
VIEW FROM THE PISCATAQUA

The newsletter of the Pease Pilot / Controller Liaison Program

Volume 4, Issue 5

March 2003

“VIEW FROM THE PISCATAQUA” is an unofficial publication and does not constitute Air National Guard policy. It is printed quarterly to disseminate the results of discussions and feedback forms, and to provide information to the Pease Aviation community. Articles are encouraged and may be sent to the following E-mail address:

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Position Reports

By Mike McKinnon

The Tower Local controller's responsibility is to provide a safe and expeditious flow of arrivals and departures. Key to providing a safe and expeditious flow is your position reporting on initial call up to the Tower. Using your position report the Tower controller will issue clearances and instructions on where to enter the pattern and position of traffic you will be following if necessary. Accurate position reporting is crucial for traffic sequencing. Some Towers are equipped with radar, which provides spatial orientation and is a very useful in verifying an aircraft's position.

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Instantaneous RVR?

By Ed Fish, Training/Procedures

There have been a few questions recently concerning the Tower issuing “instantaneous” runway visual range (RVR) readings for Runway 16 operations. Concerns were expressed as to why and how RVR readings could be issued when the RVR equipment for Runway 16 is out of service by NOTAM. We spoke with the contract weather service personnel and researched AFMAN 15-111, Surface Weather Observations, for information on the procedure currently used.

RVR values are computed by using a ten minute average reading from RVR transmissometer equipment. Constantly updated, the equipment works similarly to the wind equipment we use. Weather personnel also have the capability to obtain RVR readouts instantly, using a one-minute average, and using the standard ten-minute average. Because of requirements of AFMAN 15-111, weather personnel are only permitted to transmit a ten-minute average longline in the official METAR that is transmitted to the National Weather Service. If the ten-minute average reading is not available due to equipment being out of service or the data not available, RVR is reported in the METAR report as RVRNO and issued by air traffic controllers and on the ATIS as “RVR not available”. AFMAN 15-111 however, does not prohibit local dissemination of instantaneous or one minute readouts. At Pease, weather personnel disseminate an instantaneous readout in the Remarks section of the METAR report to alert air traffic controllers and pilots of the reading. When Runway 16 is in use and local visibility criteria requires an RVR readout to be issued, weather personnel will report RVRNO in the body of the METAR and an instantaneous RVR readout in the Remarks section. Air traffic controllers will issue and place on the ATIS “RVR not available” in the body of the METAR and “Runway 16 Instantaneous RVR (reading) at (time)” in the Remarks.

It is important to remember the instantaneous RVR reported is not an average over time, it is computed using equipment that tells the weather observer what the readout is in that instant. Again, the information is meant to alert air traffic controllers and pilots that RVR information may be required and is available; pilots can request a more up to date RVR for Runway 16 at any time and should consider this option when determining if the weather meets their minimums for a departure or arrival.

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A controller need only glance at the radar on initial call up to verify your position. Pease Tower is equipped with such radar, but unfortunately we have lost that asset due to the primary radar equipment deployment overseas. Therefore we solicit your efforts to provide us with the most accurate position on initial call up. One way to eliminate some of the inaccuracies of judging distance and direction from the airport is to use prominent geographical locations or reporting points that you are over or near. Some of the frequently used reporting points are the Hampton toll booths, Stratham Hill, Pawtuckaway Lake or Mountain, Mt Agamenticus and Nubble Lighthouse. Following the shoreline and I-95 are also used. Controllers are very familiar with the local area and based on those reports can better sequence you into the traffic pattern. You will no longer hear traffic calls using 'clock positions' but will receive traffic info (workload permitting) from a fix, for example, from the airport. Spring is around the corner and the warmer days brings haze which greatly reduces our ability to see you and it really helps if we are looking in the right direction! Thanks for your support!

Prior Permission Required (PPR)

By MSgt Rich Reed

If you have flown into Pease International Tradeport in the winter, you have surely heard the term PPR on the ATIS. So, what does this term mean and what should a pilot do with this information.

PPR is an acronym: Prior Permission Required.

You may have heard something like this on the Pease ATIS, "Pease is 15 minute PPR snow removal in progress, advise tower 128.4". Your next thought may be, why am I reading about this now, spring is here and summer is just around the corner. Well, PPR is used here at Pease when personnel and equipment are working on the runway whether it is winter or summer. This work could be snow removal, painting, sealing cracks on the runway, rubber removal, lighting repairs, etc. The important part to note in the previous two sentences is that work is being accomplished on the runway.

Now that we know what PPR is, what should a pilot do once hearing that Pease is 15 minute PPR? All arriving aircraft should notify Pease Tower on frequency 128.4 that they are approximately 15 minutes prior to their arrival at Pease. All departing aircraft should advise Pease Ground Controller on frequency 120.95 that they are 15 minutes prior to taxiing for departure. Once the controller receives this 15-minute notification from the pilot, the Pease Ground Controller informs the personnel on the runway that an aircraft is to be expected in 15 minutes. This gives the work crew ample time to finish their work at an appropriate place and exit the runway.

Did You Know?...

By Mike McKinnon, Tower Supervisor



When two or more aircraft are approaching an airport for landing, the pilot of the aircraft at the lower altitude has right of way over the pilot of the aircraft at the higher altitude.

Except when requested by the controller or in an emergency situation, a 360 degree turn should never be executed in the traffic pattern without first advising the controller.

The wake turbulence interval for successive departures behind a departing "heavy jet" is never waivable by a pilot.

The wake turbulence interval is 3 minutes from an intersection behind a departing "heavy", but only 2 minutes from the end of runway.

We now have two FBOs at Pease. Port City Aviation is open and pumping fuel. Please let the Ground Control know which FBO you want to go to, Port City Aviation or Pan Am Services.

All hold short' instructions must be read back to the controller.

<http://www.aopa.org/asn/watch.html>



PPR.....

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The majority of the time a NOTAM will be issued well in advance for PPR, but on a rare occasion, the PPR can be a short notice occurrence, i.e. lighting or runway repairs. With this being said, always check the NOTAMS and listen closely to the ATIS prior to your arrival or departure at Pease International Tradeport.

If there is any question that you may have on a NOTAM or information contained in the ATIS, by all means, ask the controller. This will ensure that pilots and controllers are operating on the "same sheet of music" and thus ensuring a safe and expeditious operation.

New ATC Phraseology

By Mike McKinnon

Based on the aircraft accident N79960/N89827 that occurred on Mar 9, 2000, at the Sarasota International Airport, the NTSB recommended that the FAA change the phraseology for intersection departures and full-length runway operations when used routinely at an airport. The new phraseology adds "FULL LENGTH" to the phraseology when clearing aircraft for position and hold and takeoff from the end, anytime there is an intersection departure holding. You will always hear your position in a clearance if at an intersection. There is another change you'll hear. When instructed to "taxi into position and hold" from the end *or* intersection, you will no longer hear "taxi into". New phraseology is "POSITION AND HOLD".

How Goes the War for our ATC Community?

By CMSgt Gregg Fournier

I've been asked to give an update on how things are going with the ATC community involvement with the fight against terrorism and the war in Iraq. Most of the ATC community is providing critical air traffic control services and NAVAID maintenance around the world. We have personnel deployed in Saudi Arabia, Diego Garcia, England, Iraq, Afghanistan, Pakistan and Italy. You maybe aware that our GCA radar deployed in April in Support of Operation Iraqi Freedom, -as of today it's still sitting in theater awaiting redeployment instructions to come back home. Our own Unit's deployment is finally coming to a close, our Commnader returned home on April 28th, leaving only two controllers who are expected to return in late May. So what is next? I don't think anyone thought the war in Iraq would end so soon. We now find ourselves in the rebuilding stage and I'm not really sure how long it will last. Whatever the future brings, we continue to prove the Air National Guard is Ready, Reliable and Relevant!

Upcoming Airport Construction

By Heidi Brennan, Airport Agent

There are a number of construction projects that will be taking place on the airfield through the fall. Beginning Monday, April 28, 2003, Taxiway A between Taxiway B and Taxiway S will be relocated 113-feet east of Taxiway A centerline for pavement reconstruction. Wingspan in this area will be restricted to aircraft greater than 149-feet. Pilots can expect the same markings and lighting as last year. The relocated centerline will be painted yellow with reflective beads and green semi-flush reflectors on centerline. Blue reflective stakes will mark the taxiway edges and lighted barricades will surround the excavation site. Taxiway directional signs painted on the pavement and detour signs will aid in maneuvering through this area. This phase of the construction should be complete June 13, 2003, and the contractor will then move north to finish the area on Taxiway A abeam the NHANG to Taxiway C.

Paint removal and re-striping will take place on the runway beginning in July. Expect partial runway closures during this project.

Airfield painting and concrete repairs by the PDA maintenance will be ongoing. They will also be doing rubber removal on the runway during the overnight hours in September.

Port City is in the process of building a new hangar on the southeast corner of the airfield, which should be complete in June. However, they are currently pumping fuel and working from a temporary location.

Montgomery Watson will most likely be well sampling on the airfield that will require various wingspan restrictions.

As you can see, it's going to be a very busy few months on the airfield. Keep your eyes open and be safe

New change in issuance of variable winds

Old criteria: 30 degrees or more variability is issued by the controller when wind is 10 knots or more.

New criteria: 60 degrees or more variability is issued by the controller when wind is 6 knots or more.

Pilot Feedback....

We received an email from a local flight instructor in regards to our article "Let it Snow" which explained snow removal operations. I know, it's about snow and we've had enough of it, so I'll be short as I can.

The flight instructor and student had checked all the NOTAMS during their flight planning and again, immediately before takeoff. When they arrived in the Pease area to do some practice approaches, they were turned away, unable to complete their mission and wanted to know why they didn't get the NOTAM info before they had departed. We directed this question to Airport Operations, NOTAM dispatch facility here at Pease. Operations informed us that "Snow Removal Ops in Progress" NOTAM, which doesn't allow practice approaches, is a local NOTAM and BGR AFSS is the only facility you can get local NOTAMS for Pease. We suspected the pilot checked his NOTAMS with Bridgeport AFSS. Something we can all take away from this is that Pease Tradeport is serviced by BGR AFSS. Thanks for your input!

Editors note: Then why isn't it a distant NOTAM? The AFSS system would only accept this as a distant NOTAM if it were prefixed with "RWY 16/34 Closed except for 15 minute PPR". Unfortunately, this often gave pilots (and some controllers) the impression that the only runway at Pease was closed causing a number of flights to divert or choose other airports during snow removal. Happy Spring!

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We still need your feedback

Pilot feedback forms should be available at FBO's and in pilot lounges throughout the area. They are very important to us. With your feedback we can gauge where we are doing well, and where we need to improve.

Please take a few moments to fill out a feedback form and send it in after your next flight.

If you don't have a form available, email me at:

Mike.McKinnon@nhpeas.ang.af.mil or call 603-430-3189 and we will send one out to you.



The Guard offers part time employment for jobs such as Air Traffic Controller, Radar Technician, Pilot, and many others.

Free Technical Training, Gain Job Experience, \$9036 Tuition Assistance,
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Enlistees who qualify in certain careers will receive an INCREASED entitlement of \$601.00 per month based on full-time course work. Possible Student Loan Repayment \$20,000, Travel and more.

Call TSgt Thomas Eldridge TODAY at 1-800-257-9368

CONTROL TOWER / RADAR FEEDBACK FORM
New Hampshire Air National Guard
ATC Services Quality Control

The New Hampshire ANG 260th Air Traffic Control Squadron would appreciate comments, questions, ideas, and suggestions concerning ATC services provided at Pease. This input will be utilized in assisting in the quality control monitoring of ATC operations.

This form is for quality control purposes only and does not replace standard FAA/USAF hazardous air traffic or facility deviation reports.

In order to assist in the review, please provide specific times, locations, and comments.

QUESTIONNAIRE

DATE: _____

TIME: _____

TOWER

RADAR

- | | |
|-----------------------|--------------------------|
| 1. TOWER INSTRUCTIONS | SAT / UNSAT |
| 2. GROUND CONTROL | SAT / UNSAT |
| 3. CLEARANCE DELIVERY | SAT / UNSAT |
| 4. ATIS BROADCAST | SAT / UNSAT |
| 5. VOICE QUALITY | TOO FAST / TOO SLOW / OK |
| 6. RADIOS | SAT / UNSAT |

- | | |
|-----------------------|--------------------------|
| APPROACH INSTRUCTIONS | SAT / UNSAT |
| PAR APPROACH | SAT / UNSAT |
| ASR APPROACH | SAT / UNSAT |
| VECTORS TO INTERCEPT | SAT / UNSAT |
| VOICE QUALITY | TOO FAST / TOO SLOW / OK |
| RADIOS | SAT / UNSAT |

NAVAIDS

- | | |
|-------------------|-------------|
| 1. ILS [RWY 34] | SAT / UNSAT |
| 2. ILS [RWY 16] | SAT / UNSAT |
| 3. VOR | SAT / UNSAT |
| 4. TACAN | SAT / UNSAT |

COMMENTS (ON BACK)

NAME _____

CALL SIGN _____ IFR or VFR ?

ADDRESS _____, TELEPHONE NUMBER _____

Thank you for taking the time to fill out this form.

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