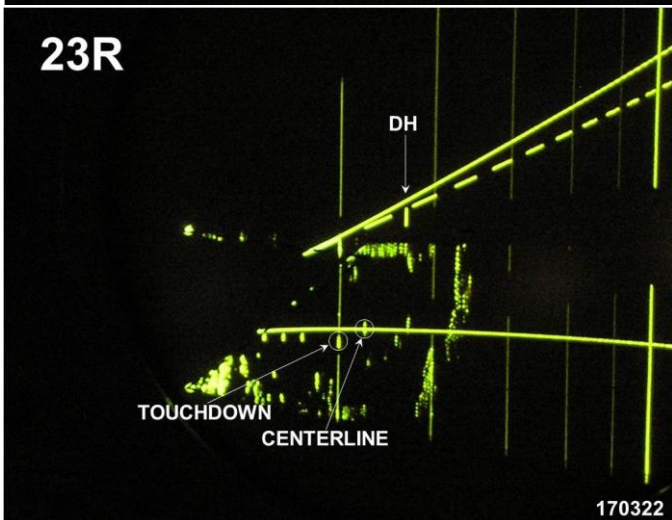
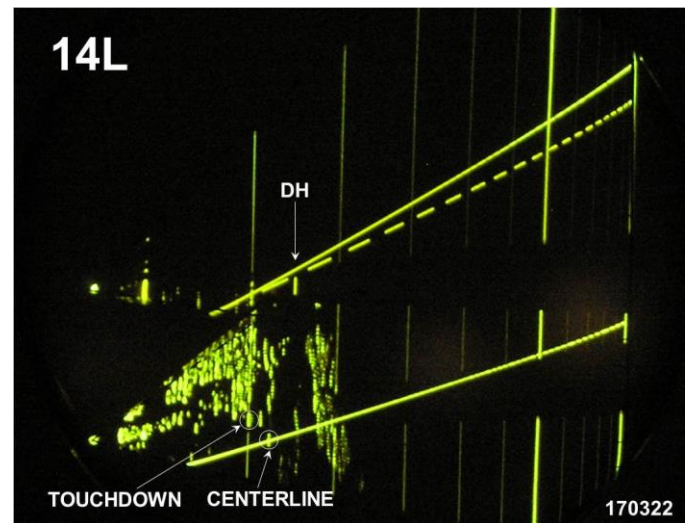
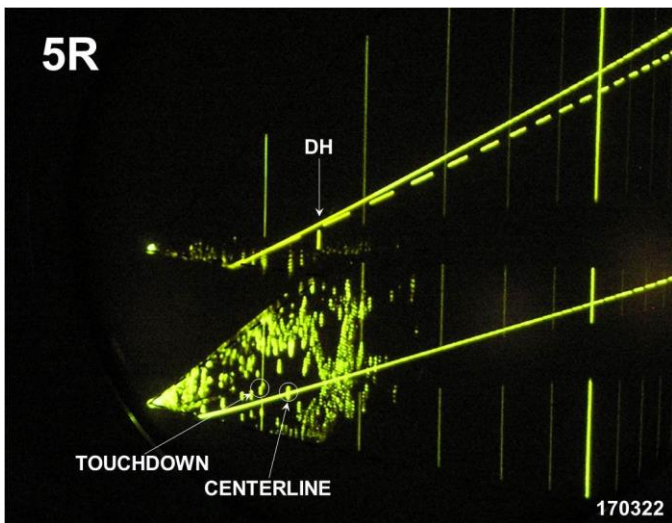
Cherry Point currently has 60 controllers qualified on FC. Up until a couple of years ago we averaged 550 approaches each month, but now we are down to about 350 so there are not enough approaches to keep everybody current on live approaches. In fact, we average 500 simulated approaches each month and have conducted more simulated approaches than live since we received the AT Coach in 2008.

One of the quirks of FC is the mandate that all qualified controllers only have to maintain currency when a simulator is available. During the years that we

did not have a simulator, we would have to choose a handful of controllers from each crew to maintain currency, and therefore proficiency, on FC. Since simulation is allowed for currency on FC, there are some controllers that maintain their currency exclusively through simulation. These individuals are normally facility rated, have no intention of ever doing another live GCA and will probably never be asked to. There is a mutual understanding between the supervisors and these “Zombie Final Controllers” that what they contribute to the facility does not require proficiency on final control and, if it wasn’t for simulation, they wouldn’t maintain currency either. Of the 15 FPLs here at Cherry Point, there are five that have done less than 10 GCAs in the past five years, in fact, on one crew none of the civilian FPLs made any live GCAs in 2016. They do however have hundreds of simulated approaches to “maintain” currency and proficiency.

It is a curious juxtaposition that we see FC as a relatively simple position for the entry level trainee and yet give it the most strict currency requirements of any position in the facility. All of this is to ensure that if a GCA needs to be made in IFR weather, there is an acceptable level of proficiency available. We also know that whenever you establish a minimum for any requirement, you can believe that many will not go beyond it of their own free will. Imagine if the minimum was to just sit on FC for 2 hours a month with no traffic like we do for Radar Data. We could have IFR GCAs made by controllers that have not done an approach in years.

Bottom line is that we must ensure that all controllers maintain proficiency on all positions they are qualified on. The main tool is currency and then we supplement that with supervision and evaluation.



# “PROCEED ACROSS”/“CHECK WHEELS DOWN”

## WORD SEARCH

T S T A N D R Z O B S T A C L E W A Y P	AERONAUTICAL
E O Q N A E B A C R T R V E R T I C A L	AIRCRAFT
R C U U V S Q W W E A E R I A T N Y E U	APPROACH
M A P C A C I S T A N D A R D O T P R O	BREAK
I J W A H W S D F K Y G H N I E N J O V	CENTER
N W I K L D K Z X C V P B A O N O M N E	CLEARANCE
A P N Q W H O L D I N G O V E R N N A R	COMPASS
L A D T Y U I W I N D O P I A S R O U H	CONTROLLER
O E M X D R V G N Y N J I G N P A I T E	DESCENT
C M U M A S D I V W F G H A J T D S I A	DOWNWIND
A E D I G T R A F F I C C T V T A I C D	EMERGENCY
I R U N W A Y B R R N N M I G A R C A W	GLIDESLOPE
N G L I D E S L O P E D D O F K G E L A	HOLDING
S E A M H U J V K W E A T N L E Z R O I	IFR
T N R U X C Q I V E R U D E C O R P C R	INSTRUMENT
R C O M P A S S B A N M E S E F D F A C	LOCALIZER
U Y O G T H J U K T L W S E N F R T L R	MINIMUM
M I N M U M S A Y H U I C O T S V H I A	NAVIGATION
E J H G P F D L S E A B E V E C X Z Z F	NONRADAR
N A P P R O A C H R E R N T R Y U I E T	OBSTACLE
T E C N A R A E L C O N T R O L L E R A	OVERHEAD
	PRECISION
	PROCEDURE
	RADIO
	RUNWAY
	SQUAWK
	STANDARD
	TAKEOFF
	TERMINAL
	TOUCHDOWN
	TRAFFIC
	UPWIND
	VERTICAL
	VFR
	VIDEO
	VISUAL
	WAYPOINT
	WEATHER
	WIND