INTERCOM

WILLIAM J. HUGHES TECHNICAL CENTER

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MORTGAGE PAID IN FULL

Center Director **Anne Harlan** spoke to a large audience in the Technical Building Atrium, on March 1, who gathered for the Center's "mortgage burning" celebration. They witnessed the symbolic payment of the last dollar owed to the Atlantic County Improvement Authority (ACIA) on the Technical Building. More than twenty years ago, ACIA secured a $50 Million mortgage for the 516,000 square foot building, which opened for business in 1980. That mortgage now is "Paid in Full."

Former Ambassador William J. Hughes (center) gives Center Director Dr. Anne Harlan a hand as she makes the final mortgage payment on the main building to Dennis Levinson, County Executive, Atlantic County, NJ.

Joining Anne in making the last payment to ACIA Board Chairman Robert Renneisen were Deputy Center Director **Bruce M. Singer**, Chairman of the County Board of Chosen Freeholders Kirk W. Conover, County Executive Dennis Levinson, former US Ambassador William J. Hughes and NJ Assemblyman Kenneth LeFevre. Chief of Staff **Ron Esposito** served as Master of Ceremonies for the celebration. U.S. Senator Frank R. Lautenberg and U.S. Representative Frank A. LoBiondo could not attend because Congress was in session, but each sent a personal representative to attend the celebration and to read a letter of congratulations to the assembly.

With color commentary provided by **Bruce Singer**, the audience saw video footage from a number of network TV news casts that ran on September 20, 1978. That day, President Jimmy Carter traveled here, to the National Aviation Facilities Experimental Center (NAFEC), for the Groundbreaking Ceremony for the Technical Building. Joined by many employees, South Jersey residents and local, state, and FAA dignitaries, the President detonated an explosion for the groundbreaking. The ceremony was reported locally and nationally, and was seen on ABC News with Frank Reynolds, and The CBS Evening News with Walter Cronkite, among others.

The story of how this edifice went from an idea to a reality exemplifies federal-state-local and public-private cooperation at its best. Thirty years ago, a number of local executives and friends of the National Aviation Facilities Experimental Center formed a "Save NAFEC" Committee, whose aim was to keep NAFEC in South Jersey, even though the buildings and facilities at NAFEC were in dire need of improvement or replacement.

It took the efforts of many people, including sev-

Along with FAA employees and local, state and national dignitaries, the President detonated an explosion that broke ground for the building.

MORTGAGE BURNING CONT.

Joining Anne as she made the symbolic last payment, were (left to right) Deputy Center Director Bruce M. Singer, County Freeholder Chairman Kirk W. Conover, County Executive Dennis Levinson, former Ambassador William J. Hughes, Renneisen, and Assemblyman Kenneth LeFevre. Chief of Staff Ronald J. Esposito (top right) served as Master of Ceremonies.

eral U.S. Presidents, U.S. Senators, and Members of Congress, a N.J. Governor, and a number of members of the N.J. State legislature, the Atlantic County Government, the Atlantic County Improvement Authority, and even members of the NY Stock Exchange to create and finance this one-of-a-kind building. Local radio and TV personality, Seymour 'Pinky' Kravitz, spoke at the mortgage burning on how N.J. State Senator Frank "Hap" Farley personally pleaded a case with President Dwight Eisenhower to maintain a federal presence in Atlantic City after the Naval Air Station closed, following the end of World War II. Kravitz was the Vice Chairman of ACIA when the Technical Building became a reality.

The Airways Modernization Board (AMB) established NAFEC at this former air station, as aviation's premier research and test facility, on July 1, 1958. The signing of the Federal Aviation Act by President Eisenhower the following month, on August 23, 1958, dissolved the AMB and created an independent Federal Aviation Agency. That agency later became the Federal Aviation Administration of the U.S. Department of Transportation. NAFEC was renamed the FAA Technical Center on May 29, 1980, concluding the dedication of the Technical Building by Vice President Walter Mondale.

On May 6, 1996, the Tech Center was rededicated as the FAA William J. Hughes Technical Center in honor of former Ambassador Hughes, who represented this district in Congress when the decision was made to construct the Technical Building. Hughes was instrumental in keeping the Tech Center in South Jersey, in making the Technical Building a reality, and in obtaining increasing levels of funding for FAA programs and projects that were being conducted here.

At the conclusion of the formal ceremony, all Center employees who worked at NAFEC in 1980, when the building was dedicated, were invited to be in a group photo. For the celebration, five exhibits were on display in the Atrium, depicting various aspects of the history of the Technical Building. One exhibit featured the Center's ceremonial shovel, which was used to break ground for six different NAFEC and Tech Center buildings during the 20th century. The shovel was retired as part of the mortgage burning celebration. After the ceremony, cake and coffee were served, courtesy of the NAFEC Association.

CLASS OF 198O: All Center employees who worked at the National Aviation Facilities Experimental Center, when Vice President Mondale dedicated the Technical Building in 1980, were invited to have their photo taken after the "mortgage burning."

IN MEMORIAM: STEVEN SUMNER

Steven G. Sumner (age 40), of the FAA William J. Hughes Technical Center (Atlantic City, NJ) died unexpectedly at home in Hammonton, NJ, on January 12, 2000. He was the team leader for the AOS-260 MODE-S Beacon System.

Steven and his wife, Diane grew up in Medford, NJ. Both graduated from Shawnee High School. Steven served in the U.S. Navy from April 1980 until December 1987; trained as an electronics technician in air traffic control procedures, miniature component repair, and maintenance and repair of radar. He worked on equipment such as the TACAN AN/SRN-6 family, the AN/FRC-156 System, and the AN/FPN-63 Precision Approach Radar.

His tours of duty included the Naval Technical Training Command (Great Lakes, IL); the Naval Support Force (Antarctica); the Naval Communications (West Pacific, Guam); the Naval Air Technical Training Command (Millington, TN) and the Air Traffic Control Division (NAS Point Mugu, CA).

Upon discharge from the Navy, Steve worked briefly for RCA Aerospace, where he aligned satellite microwave transceivers. Then he worked for Syscon Corporation, where he provided oversight for the testing of the AEGIS system.

He began working for the FAA in August, 1988, assigned to the Long-Range Radar Site (Trevose, PA). Steven performed preventive and corrective maintenance, and installed modifications.

Diane and Steve

He was detailed to the Tech Center for a 60-day period in April 1994, and became a permanent employee of the Center in August 1994.

The devoted husband of Diane, Steve gave himself fully and made sacrifices for the love of his family. He was the father of Colleen (age 20), Carrie (age 18), Timothy (age 10), and Matthew (age 3); the son of Thomas and Ruth Sumner; son-in-law of Mr. and Mrs. Ed Holland; and the father-in-law of Brian Wells.

Steven came to know the Lord as his personal Savior in 1980. He loved life and cared about others. He had a joyful spirit and touched the lives of the people around him. Part of his ministry was working with youth in his church, where he was a Deacon, an Elder, and a Sunday School Teacher. Steve and his wife also opened their home for Bible study and prayer.

Steve loved his job and the people he worked with. He brought joy and energy wherever he went, and his desire was to show God's love and share God's truth . . . to be real with people. Steven will be greatly missed, but he will live in our hearts and in our memories.

Steven and Diane desired that their children have a Christian upbringing and education. Colleen is a freshman at Liberty University (Lynchburg, VA). Carrie and Timothy attend the Victory Christian School (Williamstown, NJ). Donations can be made for the children's education through the AFGE Union Office (AOS), or to **Tim McKinley**/**Doyle Bordelon** c/o AOS-260. An account has been set up under the names of Doyle Bordelon and Tim McKinley.

ACCOMMODATING THE HEARING IMPAIRED

Recently, two ACT organization worked together, taking another pro-active step towards full accommodation in the workplace for the hearing impaired. ACT-9 and ACT-73 participated in arranging for the first videotape in ACT-73's library to be closed-captioned.

The closed-captioning is the result of a suggestion by **Richard Newman**, manager of the Civil Rights Office, to **Robert Marks**, manager of the Imaging Technology Branch, that the excellent video production, "Building on the Legacy (Nuestra Herencia)," would be a good candidate for the closed-caption process. The two managers made arrangements to have the video processed to have the narrative print at the bottom of the screen added. The resulting product can also be duplicated with the closed-captions intact for even more impact in the world of handicapped accommodation.

The Imaging Branch has been called upon in the past to modify productions for wider dissemination. Narration has been overdubbed in Chinese, French, German, and Spanish as well as altering the videotape format to match the countries in question. But this is the first time the video element of closed-captioning has been added. Both ACT-9 and -73 hope that many more of the Center's video library selections can be processed in this manner.

The Office of Civil Rights, in conjunction with Center management and the Safety Office, has a long history of looking for ways to make the workplace better, fairer, and more accessible to all employees. Now the closed-captioning of “Nuestra Herencia” can be added to their list of innovations.

The closed-captioned videotape (Tape #MST645.01) can be accessed by contacting the ACT-73 Video Library at x4058.

TWO CENTER VIDEOS WIN PRESTIGIOUS TELLY AWARDS

The Imaging Technology Branch (ACT-73) has been selected as the recipient of two Telly Awards for 2000. The winning video productions are the “Technical Center Overview Program” and the “FAA Y2K Program.”

Now in its 21st year, the Telly Awards have become a well-known, highly respected national competition for people who create non-broadcast video and film productions. The Telly has become one of the most sought-after awards in the TV, commercial, and video industry. The awards committee received over 12,000 entries this year.

The Center overview video production details the many important research and development programs conducted at the Center to meet the FAA's mission of safety, security, and system efficiency. The “FAA Y2K Program” video addresses the agency's exhaustive efforts to ensure the nation's air transportation system's continued safe operation at the millennial rollover.

During the extensive Y2K testing, which took place last year at the Center, employees created a video that captured the challenges, teamwork, decisionmaking, technology, and dedication involved in this successful and exhaustive testing process. The 15-minute video features over 200 Federal and contract employees, the mission critical equipment under test conditions with air traffic controllers from facilities in the Western Pacific Region, interviews with the airline traveling public, and an explanation of the test procedures and outcomes understandable to a general audience.

Other than the regular salaries of the employees involved, the total cost of the Y2K video was only $376.00. The names of every employee who worked on the End-to-End Testing process from the Operational Demonstration to the Denver field site test are included in the credits at the end. **Adam Greco**, Manager, NAS Simulation Branch (ACT-510) wrote and directed the video. **Dale Dingler**, Television Producer-Director (ACT-73) edited the video. The video production crew consisted of **Ron Meilicke**, **Ann Kertz**, **Verna Artis** and **Frank Merlock**, Television Production Specialists in the

TELLY AWARDS CONT.

Imaging Technology Branch. The Television Facility also received a Telly Award in 1999 for its work the video production, "Aeronautical Data Link, The Key to the Future." Another Television Facility production, "Controller-Pilot Data Link Communications: A New Technology for Business Aviation" recently received the prestigious Communicator Award. This is a national awards competition founded 5 years ago by communication professionals to recognize individuals and companies in the communications field.

Copies of all the videos mentioned are available from the Imaging Technology Branch (ACT-73).

A SAFETY MINUTE

THE SAFETY OFFICE, ENVIRONMENTAL BRANCH, ACT-640

Headlights & Headlines (In Plain Language)

Beep, Beep the sound echoes through your head as you recall the moment when you saw the amber glow of headlights so very, very near. It was one of those times that a split second sooner and you would've been scot free with nothing more than a bead of sweat across your brow from the adrenaline rush. But timing is everything, and unfortunately your timing stinks. You were caught in the headlights, and now everyone is reading the headlines that tell of your misfortunate and untimely demise. In plain language, they are reading the headlines in the local paper that explains your death!

What we have here is a failure at the very basic level of driving consciousness to prepare in an event of an accident to survive an accident. The failure was that you were not using the restraining device that is located just above your left ear when you're in the driver's seat. In plain language, you failed to wear your seat belt.

Since its inception, the seat belt has a long history of saving lives. Yet, so many people forget or neglect to use it. The result often is serious injury or death. Just pick up the paper or turn on the news and you'll hear on a daily basis about a fatal car accident due to the person or persons not wearing their seat belt. Case in point is the recent death of Derrick Thomas, a professional football player from Kansas City, who died as a result of complications stemming from an automobile accident.

It doesn't matter how physically strong you are, or how much fame and fortune you have, if you neglect to wear your seatbelt your chances of surviving an accident are drastically reduced. Pain, suffering, and death do not have preferences, they will inflict upon anyone regardless of one's background or position in society. For this reason we submit a simple plea for all Center employees to buckle up.

In plain language our plea is titled "The Center's Seatbelt Program" and it is currently under way at the Tech Center. The Safety Office encourages all employees to participate in this program by using your seatbelt, and encouraging your friends and coworkers to buckle up as well. We have placed buckle up signs and posters throughout the Center. The signs are telling you to Buckle Up and Drive Carefully! We're confident that if you do then we can publish a new article titled "Seatbelts Working on Center." Now that's some plain language we can live with!

Have A Safe Day!

VOLUNTARY LEAVE TRANSFER PROGRAM (VLT)

What does the VLTP mean?

A Federal employee in the excepted service may donate annual leave in 1-hour increments to a leave recipient (excluding an employee's supervisor) who is absent from duty for a prolonged period of time due to a certified medical condition causing a substantial loss of income. All employees at the Tech Center may (while keeping a sick leave balance of 240 hours) donate sick leave (SL) to another FAA employee. An employee may not directly or indirectly intimidate, threaten, or coerce another employee in donating, receiving, or using any of this leave. Also, please keep in mind that annual leave is donated as annual, and sick leave is donated as sick. They may not be switched.

Who is eligible to be a leave recipient?

A leave recipient is a Federal employee with either a full-time, part-time, or uncommon tour of duty and a certified medical emergency resulting in a substantial or projected loss of income with agency approval to receive donated leave for his/her own illness or that of a family member. Before becoming approved to be a leave recipient, he/she must have exhausted all of his or her own leave (annual and sick).

What is a medical emergency?

A medical emergency is a medical condition of a Federal employee or family member that causes the employee to have a prolonged absence from work resulting in a substantial loss of income because of the unavailability of paid leave. A medical emergency requires certification by a physician or appropriate expert. Elective or cosmetic surgery is not covered.

What is a substantial loss of income?

A substantial loss of income for a full-time employee on (or expected to be on) leave without pay (LWOP) excluding advanced leave is 24 hours or more. For a part-time employee or one with an uncommon tour of duty, it is the average number of work hours in his/her biweekly scheduled tour of duty.

Who is a family member?

A family member is a spouse (and their parents); children (including adopted children, and their spouses), parents; brothers and sisters, (including their spouses); and any individual related by blood or affinity whose close association with the employee is the equivalent of a family relationship.

Who is a leave donor?

A leave donor is a Federal employee who has either a full-time, part-time or uncommon tour of duty with approval from our agency to donate leave.

When does the use of donated leave start?

After all earned leave is used, an employee may use the donated leave. However, if the leave recipient has a negative leave balance, the donated leave will first be applied against the negative balance. Once the negative balance is liquidated, any more donated leave may then be used.

Can an employee accrue leave while on the VLTP?

Yes, an employee does earn leave based on the paid leave in a pay period as long as they are in a pay status (which includes using donated AL or SL). In addition to any donated leave the employee receives, a full-time employee may accrue up to 40 hours of AL and 40 hours of SL. A part-time employee or one with an uncommon tour of duty accrues the average number of work hours in his/her weekly scheduled tour of duty.

When does the medical emergency end?

The medical emergency ends when an employee returns to his/her regular tour of duty. Any unused donated leave will be returned to the leave donors on a pro-rated basis. Please keep in mind that employees may only accrue up to 40 hours of their own leave. Upon leaving the program any leave over the maximum of 40 hours will be returned to the leave

VLT PROGRAM CONT.

donors.

What if a leave recipient returns to work for part of his/her regular tour of duty?

If a recipient returns to work for part of his/her regular tour of duty and earns more leave than the above maximum hours, he/she uses the additional AL or SL before the donated leave. If all donated leave is exhausted during the medical emergency, he/she may use the accrued AL or SL (i.e., up to 40 hours for full-time employee).

When a medical emergency ends, must the employee give written notification to the supervisor?

Yes, a supervisor needs a written statement. The remaining accrued AL or SL is returned to the employee's leave account. The donated leave gets pro-rated back to the leave donors.

Can you retroactively substitute donated leave for LWOP?

A leave recipient may write to his/her supervisor to retroactively substitute donated leave for LWOP or to liquidate advanced AL or SL for the approved medical emergency.

Is a maternity situation covered under the VLTP?

Yes, maternity is like any other incapacitating medical condition of similar duration.

What is the responsibility of the supervisor of the leave recipient?

The first-level supervisor signs, dates, and recommends approval or disapproval of the leave recipient's application. He/she sends the completed leave recipient form with the certified medical documents to the approving official (Human Resources) for signature. If the leave recipient is approved, the first-level supervisor should designate a point of contact (POC).

The POC is responsible for notifying other employees that the individual is an approved leave recipient (e.g., cc:mail, Center News, etc.). The medical condition of a leave recipient should be considered personal and private information. Only information that the leave recipient authorizes to be released about his/her medical condition should be shared with potential leave donors.

The first-level supervisor verifies the status of the medical emergency if the recipient's situation has changed. When the medical emergency ends, the employee notifies the first line supervisor in writing. The supervisor ensures that the recipient's participation in the VLTP ends by sending the written response to HR.

What is the responsibility of the HR Office?

Human Resources collects the leave donor forms and tracks the amount of donated leave. A copy of the leave donor form must be sent to the recipient's and the donor's receiving payroll offices. If the same payroll office services the donor and recipient, only one copy of the leave donor form needs to be sent.

May I deduct donated leave on federal income tax?

The Internal Revenue Service does not allow you to deduct donated leave.

Can I use donated leave for a vacation?

Donated leave cannot be used for a vacation. It can only be used for the medical emergency.

Can an employee receive leave after the medical emergency ends?

An employee has up to one year after a medical emergency ends to become a leave recipient and to use donated leave to liquidate a negative AL and/or SL balance.

Does FAA have a leave bank?

No. After a collaborative decision from the LOB's, the VLTP was selected.

For information or any additional questions, please contact **Kelley Drewes** (ACT-10) extension 56613, or **Deborah Krumaker** (ACT-10), extension 55291.

RICHMOND CONTROLLERS SEE THE FUTURE AT THE AFTIL

Air Traffic Controllers from Richmond International Airport visited the AFTIL on February 29, 2000, to see their future. Richmond Airport modernization plans include construction of a new tower at one of four potential locations, a concourse extension to the present terminal building, and extensions to a taxiway and a runway.

The controllers needed to see an operational view from all four tower locations. The AFTIL provided out-the-window photorealistic displays for their evaluation. The simulation of air traffic controlled from each of the tower locations enhanced the operational realism of the views.

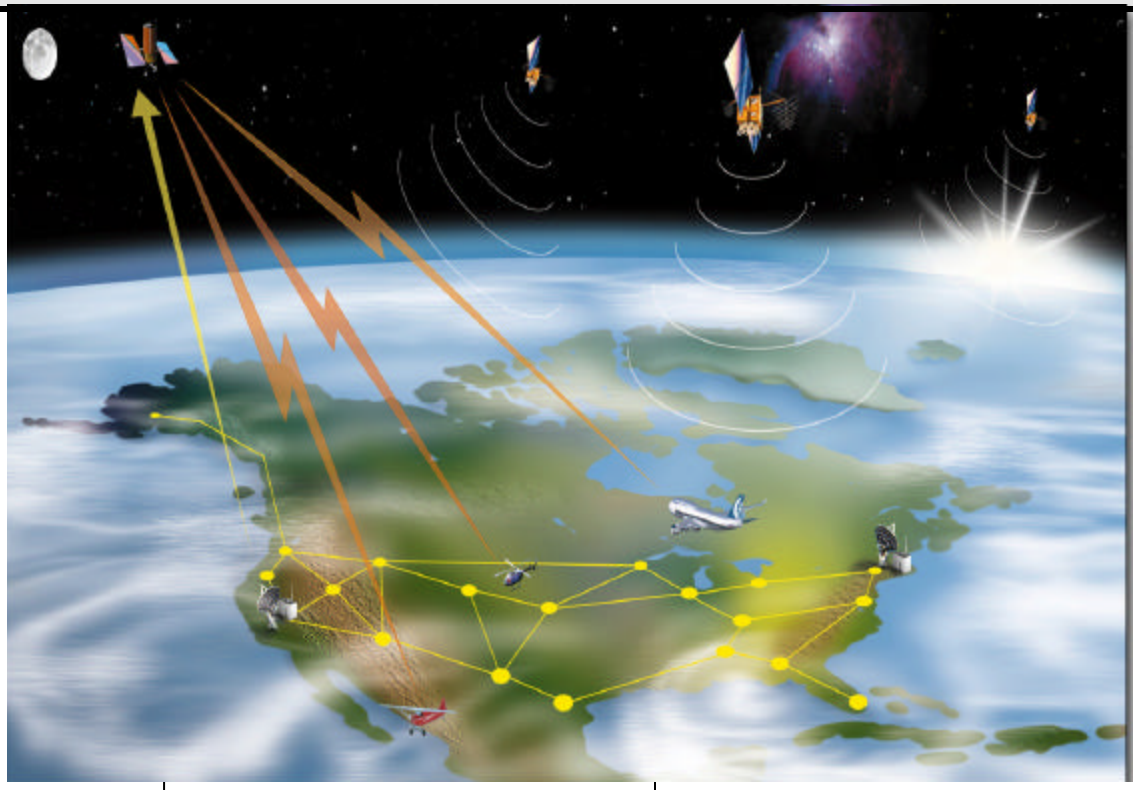
Additionally, the Richmond Airport Authority is expanding the current concourse and needs to know if this expansion will interfere with current tower operations. The AFTIL constructed an out-the-window view from the current control tower with the new concourse in place. Watching the out-the-window operational simulation from the present tower location, the controllers were able to visually determine the adverse impact of the new construction on their current operations.

As a new capability, the AFTIL also completed a comprehensive 3-dimensional (3D) model of the Richmond Airport and displayed this model on the 240-degree display area. The 3D capability allowed the controllers to move in real time from one tower location to another and to raise and lower the tower eye-level height as they viewed the airport from each location.

In addition, the instrument flight paths and local traffic patterns to each of the runways were superimposed on the 3D display. This enabled the controllers to view the proximity of arriving and departing aircraft to the tower at each proposed location. The combination of the out-the-window photorealistic simulation and the 3D displays allowed the controllers to determine the best potential tower site. Capitalizing on the capability to change the eye-point in real time using the 3D model, they decided a higher tower height was necessary for their preferred location.

The Richmond controllers were extremely grateful that they were able to view all four sites, and the new concourse from the present tower. In effect, they were able to "see their future" in a few hours at the AFTIL tower simulation lab. The Richmond (Acting) Tower Manager, Al Snedaker, added his appreciation saying: "We at Richmond consider the simulation essential in our site selection process and it had a significant impact on our position for (choosing) site 2."

CENTER PERSONNEL PROVIDE TIMELY ASSISTANCE TO NAV CANADA



On March 3, Raytheon and NAV CANADA conducted a demonstration of the Wide Area Augmentation System (WAAS) for Congressional staffers, members of the press and user group officials.

The participants boarded a NAV CANADA Challenger at Washington's Reagan National (DCA) and successfully flew WAAS approaches at Atlantic City International Airport (ACY). A total of four separate missions were conducted from DCA. Press personnel included representatives from Business and Commercial Aviation, Flight International, Professional Pilot, Government Computer News, Inside the FAA, and USA Today. Dennis Roberts, senior vice president of AOPA, also participated.

The demonstration proved a great success. WAAS performed flawlessly, and the participants viewed a real-time display of aircraft position while on final approach to ACY. This graphically demonstrated WAAS's exceptional accuracy as a navigation system - the aircraft was consistently well within the allowable boundaries of a Category I approach (7.6 meters) despite stomach-churning turbulence.

Center personnel played a key role in the success of this demonstration. **Jim D'Ottavi** (ACT-360) and **Mike Magrogan** (ACT-360) provided assistance in equipment installation and avionics integration. **Joan Grelis** (ACT-360) developed software for the real-time aircraft position display. **Major Tom Mazaika**, **Paul Demko**, and **Fred Karl** (all ACT-360) provided operational assistance including the approach plates for ACY and Morgantown, WV, the original demo airport.

Because of adverse weather conditions at Morgantown on March 2, the demonstration location was changed to ACY while the Challenger was about to depart from Ottawa. The doors were closed and the crew had to refile their flight plan. They then contacted us with the change - Fred, Karl, and Jim were called back, they were on the ramp about to depart for Morgantown to assist NAV CANADA.

Tom Grygotis (ACT-370) quickly obtained customs service for NAV CANADA upon their arrival at ACY. Center personnel also provided ramp service and operational support. Jim D'Ottavi assisted in system verification at ACY and the operation of the ground tracking system that provided the corrections for the real-time aircraft position display.

This demo is just another routine part of our close, cooperative and mutually beneficial relationship with Canada in satellite navigation.

AIRCRAFT CAPACITY AND ENVIRONMENT SIMULATOR (ACES)

ACT-310 Product Team engineers (**Ed Mancus** - Project Lead, **Chris Perone**, **Ken Blahut**, **Jim Davis**, **Chuck Greenlow**, and **George Montgomery,** under the program management of **Ray Alimenti**) have performed the design, development, and testing of the first beacon (or monopulse) Aircraft Capacity and Environment Simulator (ACES). A major feature of the system is its ability to address current and future monopulse surveillance requirements by simulating traffic densities up to 2000 aircraft targets (Mode S & ATCRBS at a range of up to 255 N-miles) under interference conditions (of ATCRBS, 50K/Sec. and Mode S, 1K/Sec. fruit), and employing the latest surveillance data formats (e.g., ASTERIX from Eurocontrol).

Current (Mode S) and future (ASR-11 and ATCBI-6) Monopulse Secondary Surveillance Radars (MSSRs) employ monopulse receiving techniques. For the year 2000 and beyond, all the new ATCBI and ASR production radars will be monopulse systems, capable of working with both ATCRBS and Mode S transponders.

The FAA current capacity simulator in use today is limited in chip technology, system architecture, and the adaptability needed to support the production test requirements of current and future generation, state-of-the-art, monopulse radar systems. ACES is required to validate performance during acceptance, installation, operational, and production testing of current and future major monopulse radar systems.

ACES is automated and linked to the radars via RF interfaces, and responds to radar uplink interrogations with variable Mode S and ATCRBS range, azimuth, and message content replies, realistically simulating up to 2,000 actual beacon aircraft. It also provides digitized primary radar reports; and pseudo-random fruit interference up to radar specified interference immunity levels if desired. Everything is programmable, allowing much flexibility in defining performance test cases or simulating actual field activity, if desired. Final efforts by Product Team engineers will result in the delivery of ACES systems to FAA major program test teams for factory acceptance, production line, and field site validations.

SOLVING THE PROBLEM

On March 6, **Richard L. Dunklee, Jr**. (ACT-330) concluded a 5-day workshop focusing on airborne radio frequency interference (RFI) that included instruction in the new Navigational Aids Signal Evaluator (NASE)/RFI system that the Aviation System Standards Program Office (AVN) will deploy to all FAA regions. It also provided operations briefings, RFI resolution procedures, and flight demonstrations using AVN's NASE/RFI equipped King Air. Mr. Dunklee provided technical assistance on 10 of those 13 familiarization flights.

The NASE/RFI system consists of a cubic communications direction finding receiver/processor and direction finding antenna system, Garmin GPS receiver, laptop computer, and a cassette recorder. The regional Frequency Management Officers (FMOs) will use it to locate and resolve RFI affecting the National Airspace System. Dunklee and **Dale Rhoads** and **Gary Baird** (AVN-300) accomplished the NASE/RFI system engineering.

Two representatives from each FAA region, one FMO from the Aeronautical Center and the Tech Center, plus five representatives from AVN and ASR-100 attended the workshop, which proved a great success. Each FMO can now operate the NASE/ RFI system independently. Dunklee and **Richard Morton** (ACT-330), Spectrum Engineering, ACT-370's Flight Line Maint-enance, AVN-311's Line Maint-enance Station, AVN-220/230's Flight Inspections Operations, **L.C. Lowman** and **Barbara Rising** from AVN-250's Flight Inspection Central Scheduling Office, and ACT-10's **Patty Dollin** and **Sue Cefaretti**, designed the workshop.

GROUND HOG SHADOW DAY A MAJOR SUCCESS

The national School-to-Work Office joined Gen. Colin Powell's volunteer organization, America's Promise, as well as Junior Achievement, the National Employer Leadership Council, and the American Society of Association Executives in hosting the 3rd National Groundhog Job Shadow Day. The goal of this special day was to provide one million school-aged kids across America with job shadowing experiences. It also introduces students to the requirements of professions and industries to help them prepare to join the workforce of the 21st Century.

The Communications Management Division's (ACT-70) Aviation Education Program and the Visitors Program teamed up to offer approximately 60 school-aged children an opportunity to come and spend the day at the Center. The groundhog saw his shadow along with these kids at the Center.

One letter of thanks was received from **Danny Sims** (ACT-320), who wanted to thank the personnel who took the time to explain and demonstrate their jobs: "It was quite eye-opening to my sons and allowed them a glimpse of possible career opportunities."

Many people made this day extremely educational and I'd like to thank first the shadowcasters for taking the time out of their busy day, the Coast Guard's Lt. Durr, AST Mike Stallard, PO Amy Spaw, PO Chris Kluyber, PO John McGowan, ACT-370's pilots, **Keith Behl**, **Theos McKinney**, **Larry VanHoy**, ACT-200's Airway Facilities Tower Integration Lab (AFTIL), **Chinita Roundtree-Coleman**, **John Aschenbach**, **Bill Vaughn**, **Dan Leary**, **Bernie Garbowski** , **Roger Bawgus**, **Joan Carpenter**, **John Wilks**, **Les Hancock**, **Ben Gottlieb**, **Dan Delaney**, **Rod Bourne**, and ACT-70's **Carolyn Pokres**, **Lana Haug**, **Ginger Cairnes**, **Karen Cicatiello**, and **Carleen Genna-Stoltzfus**.

Everyone who participated helped to broadened the minds of the students who were a part of this event -- you made a difference!

HEADQUARTERS HEADLINES

FAA Moves to Enhance Runway Safety. On March 14, Administrator Garvey announced new initiatives to enhance runway safety.

These actions are aimed at reducing incidents when aircraft come too close either to each other or to ground vehicles at airports. The initiatives include a series of workshops that will be held around the country to produce regional and local plans to reduce runway incursions. These workshops will be followed by a national summit this summer. The FAA is also initiating a program for pilots involved in such incidents that will help determine the root causes of such events.

The new initiatives include:

- A series of regional meetings around the country in the next 3 months. Under the auspices of the FAA, these meetings will bring together airlines, airports, organizations in the general avi ation community, pilots and air traffic controllers to develop additional ways to reduce run way incidents at airports in the region.
- A national summit in June to share results of the regional sessions and to review current efforts in human factors and new technologies.
- A one-year program to encourage pilots who have been involved in runway incursions to discuss the incidents with FAA safety inspectors. In return, the FAA, under most circumstances, would take only administrative action against the pilot when necessary.

These initiatives will support efforts already underway. Last summer, Garvey elevated the runway safety program in the agency to give it more visibility and authority to work with various offices in the FAA and the entire aviation community. John Mayrhofer, director, Runway Safety Program Office, is mounting a multi-faceted effort to reduce runway incursions. Peter Challan, the deputy associate administrator for Air Traffic Services, oversees the program at the executive level.

This expanded runway safety effort includes developing new procedures and heightening the awareness of pilots, controllers and airport vehicle drivers through increased education and training. The FAA also continues to develop and deploy airport surface radars, computer enhancements to them, and other technologies that will reduce incursions, prevent accidents and improve aviation safety.

The FAA is encouraged that members of the aviation community are working together to make progress in reducing the threat of runway incursions. While it is too soon to discern a long-term trend, some favorable trends are already beginning to emerge. In the last 7 months, there has been a 17 percent reduction in runway incursions compared with the same period the previous year.

President Unveils Severe Weather Plan andLaunches New Air Traffic Information Website. President Clinton, along with U.S. Secretary Rodney E. Slater and Administrator Garvey, have announced that the FAA and the aviation industry have launched a new effort to improve the flow of air traffic during severe weather, once again supporting his "people first" agenda. This severe-weather plan, which begins March 12 and will be fully phased in April 1, will maximize the use of available airspace, improve communications between FAA and the airline industry, and expand the use of new technology to help reduce delays.

"One of the biggest air traffic control challenges we face is warm weather thunderstorms that snarl air traffic and pile up delays," President Clinton said. "With the coming of spring, we have to remember that last summer's storms were some of the worst on record -- and our air traffic control system couldn't respond fast enough. That's not good for travelers and it's not good for our economy. Of course, when it comes to air travel, safety is the bottom line. In severe weather, flights will be canceled or delayed and passengers wouldn't want it any other way. But as we work to keep air travel as safe as it can be, we should also take every opportunity to make it as efficient as it can be.

The FAA and the airlines began working together in the fall of 1999 to develop a new approach to managing operations during severe weather conditions. With better technology, streamlined procedures and quicker decision-

HEADQUARTERS HEADLINES CONT.

making, the FAA foresees maintaining the highest measure of safety while at the same time working to reduce cancellations and delays.

Air traffic control system information will be available at a new FAA web address. The site is under construction and should be operational April 3. It will be accessible to travelers, commercial travel web sites and news organizations. For specific flight information, travelers should contact their airline.

Last year, air traffic delays were up 22.2 percent over the year before, in part because of severe weather. A review of the special weather notices broadcast by air traffic facilities shows five times more activity in 1999 than the previous 5-year average. Of the nearly 165 million operations handled last year, 374,116 experienced delays. Some 68.8 percent of the delays were attributable to weather. Some 11.8 percent of the delays were due to traffic volume, 4.7 percent to runway closures for construction or emergencies, 2.1 percent to problems with FAA equipment, and 12.7 percent to other causes.

Organizations participating in the severe weather initiative, in addition to the DOT's FAA and the National Air Traffic Controllers Association, include the Air Line Pilots Association, the Air Transport Association representing major airlines, the Airline Dispatchers Federation, the Defense Department, the National Business Aviation Association, the Regional Airline Association, the Air Force, and the Navy.

FAA Breaks Ground for Regional Air Traffic Control Facility. On March 6, the FAA held a ground-breaking ceremony today for a regional air traffic control facility to serve the entire Baltimore-Washington area. Located at Vint Hill in Fauquier County, Virginia, the new facility will improve both the safety and efficiency of air travel in the region.

Called the Potomac TRACON, the facility will consolidate terminal radar control facilities at four airports - Baltimore-Washington International, Dulles International, Reagan Washington National and Andrews Air Force Base - into one. The new Tracon (Terminal Radar Approach Control) will guide aircraft within about a 75-mile radius of Washington, DC. Each of the four airports will continue to be served by its existing control tower.

The Potomac TRACON is planned to be fully operational in May of 2002. About 250 air traffic controllers and technicians will work in the new building.

The new facility will be a 95,000-square-foot building on a 33-acre site. Total cost of the Potomac TRACON is an estimated $93 million. In December 1999, the FAA awarded a $24.6-million contract to Manhattan Construction Co. of Fairfax, VA, to build the facility.

NEWS FROM AROUND THE CENTER

Anne Harlan recently presented **Bill Sheehan** (ACT-7) a very special letter from Administrator Jane Garvey. In the letter, the Administrator expressed her appreciation for Bill's fine work supporting the FAA's Office of Dispute Resolution for Acquisition. Garvey noted that the office had established a reputation within the procurement community for creativity in employing Alternate Dispute Resolution practices to settle a majority of its cases and for fairly and efficiently adjudicating disputes that could not be settled. Bill works in the legal office at the Center where he enjoys a can-do reputation. In addition to his procurement expertise, he handles a variety of issues, including personnel matters, grant questions, and general litigation issues. In his spare time he is the office's answer to Bob Vila and "This Old House." He always has at least two home improvement projects in progress and has recently completed a course on welding. Bill lives with his spouse and three children in Wenonoh, NJ.

On January 30, **Eric Katz** joined AAR-500 on a 180-day

CENTER NEWS cont.

detail. He is working as an engineer in both the Aircraft Hardening and Air Cargo Security Programs. Before arriving at AAR-500, Eric worked in the Airport and Aircraft Safety Research and Development Division (AAR-400). He received his B.S. in Civil Engineering from Union College in 1984, and is a licensed Commercial Pilot and Certified Flight Instructor.

On February 22, **Diane Wilson** joined AAR-510 as a Computer Scientist. Diane has been working in AOS-520 as a Computer Specialist on the Voice Switching & Control System. She has been associated with the VSCS project for past seven years as test engineer, program analyst, and in operational field support. She has also been the training coordinator for the project. She is a member of the International Test & Evaluation Association and holds a Substitute Teaching certificate in the State of NJ. She has a B.S. in Computer Science from Richard Stockton College. She is presently enrolled in a Masters program with Embry-Riddle Aeronautical University for Aviation Administration.

On February 14, **Judy Huggard-Gallagher** joined AAR-500's Aircraft Hardening Program. Judy has just returned to work from maternity leave. Judy previously worked with the Grants Program and the Technology Transfer Program.

On January 7, **Raymond Popdan**, Loan Department Supervisor for the Tech Center Federal Credit Union, was inducted into the New Jersey Youth Soccer league Hall of Fame. Ray's interest in the sport began as a young boy while attending Girard College in Philadelphia. While at the school he earned the position of team captain. During his playing years, Ray played against numerous Philadelphia area high school teams as well as such prestigious schools as the U.S. Naval Academy and the U.S. Military Academy at West Point. More recently, Ray coached youth soccer and was a member of the Board of Directors of the Monroe Township Youth Soccer League in Williamstown, NJ. He also served as President of the Gloucester County Soccer League, and was the league representative to the New Jersey Soccer League. During his tenure with the State League, he served on numerous committees, including the Budget and Grievance Committees. He continues to serve as the County's Representative to the State League.

Ray is a Registered U.S. FIFA Youth and High School Referee and is very active in this endeavor. He is also a Referee Assignor and a Licensed Referee Instructor. In 1999 he served as the State Assignor responsible for referee assignments for all State Cup games. One of his many accomplishments included founding and implementing Gloucester County's Youth Referee Mentoring Program. He is still very involved in that program. Congratulations Ray on your many achievements in advancing the sport of soccer in New Jersey.

At the Ninth Annual Student of the Year Awards ceremony, the Department of Transportation (DOT) honored the most outstanding students from participating University Transportation Centers for their achievements and promise for future contributions to the transportation field. Secretary Rodney Slater, joined by Research and Special Programs Administration (RSPA) Administrator Kelly Coyner and Deputy Secretary Mortimer Downey, presented awards to 29 students from various universities throughout the country. Traditionally, all awardees have been affiliated with the DOT University Transportation Centers program, administered by RSPA. This year, in the spirit of "One DOT," the Department honored a student from a FAA Air Transportation Centers of Excellence (COE), **William D. Hall**, Ph.D. Hall is from MIT, a core member of the Center of Excellence for Operations Research. The ageny's COE progam is managed by the Airport and Aircraft Safety Research and Development Division (AAR-400).

THE BIG MOVE

In December of 1997, the South Jersey Transportation Authority (SJTA) and the FAA executed a Memorandum of Agreement (MOA). This agreement was a major step forward for the SJTA in its development of the Atlantic City International Airport. Part of that development called for the construction of a new parking garage facility on the airport property. This step would also bring change to the radar installations located here at the Tech Center.

Building 269 radar installations would not be able to remain in place once SJTA completed construction of the garage. To maintain the usability of the radar units, and to provide for the safety of the airport passengers, the radar units would have to be relocated.

A new site, Building 270, was selected as the new home for these installations, and soon preparations for the move were underway. **Jerry Deibel**, **Tom Bratton**, and the ACT-410 team, were responsible for the relocation of all the radar systems, and **Ken Turner**, **Ralph Stover**, and the ACT-600 team, were responsible for the rehabilitation (both the design and construction management) of the interior spaces of Building 270.

The move would not be an easy task. The Building 269 site already supported several radar systems. The ASR-9 radar and MODE-S beacon system, with their respective antennas mounted on top of a 47-foot tall tower, provided significant support to AOS field operations. An ASR-7 radar system, with its antenna mounted on a 17-foot tall tower, also located in the building and scheduled to become non-operational, needed to be moved.

In addition to these radar systems and towers, Building 269 also housed the subsystems needed to support the operation of the radar units. All of this, the towers, the antennas, radar systems, the subsystems, and the ACT-410 and AOS-260/270 employees who resided in the building would have to be relocated to Building 270.

It is now over 2 years since the execution of the original MOA and the daunting task of relocation is nearing the end. The relocation of all the radar systems began January 13, 2000, and is expected to be completed by the end of March 2000.

Under the surveillance of ACT-410 personnel, the ASR-9 radar and MODE-S beacon systems have now been relocated to Building 270, and their respective antennas have been mounted on a newly erected 57-foot tall tower.

This tower has a story of its own to tell. This is not the old Building 269 tower. It is, in fact, a 47-foot tower relocated from Austin, Texas, and subsequently erected and extended on site to accommodate the ASR-9 unit. Raytheon had the responsibility to relocate the tower.

The old 47-foot tower from Building 269 has also been brought to the Building 270 site and erected on the site. For the time being, this second tower will remain idle, but will become operational again in the future as soon as another ASR-9 and MODE-S become available.

Along with the equipment, space was established for the ACT-410 radar technicians to support their mission of radar maintenance and operation. A portion of Building 270 was also reconfigured to house a number of AOS personnel -- the 21 AOS employees previously housed in Building 269 as well as AOS-260 and AOS-270 employees, permitting the co-location of approximately 53 AOS personnel in this newly rehabilitated office space.

EXPLAINING DARTS

The Distributed Accounting and Resource Tracking System (DARTS) is the product that resulted from the findings and recommendations of the Financial Applications Review Report that addressed redundant agency financial systems. DARTS combines the functionality of theTech Center's Budget DAFIS Download System (BDDS) with that of the Aeronautical Center's Facts and Figures Quick (FAFQ), and Headquarters DocFims Systems.

DARTS is a web-enabled regionally distributed database system that provides several reporting and querying capabilities using the nationally distributed Departmental Accounting and Financial System (DAFIS) transactions. This system is implemented on the FAA's Financial System's Intranet. DARTS can be accessed through Internet Explorer or Netscape web browsers. DARTS provides quick and easy access using regionally distributed DAFIS MIR data. This data is updated daily with all successfully processed transactions from DAFIS the previous day.

DARTS was designed and developed at the Tech Center for the FAA Headquarter's Office of Financial Management's Financial Policy, Systems and Reports Division (AFM-300). The National Program Manager is Marty Finkelstein (AFM-300), the technical development team consists of employees from the Financial Management Division (ACT-30), the Information Technology and Services Branch (ACT-550), and the Application Systems Division, AMI-200. The team members include National Project Manager **Cari Eisele** (ACT-30), **Rob Gross** (ACT-30), **Susan Lake** (ACT-550), **Debra Levey** (KENROB - ACT-550), **Ernst Seider** (ACT-550), **Jodie Griffin** (AMI-200), **Jimmy Ipock** (AMI-200), and **Lee Overstreet** (AMI-200).

DARTS is currently operational at four regions/centers: Headquarters, Tech Center, Eastern Region, and New England Region. The FAA plans to have the remaining eight regions/centers operational by the end of May.

Minimum Workstation Requirements for DARTS:

Hardware
- 80486 PC
- 8Mb Memory
- FAA Intranet Network

Connectivity

Software
- Internet Explorer or Netscape

Development Platform

Microsoft's Active Server Technologies (Active Server Pages
- Active Messaging, Active Data Objects, and Active Directory Services)

Microsoft's NT Operating System

Microsoft's SQL Server

Microsoft's Visual Interdev

Visual Basic 5.0

DON'T FORGET

Please try to get *Intercom* submissions (article, photos, ideas) to Terry Kraus via email by the second Tuesday of every month.

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