



INTERCOM

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Anne Harlan Honored

On March 19, the D.C. Chapter of the Conference of Minority Transportation Officials presented Anne Harlan one of this year's Salute to Women in Transportation Award. This national award recognized women who have made outstanding contributions to the transportation industry and/or directly contributed to the advancement of women and minorities in transportation, or to the education of youth seeking careers in the industry. Anne's nomination stressed she "actively supports the employees, the special emphasis programs, and employee associations at the Technical Center and allows them to work together with the management team and employees striving to make the Technical Center a better place to work." The Chapter agreed, selecting Anne for "her leadership, dedication and professionalism . . . hallmarks of excellence that set her apart from the competition." Congratulations,

NCMA Comes to The Tech Center

The National Contract Management Association (NCMA) has accepted an application to establish a local NCMA Chapter in South Jersey. Staff members at the Tech Center initiated and achieved the requirements necessary to petition for this Chapter.

The basic purpose of NCMA is to foster professional growth along with the educational advancement primarily of members and other individuals in the private sector (including industry and professional firms) and the public sector (including federal, state, and local government) who are engaged in or associated with any aspect of the field management of contracts, which for purposes of the Association, shall include all types of instruments

involving expenditure of public or private funds. The types of instruments include contracts, subcontracts, grants, assistance agreements, and leases.

Additional purposes of NCMA are to provide for interchange of information among its members, to conduct research in the field of management of contracts, to provide and maintain standards of proficiency and ethics, to encourage an increasing professional attitude toward contract management and procurement, and to unite all persons interested in the profession toward the fulfillment of these purposes.

"Contract management" is defined as professional experience in all forms of contracting with federal, state, county, or city government, commercial, international, industry, and academia. That experience may be in procurement, production, quality control, engineering, negotiation, contract administration, termination, auditing, program management, property management, data management, logistics accounting, legal, pricing, general management, management systems, and like functions. In other words, contract management includes everyone on the acquisition team.

The new Chapter has elected Pro Tem officers: Grace Kelly (ACT-51), President; Melissa French-Gates (ACT-50), Secretary; and Sonny Phiffer (ACT-50), Treasurer. The members intend to elect officers for the next term, which begins in June and select a name for the Chapter.

Monthly meetings are the fourth Wednesday of every month at noon. Membership is highly encouraged for all involved in contract management. Please feel free to attend the meetings; and if you wish to join the Chapter, please contact any of the pro tem officers or Anna Marinaro (ACT-51) 485-4081.

Process Improvement in Action

A lot has been written lately about the FAA-Integrated Capability Maturity Model (iCMM) and the importance of documenting our processes so that we can improve them.

Most ACTers are aware that the Tech Center has committed to meeting a Level 2 in four process areas (transition, configuration management, contracts management, and system test and evaluation) by September 1999. Little if any, however, has been written about the actual experiences of those doing process improvement.

Level 2 is the level addressed by ARA Goal 10 -- ARA has a milestone to be a Level 2 in 9 process areas by December 1999. A Level 2 is measured by meeting capability and maturity standards as specified in the FAA iCMM.

Bud Hanlin, Oceanic Systems Branch Manager (AOS-340), is an example of a manager who is fostering process improvement in his branch. Hanlin, who four or five years ago was introduced to process improvement through the AOS Gemini program, believes managers have to be enthusiastic and committed to process improvement.

He wasn't always so convinced, he explains. There was a point when he felt that process improvement would never work and was being inappropriately forced by upper management. His experience has taught him that process

improvement is an exercise in futility unless you really mean it. And he adds, "It's taken me a couple of years to mean it."

"In general people know what they do, but they don't always have it written down," Hanlin says. He relates the story of a cook who has prepared a particular entrée at a restaurant over a long period of time. Even though he cooked the same dish many times, he was required to look at the recipe every time he cooked it so the product was never compromised. "If you can condition yourself to look at your process every time you do it, it's good," he says. "It takes discipline, but in the technical arena we can't afford to do it wrong and we certainly don't have time to do it twice."

Hanlin has integrated process improvement into his branch by putting it in his employees' performance appraisal. They are required to document and show the process they are using as part of their job. The results? "They all did it," he explains, "although some of the processes were more robust than others."

One of the benefits his branch has realized is that they now have documented processes that can be put in a repository so that they are available to anyone who has to do the job. Another advantage he has found is that having processes documented is a selling point to the IPT. "We can show them we have our processes intact," Hanlin said.

AOS 340, in conjunction with Angel Hassan-Miller, Acting Manager, ACT-240, recently held

an Oceanic team offsite to discuss process improvement and some of their lessons learned. "The two most important words I heard in the meeting were 'enforcement' and 'communication'. This iCMM/process improvement task will never work without continual use of both words," Hassan-Miller said.

The branches worked together to produce a handbook (process asset library) of processes and procedures. Each process will be assigned an owner, a peer reviewer, and a date for completion. The owner/reviewer will add a signature line and sign off for historical purposes. Eventually the handbook will contain the baselined Oceanic processes and a resource will be assigned to manage the entire book. If someone wants to amend a process, the same cycle will be followed.

There have been obstacles, Hanlin explains. "One of the drawbacks is that people often have a different style of writing and expressing themselves. We are working hard not to let 'wordsmithing' hinder our progress. Another process improvement problem that has surfaced is knowing when to tailor an existing process, overhaul it, or start from scratch."

As a manager, Hanlin is convinced that it is important to hold those responsible for a particular process accountable for the results and quality it produces. "You need to use these processes in your daily work and hold each other (and contractor support)

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accountable," he said.

AOS-340 and ACT-240 had another process offsite on March 11. At this meeting they continued to work the issues to define the 15 processes selected for documentation. And to ensure success in this effort, Hanlin and Hassan-Miller believe it will be their job to hold employees accountable and ask and keep asking, "did you go through the process?"



Performance Management Reminders



Bargaining Unit Employees

The current performance appraisal rating cycle for bargaining unit employees in ARA will end on March 31, 1999. Supervisors may begin communicating final ratings to employees immediately. As you know, supervisors are responsible for timely completing performance appraisals for all of their employees. This means meeting with your employees and communicating to them both the standards for the upcoming rating cycle and the rating for the recently completed cycle. A rating is not considered complete until you have communicated it to the employee.

Please be sure that each of your employees is given a photocopy of his/her completed appraisal. The original document should be sent to ACT-10. All ratings for ARA bargaining unit employees must be submitted to ACT-10 by COB Friday, May 28.

Non-Bargaining Unit Employees

Under the ARA Performance Management Program, managers and employees are responsible for initiating/requesting periodic coaching and feedback sessions. We encourage frequent coaching and feedback sessions concerning employees' performance. These discussions should be documented on the front page of the ARA Performance Appraisal Form.

**For additional information or assistance, contact:
Susan Linardo (ACT-10), extension 6648, or
Patty Dollin (ACT-10), extension 6616.**



Who Is This ACT Manager????

Number of years in the government? *16 years.*

What's the best thing about your job? *I experience something different each and every day.*

The worst thing? *The number of meetings that I have to attend and unfortunately I have to call some of the meetings.*

Why do you like working at the Tech Center? *It allows me to apply science in a constructive way that can benefit society in a positive manner.*

Life before the Tech Center? *Life before the Technical Center was spent in the back seat of a helicopter in the middle of some dessert with my face pressed into the hood of an oscilloscope or spectrum analyzer flying in circles or figure eights developing and testing electronic countermeasure systems.*

Smartest career move? *Getting out of the defense industry when I did.*

Favorite vacation spot? *Anywhere where there are lots of woods, fresh clean air, and someplace to fish and just enjoy the basics of life.*

Hobbies? *Backpacking, fishing and camping.*

Last book read? *Net Force by Tom Clancy.*

Magazines read? *Log Homes, PC Magazine.*

Proudest moment? *My daughter opening Elete Models "Look of the Year" in Nice, France, and my son receiving his Eagle Scout Award.*

Lifelong ambition? *To be happy, continue to learn, help others and share a good, yet simple life style with friends and family.*

People are surprised to learn . . . *that I would like to open a Bed and Breakfast with an outdoors theme when I retire.*

ANSWER ON PAGE 12



Headquarters Headlines

FAA Updates Blueprint for NAS Modernization

Continuing the FAA's strong effort to modernize the Air Traffic Control system, on March 8, the agency announced improvements to its National Airspace System (NAS) plan. The plan, NAS Version 4.0, is the result of the agency's intensive work with industry partners to address the growing demands in the aviation system. The plan contains capabilities, technologies, and systems to enhance the safety of the U.S. aviation system and provide users and service providers with more efficient services. It is based on the Free Flight operational concept, in which pilots may choose the most efficient and economical routes to their destinations rather than use prescribed routes. The Blueprint and Version 4.0 will be updated in response to changing needs, research results, new technology, and funding. The 385-page document and a summary called Blueprint for NAS Modernization are on the FAA web site (www.faa.gov/nasarchitecture).

FAA Issues Year 2000 Progress Report. On March 4, the FAA released its latest numbers regarding the progress of work being done on its computers to ensure they properly recognize the year 2000, or Y2K. To date, all FAA systems requiring Y2K repairs have been renovated and are now in the process of being tested. FAA deadlines mandate that all systems are tested by March 31, and the agency is on track to meet this target. Of the 65 mission critical Air Traffic Control systems requiring Y2K repairs, 57— or 88 percent —have completed individual system testing. All FAA systems are scheduled to be implemented as Y2K compliant by June 30.

FAA Holds 24th Annual Commercial Aviation Forecast Conference. The 24th Annual FAA Commercial Aviation Forecast Conference was held in Washington, D.C., on March 24-25. The theme of this year's conference was "The Demand

for Commercial Aviation Services in the 21st Century." The event coincided with the agency's annual release of its *FAA Aerospace Forecasts Fiscal Years 1999-2010*. Featured speakers included: Sen. Jay Rockefeller, D-W. Va., Rep. Bud Shuster, R-Pa., Administrator Jane Garvey, and Gordon Bethune, chairman and chief executive officer of Continental Airlines. The first day's schedule included three panels addressing aviation issues such as drivers of aviation demand, aviation demand forecasts, and aviation supply forecasts. Day two of the event included breakout sessions addressing demand and supply issues from the perspective of large air carriers, regionals/commuters, and airports. Participants came from industry, government, labor, media and academia. The Airport Council International-North America co-sponsored the event.

FAA Orders Inspections of Fuel Tank Wiring on Boeing 737's.

On March 3, the FAA ordered operators of certain Boeing 737 aircraft to inspect and correct potential chafing of float switch wiring in the center fuel tank. Wire chafing caused by vibration could potentially provide an ignition source inside the fuel tank. The Airworthiness Directive (AD), effective March 18, requires operators of Boeing 737-100, -200, -300, -400 and -500 aircraft to inspect the wiring for the direct current powered float switch which prevents the fuel tank from being overfilled. It automatically closes the fueling valve when the fuel tank is nearly full. The agency is requiring removal and inspection or deactivation of the float switch prior to an aircraft accumulating 30,000 total flight hours or within 30 days. There are 2,984 aircraft in the worldwide fleet affected by this AD, 1,181 of which are U.S.-registered. Most major U.S. airlines operate the affected aircraft.

FAA Orders Inspections of Lap Joints on Older Boeing 727's.

On February 18, as part of the FAA's ongoing aging aircraft program, the agency has ordered operators of 1,000 older Boeing 727 aircraft to inspect lower skin panel lap joints for fatigue cracking and make any necessary repairs.

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The Airworthiness Directive (AD) is prompted by reports of fatigue cracks in four Boeing 727s operating in the commercial fleet. The AD applies to Boeing 727-100, -100C, -200, -200F, and 727C aircraft. The average age of these aircraft is 25 years, or approximately 38,000 flight cycles. Each Boeing 727 accumulates about 1,500 flights each year of service. Operators must perform repetitive visual inspections of portions of lower skin lap joint within 15 days or 50 flight cycles, whichever occurs first. The inspections must be performed prior to accumulation of 40,000 total flight cycles. In addition, repetitive low frequency eddy current inspections must be performed within 60 days or 300 flight cycles to detect potential small cracks in the fuselage. These inspections must also be performed prior to the accumulation of 40,000 total flight hours. The inspections may be performed within 600 flight cycles if work has already been completed per a previous AD that ordered similar inspections of certain older 727s. Worldwide, 1,516 Boeing 727s are affected by this AD, 1,000 of which are U.S.-registered.

Aviation Training Symposium in 1999 an International First. The FAA Academy will host the International Aviation Training Symposium September 28 - 30, 1999, in Oklahoma City. The theme of the symposium, designed to enhance international aviation safety, is "Aviation Training

for the 21st Century." The symposium will feature the latest technology, standardization of training models and methodologies, and international aviation training funding strategies. Exhibition space will be available to private firms and organizations to feature equipment, products, and services related to international aviation training. Issues to be discussed include: funding strategies in support of aviation training, and training for new technologies, such as the Global Positioning System (GPS), and Communication, Navigation and Surveillance in Air Traffic Management (CNS/ATM). Also in focus will be creative and innovative training methods including Computer Based Instruction, Interactive Video Teletraining, and the Internet. Aviation training opportunities by and through the U.S. government, U.S. industry, the International Civil Aviation Organization (ICAO), and others will be discussed. Effective evaluation of training, the necessity for regional training programs, and resource sharing of instructors, materials, facilities, and equipment will also be topics. Additional information about the International Aviation Training Symposium, including delegate enrollment forms and an e-mail link for comments, may be found at the symposium web site: www.iats.jccbi.gov.

Technical Center Hosts Aviation Subcommittee Chairman

On February 8, House Aviation Subcommittee Chairman John Duncan (R-TN), Frank LoBiondo (R-NJ), and Administrator Jane Garvey toured the Tech Center. The group toured key facilities, such as the Fire Safety Research Facility, National Airport Pavement Test Facility, Aviation Security Laboratory, and National Satellite Test Bed, and received an overview of major programs, such as DSR, STARS, HOCSR, WAAS, and the National Safe Skies Alliance.

This was Chairman Duncan's first visit to the Tech Center, and he had very positive comments about the day. "I think the work that goes on here is very, very important and I have been very impressed," he said. Administrator Garvey also had glowing comments, calling the Tech Center the "jewel in the FAA crown," Garvey said "everything this wonderful Technical Center does is geared toward advancing safety, system efficiency and security, the three very important missions of the FAA."

Comings and Goings in AAR-500

Al Mercado (AAR-520) has resigned to continue his education at Columbia University.

Linda Mulik (AAR-520) has accepted a position at the Federal Deposit Insurance Corporation in Tampa, FL.

Division secretary Therese Brennan accepted a detail in AAR-540 to help with the processes and procedures to schedule lab facilities and access control.

Patti Ireland Long is detailed as the acting Division secretary.

Sharon Zari and Wendy Handel, secretaries from Naval Air Warfare Center in Lakehurst, are detailed as branch secretaries for 6 months to 1 year.

John Tye, employee at the Naval Air Warfare Center in Lakehurst is on a one year detail. John is on the ISO 9000 Certification, CTX 9000 delivery coordination, Bldg. 315 construction projects, and SOC coordinator.

Patty Reichenbach and Sharon Moore, former AAR-201 employees, have joined the division.

We are sad to announce that Dr. P K Bhagat passed away in the hospital, January 31, 1999. We will miss him.

AAR-201 Reorganization

The Research and Technology Applications Office (AAR-201) was recently disestablished because of an inadequate R&D budget and a higher priority need for those resources within the FAA's R, E&D program. AAR-201 functions, however, are being continued within other ACT and AAR organizations.

The FAA's Aviation Research Grants Program Office now comes under ACT's Logistics Division (ACT-50). This has been a seamless transition, with the grants team continuing the high quality work the entire agency has come to depend on. Although this is an agency-wide program, the team will continue to be physically located at the Tech Center. If you have any questions regarding the grants program, feel free to contact anyone in the grant's office:

- * Clare J. Nanni, Grants Officer, (609) 485-6970;
- * Barbara B. Fuller, Grants Officer, (609) 485-4919;
- * Trudy Gray, Program Analyst, (609) 485-4781;
- * Judy Huggard-Gallagher, Program Analyst, (609) 485-4368;
- * Colleen Peranteau, Program Specialist, (609) 485-5652;
- * Deanna Super, Program Specialist, (609) 485-4424.

The Technology Transfer Program, another agency-wide function, will now report to AAR-

400 to continue its major accomplishments and successes through the use of Cooperative Research and Development Agreements (CRDA). For assistance you can reach the Technology Transfer Program Manager Jennelle Derrickson at (609) 485-5096 and Program Specialist Marie Denan at (609) 485-5276. Oversight of the Technology Transfer Awards program has been transferred to AAR-1, for information concerning the awards program, please contact Terry Kraus at (202) 267-3854.

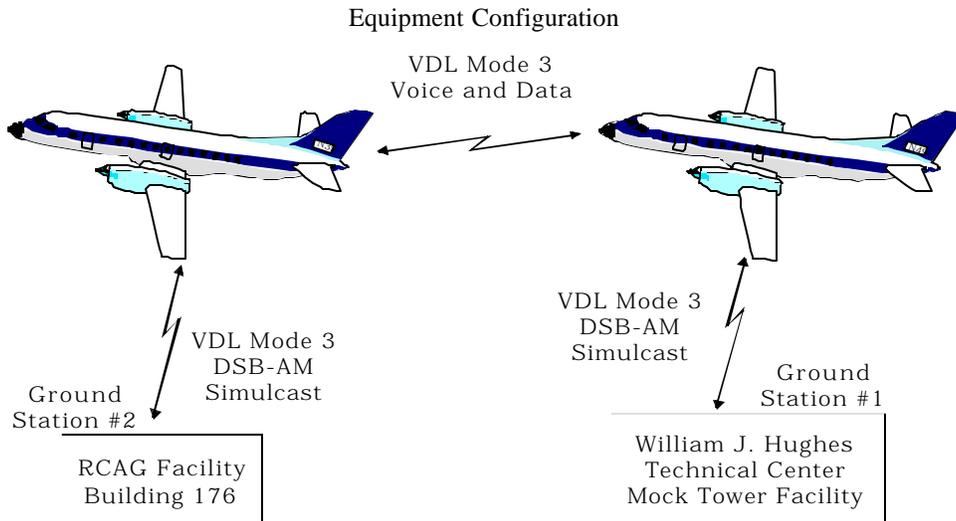
AAR-400 also welcomes former 201 employees, Jim Lignugaris and Stacie Graves. Jim's new duties include web support and work with AAR-400 publications, while Stacie is the new AAR-421 section secretary and is now located in Building 210. Jim's phone number is (609) 485-4431, and Stacie's new phone number is (609) 485-4136.

Jim Remer, Patti Reichenbach, and Sharon Moore are now AAR-500 employees. Patti and Sharon are now program analyst, and Jim will work as an electronics engineer. They too still have their same phone numbers.

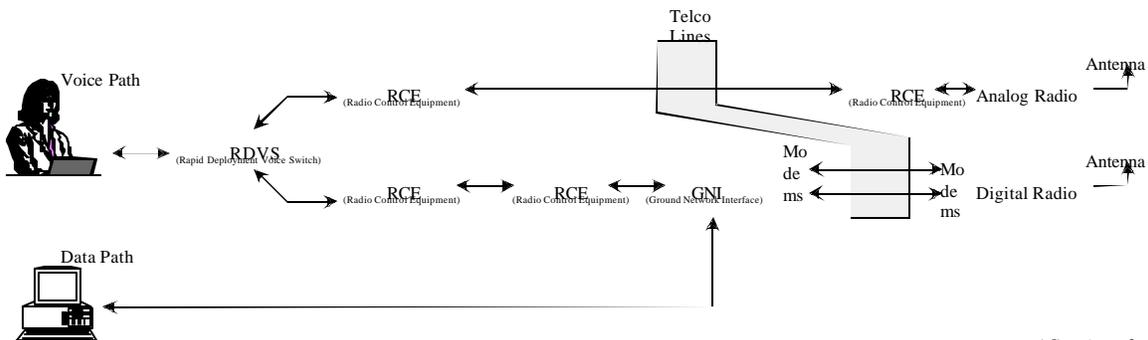
Dr. Fred Snyder has been reassigned to AAR-200, although he will remain stationed at the Tech Center. Primary among Fred's new duties is to help coordinate the establishment of a graduate education, applied research and technology development consortium for national and international airspace and aviation systems.

VHF Data Link Mode 3 SARPS Flight Testing

The Tech Center, in concert with MITRE's Center for Advanced Aviation System Development (CAASD), has successfully completed flight validation testing of the VHF Digital Link Mode 3 (VDL-3) system. The testing was conducted at the WJHTC during the first two weeks of February, and consisted of multiple airborne and ground radio stations, outfitted with Next Generation Air/Ground Communications System (NEXCOM) prototype radios built by MITRE. This testing completes the technical validation procedures required by ICAO for formal submission and adoption of VDL-3 Standards and Recommended Practices (SARPs) by the Air Navigation Commission.



The test setup at the Tech Center consisted of two ground stations separated by approximately 5 miles, located in the NEXCOM Integration Lab in the main building and in the remote experimental RCAG site (Bldg.#176). The airborne radio platforms were WJHTC aircraft N-39 and N-49. Both aircraft are specially modified and upgraded Convair 580 airliners. All instruments including navigation and communication components have been recently upgraded to current technologies, and the cargo area of each Convair was configured for the simple swapping of test equipment via a removable rack system. The NEXCOM program has previously used these aircraft on several flight tests supporting the evaluation of digital voice encoder/decoder (Vocoder) technology. For this latest VDL-3 SARPS validation flight testing, the NEXCOM technical team limited its evaluation to these two aircraft; however, future test strategies include potential military and airline involvement in order to exercise the full system capacity. The ground stations were configured using components from the existing NAS infrastructure as shown below:



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Simple Ground Station Connectivity

The operator interface for the ground station was the Rapid Deployment Voice Switch (RDVS). The output of the RDVS was processed through standard Radio Control Equipment (RCE) and telephone lines to simulate an actual field installation. As indicated in the simplified ground station connectivity diagram, the test setup contained both analog AM radios as well as MITRE prototype Time-Division-Multiple-



VDL Mode 3 Ground Check-Out

Access (TDMA) radios configured so that there would be a simulcast of all voice transmissions. A simulcast setup was installed at each ground station and airborne platform. This enabled direct comparison of the digital radio's voice performance to that of the current generation of AM radios fielded by the FAA.

Members of the Air Traffic Controller Panel, which has been working with the NEXCOM team on digital display voice quality, participated in the flight-testing. The panel members favorably reviewed the voice operations of the complete digital radio system. In addition to illustrating the voice quality of the TDMA digital radio, more advanced features were demonstrated, such as the ability of controllers to override an aircraft's transmission in case of a "stuck mic"

condition (members of the ATC panel indicated a keen interest in this feature). The time division nature of the system allows for a single 25kHz channel to be shared between four independent users. These four "slots" can be configured to transmit voice or data; this functionality was demonstrated by sending text messages and data files, while at the same time reading sample ATC phrase scripts.

The testing exercised both the datalink and digital voice capabilities of the VDL-3 system. While ACT-330 and CAASD personnel evaluated the detailed datalink protocol aspect of the system, air traffic personnel from ATO, ARS, and NATCA conducted the evaluation of the digital voice portion of the system. Formal test reports will not be completed for some time, however, participants reported very positive observations on all aspects of system operation.

The VDL-3 system is the heart of the FAA's NEXCOM acquisition program. When fully integrated into the existing air/ground communications system, it will provide the path for datalink in the form of Controller to Pilot Data Link Communications services and new digital voice communications control functions, such as controller override. The system under test at the Tech Center included both the VDL-3 radio and the ground network interface prototypes developed by MITRE. These prototype, along with industry-developed voice encoders and Aeronautical Telecommunication Network interface software developed at the Tech Center, have been the drivers for the VDL-3 standards development activity for the last several years. Completion of this testing paves the way toward a technical recommendation for VDL-3 ICAO SARPS adoption by the Aeronautical Navigational Commission in September 1999.



VDL Mode 3 Voice/Data Test Set-Up

FEGLI 99 OPEN ENROLLMENT PERIOD

President Clinton signed the Federal Employees Life Insurance Improvement Act (Public Law No. 105-311) on October 30, 1998. This Act makes significant changes to the Federal Employee Group Life Insurance (FEGLI) Program. The information below briefly describes the FEGLI open enrollment period required by the act. The Human Resources Management Division, ACT-10 will be providing more information concerning the FEGLI Program prior to and during the open enrollment period, which will be held from April 24, 1999, through June 30, 1999.

Who is Eligible to Participate in the Open Enrollment?

All active federal employees are eligible to participate, except those who are in a position that is excluded from FEGLI coverage by law or regulation. Employees in a non-pay status (including employees receiving workmen's compensation during their first 12 months in nonpay status) may participate, but any coverage they elect cannot become effective until they are back in a pay and duty status. Annuitants cannot participate unless they are reemployed in a position in which they are eligible for coverage.

What Kinds of Elections Can I Make during the Open Enrollment Period?

During the FEGLI 99 open enrollment period you can elect any life insurance that you don't currently have.

Is There Anything New Available during the Open Enrollment Period?

Yes. Until now, Option C coverage, which is coverage on your eligible family members, was limited to \$5,000 for your spouse and \$2,500 for each eligible child. You can now elect up to 5 multiples of those amounts, making the maximum amounts available \$25,000 for your spouse and \$12,500 for each eligible child. You have to elect the same number of multiples for each family member.

When Will My New Coverage Go into Effect?

Coverage elected during the open enrollment period will become effective the first pay period beginning on or after April 23, 2000. You have to be in pay and duty status during the pay period before the coverage becomes effective. For full-time employees, the amount of pay and duty status required is 32 hours. Employees who are not full-time should check with the Human Resources Management Division, ACT-10.

Will I Have to Start Paying the Premiums for My New Coverage Right Away?

No. You don't have to start paying the premiums for your new coverage until it goes into effect in 2000.

What If I Don't Want to Change My Coverage? Do I Have to Do Anything?

No. If you don't want to make any changes, you don't have to do anything. You will keep exactly what you have now.

What Do I Have to Do If I Want to Elect More Coverage?

You will receive information about the FEGLI Program: a revised FEGLI Booklet (RI 76-21) and a special FEGLI 99 Open Enrollment Period Pamphlet (FE 74 A). If, after reviewing the material, you decide you want to elect more coverage, you must complete a special FEGLI 99 Open Enrollment Election Form (RI 76-27), which you can get from ACT-10. You must fill out the form showing ALL coverage that you want, not just the new coverage.

Will I Be Able to Continue this New Coverage If I Retire?

To continue FEGLI coverage when you retire, you must retire on an immediate annuity and you must have had the coverage for the 5 years of service right before you retire. If you don't have the coverage for 5 years, you can continue it if you've had it since your first opportunity to elect it. For instance, if you elect Option B during the open enrollment period, you will have to have it for 5 years before you retire in order to continue it. This

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is because the open enrollment period wouldn't be your first opportunity to elect Option B; you could have elected it when you first became eligible for it. However, since multiples of Option C coverage never were available before, this open enrollment period is your first opportunity to elect them. If you do so and retire anytime after these additional multiples go into effect in 2000, you will be eligible to continue the coverage when you retire, as long as you meet the 5-year requirement for your previous Option C coverage.

If you need further information or assistance, contact Lana Haug (ACT-10), Benefits Specialist, at 485-6621. You can also obtain information from the Office of Personnel Management's FEGLI web site: www.opm.gov/insure/life

Digital Airport Surveillance Radar Testing Continues in '99

ACT-310 personnel, Tom Healy (Test Lead), Ron Weber, Jeff Boldridge, and Michael Prata (Technical Program Lead), are currently performing development tests that will initiate NAS fielding of the FAA's first digital airport surveillance radar (DASR or ASR-11). The system consists

of both primary and monopulse secondary surveillance technology, jointly configured as a terminal airspace system.

The development tests are currently being conducted at: the Raytheon Inc., facility in Waterloo, Canada; the Cossar (Raytheon) facility in Harlow, England; Eglin AFB, Ft. Walton, FL; and the Tech Center. These tests address the primary and secondary surveillance portions of the system respectively.



Digital Airport Surveillance Radar (ASR-11) Antenna

The DASR is intended to replace both the aging analog terminal airport surveillance model 7 and 8 radars with new digital radars. Both the ASR-7 and ASR-8 are analog radars, which have inadequate weather detection capabilities by today's standards. In addition, the new Standard Terminal Automation Replacement System (STARS) will require digitized radar suitable for use in air traffic control facilities.

The DASR (or ASR-11) provides digital surveillance radar

data and 6-level weather. This program is a joint FAA/ Department of Defense (DoD) acquisition between the FAA and the United States Air Force (USAF), with the USAF providing the program acquisition leadership. The FAA is procuring



Digital Airport Surveillance Radar (ASR-11) System

112 systems and the DoD is procuring 53 systems.

Post-development (DT&E) period Operational Tests (OT&E Testing) are scheduled to be conducted at Stockton, CA, in calendar year 1999 as a precursor to Independent Operational Test

Recognizing a COE Partner

While on a recent tour of the midwest, Secretary Rodney Slater formally acknowledged Wichita State University's (WSU) role in the Airworthiness Assurance Center of Excellence (AACE).

The Secretary presented a bronze plaque to recognize WSU as a core member of AACE, a research structure that represents over one hundred academic, industry, and other government affiliates.

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Administrator Garvey and Secretary Slater congratulate Wichita State University's Dr. Fred Sudermann (2d from left) and Dr. Ramesh Agarwal (2d from left).

During the presentation, Secretary Slater stated, "these are valuable exchange relationships - all focusing on making tomorrow's skies safer, and allowing for a richer, more diverse approach to solving critical aviation safety problems." He also noted that "Center partnerships assure that we have access to the best minds in the country as we work together to enhance air transportation safety through technological advances." He commended WSU for their leadership role in these efforts.



Who Is This ACT Manager???

Dennis L. Filler,
Division Manger,
NAS System Engineering
and Analysis Division
(ACT-500)

Dennis performing with a
local boy scout troop

William J. Hughes Technical Center

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