

Remembering

By Stan Ciurczak

We honor the memory of our former colleagues and friends. May they rest in peace.

Funston Brock Bowles, Jr., passed away at home (Lutz, FL) on September 16 at the age of 59. He served in the U.S. Air Force before working for the FAA Technical Center as an electronics technician. He also was a former employee of the Atlantic City International Airport. His wife, Kriss, his mother, Susan Bowles, and two sons survive him.

Louis William Curcio died on August 17 at the age of 76. He served in the U.S. Marine Corps and the Hudson County Police Department before joining the FAA. He was a communications specialist at JFK International Airport, and later became an air traffic controller at the Technical Center, where he worked for

25 years before retiring from the FAA. Curcio also served on the Board of Education for the Greater Egg Harbor Regional High School District for many years, and held the office of President at one time. He was predeceased by his wife, Terrie L. Curcio, and is survived by seven children and fifteen grandchildren.

Robert (Bob) Lewis Meisner died on August 22 at the age of 82. Bob worked for many years at the Technical Center before retiring from the FAA.

Robert (Bob) E. Morgenweck died on August 20 at the age of 77. Bob served in the U.S. Coast Guard, during World War II, and spent most of his career as a firefighter. He worked at the Technical Center before retiring from the FAA. His wife, Linda Baird Morgenweck, his

mother, Emily Morgenweck Eckardt, six children, ten grandchildren and eight great grandchildren survive him.

Albert Anthony Rundio, Sr., a resident of Egg Harbor City for his entire life, passed away on August 16 at the age of 82. His parents had nine children, including six sons, all of whom served in the U.S. military, during World War II, at the same time. This was the largest number of sons from one family to serve in the military at the same time. Albert served in the U.S. Navy for three years as a sonar man aboard a minesweeper, the U8S SWIFT, and was awarded the Victory Medal and four stars. He later worked at NAFEC as a maintenance painter. Predeceased by his wife, parents and siblings, Rundio is survived by two children and four grandchildren.





INTERCOM

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NHCFAE Conference

By Rudy Andrade

The National Hispanic Coalition of Federal Aviation Employees (NHCFAE) hosted their Annual Training Conference at the Hyatt Regency Penn's Landing, in Philadelphia, from July 13-15. This year's theme, "Freedom to Succeed," was very appropriate, as it was in Philadelphia, where the basic American principles of freedom of assembly, religion, and speech were initiated.

The conference opening ceremony began with the National Anthem sung by **Tyree McAfee**, the president of the FAA Gay, Lesbian or Bisexual Employee organization. **Magda Colón**, National President of the NHCFAE, along with Eastern Region Administrator, **Arlene Feldman**, and Technical Center Director, **Dr. Anne Harlan**, delivered the opening remarks. ATO Chief Operating Officer, **Russ Chew**, was unable to attend. However, he sent a videotape with a personalized message for the



NHCFAE Conference Attendees: Shown kneeling: Manuel Gonzalez (Tech Center). 2nd row: Evelyn Grajales, Sandy Lane, Bernice Benitez (Tech Center), Christina Gonzalez, Rebecca Salazar, Hilda DiMeo (Tech Center), Omar Merced (Tech Center). 3rd Row: Jose Perez (Tech Center), Freddy Chez, DeAnne Adams (Tech Center), Leonixa Salcedo, Kelvin Kercado, John-Paul Schilling (Tech Center).

attendees.

Many useful and enlightening

sessions were offered by FAA and other contracted speakers.

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Norm Fujisaki Named Acting Vice President for Operations Planning

By Stan Ciurczak

Chief Operating Officer, **Dr. Russ Chew**, announced on October 5 that **Norm Fujisaki** would serve as the Acting Vice President of Operations Planning for the Air Traffic Organization (ATO). Fujisaki most recently served as Director of Business Planning and Development in ATO Operations Planning, where he led the development of the first ATO Business Plan.

In one of his first actions as Acting Vice President, Fujisaki

announced on October 27 that he had received approval for short-term, temporary assignments to fill two Director positions until they can be filled permanently. Dr. Mark Rogers, who previously served as Director of Human Factors in Research & Development, is filling the first vacancy, Director of Systems Engineering, on an acting basis. The second vacancy, Director of Business Planning & Development, is being

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The Use - and Misuse - of Routing Symbols in the ATO

By Stan Ciurczak

Editor's Note: The following was adapted from a story that was posted on the Air Traffic Organization (ATO) website.

Some ATO employees continue to criticize the ban on the misuse of office and routing symbols. Using full titles and office names as identifiers has hit a few nerves. The ATO is not suggesting we stop using office symbols for routing mail. It's fine to use routing symbols for administrative

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This photo, taken from the tower behind Bldg. 14 around 1963, shows the old main gate. Guards then were federal employees, actual police, and were deputized in all 3 townships that NAFEC property covered. Car permits were required to enter the base and the cars parked outside the fence were visitors or those who accumulated x number of traffic tickets on base and had their permits suspended!



Installing a TACAN antenna on a variable height mast at the Doppler VOR site, bldg 188; this photo was taken around 1963. The big metal dish on the left side is a counterpoise, or artificial ground for the VOR.



More of the side of bldg 149 and the load testing, showing the electric heaters as part of the generator load.



This photo shows a side of Bldg 149, the site of our first Air Traffic Control automation lab. John Cibinski, an electronics technician, is facing the camera. This is a Saturday morning and we were load-testing a 100kw engine-generator UPS that will support the first NAS 9020A computer in Bldg 149. The building no longer exists. The photo was taken in 1967 or 1968.



Installing a TACAN (A radio-navigation system) antenna on a fixed height mast at the Doppler VOR site, Bldg. 188. The photo was taken around 1963. Even the G-car in the foreground had fins then!



More of the variable height mast at the Doppler VOR site. The mast could be moved around the country to help determine the best location and height for TACAN antennas.



An Air National Guard F-86 is shown in this photo, which was taken in Fall 1962.



More of the side of Bldg. 149, showing the electric heaters as part of the generator load.



Air National Guard F-86 fighters, and a refueling tanker, are shown in this photo, which was taken on the side of runway 13-31 near Tilton Road. The photo was taken in Fall 1962.

Before There Was A Tech Center

Continued from page 29

In 1944, the ACNAS complement consisted of 326 officers, 2073 enlisted and 448 civilians. The Navy designated ACNAS exclusively as a fighter-training base. The vast majority of the fighter planes that were based here were the venerable F6F (Hellcat). In addition, B-26 Martin Marauder medium bombers, which were used to tow aerial gunnery targets to enable the Hellcat pilots to hone their shooting skills, were based here. By the end of World War II, more than 50 fighter squadrons had passed through the ACNAS.

Immediately after the war, the ACNAS reverted to an almost caretaker status. This all changed after the Soviet Union detonated their first atomic bomb in 1949. The ACNAS suddenly became the home base of three (3) deployable carrier squadrons, VX-3, VC-4, and VC-33. VX-3 existed as an experimental unit to take new planes, once they were accepted out of the flight test process, and to develop individual and squadron tactics in which the carrier units could then be indoctrinated. The VC-4 was a night/all-weather squadron whose task was to provide offensive and defensive capability to the carrier units. The VC-33 Squadron's mission was anti-submarine warfare. All three squadrons utilized propeller and jet aircraft.



Mike Hulse, electronics technician, is posing with experimental IR aircraft warning equipment, during ground tests of the equipment. Picture is on the side of runway 13-31 near Tilton Road. The photo was taken in Fall 1962.



This photo, taken from the tower behind Bldg. 14 around 1963, shows Bldg. 11 (across the street), which was where the cafeteria, post office, bank, conference room, telephone exchange, the NAFEC Association office and a union office were located (one-stop shopping).

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NHCFAE Conference

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By Rudy Andrade



Magda Colon is the National President of the National Hispanic Coalition of Federal Aviation Employees (NHCFAE).

Motivational speaker, **Víctor González**, captured the attention of the audience with his topic, the "Logic of Success." **Ms. Jan Austin**, President of Potential at Work, Inc., provided several training sessions

including one on "Personal Branding." Great Lakes Regional Administrator, **Cecilia Hunziker**, presented a general session on "Mentoring," in which she shared techniques and skills that would assist participants in advancing their careers.

Conference participants were able to socialize and network at events such as the President's Reception and Dinner. In addition, the following people were recognized at the Awards Banquet, which was held on the last evening of the conference.

Carlos Manduley (ACR-1) - Hispanic Employment Program Manager of the Year

Gerardo Martínez - Member of the Year

Myrna Rivera - Civil Rights Officer of the Year

Robert Strong (AWP-400) - Manager of the Year

John Thompson (AWP-429) - Supervisor of the Year

Southwest Region - Chapter of the Year

David Hanling (AGL-200) - Non-Member of the Year, and

María Franqui - Officer of the Year

Presidential Awards were given to people that supported the NHCFAE organization in their mission and goals. Also awarded were René Matos Scholarships, totaling \$20,000 and presented to exceptional scholars, five of whom are members' dependents. In addition to the scholarships, a total of \$5,554.50 from the Member Tuition Reimbursement Program was granted to: **Pete Luna, Steve Sabillo, Miguel A. Medina, Cecilia Espinosa, Yolanda Bernal and Celsa E. Rodriguez**. NHCFAE encourages its members to continue their studies and to participate in this great opportunity.

Norm Fujisaki

Continued from page 1

By Stan Ciurczak

filled as a rotational assignment, with the first assignment performed by **Dr. David Chin**, who led the ATO effort for the past 8 months to develop the first ATO Business plan and the supporting plan of operating commitments.

Steve Brown, the former ATO vice president for operations planning, is now the senior vice president of operations at the National Business Aviation Association (NBAA), where he is responsible for all aircraft operations and flight department management issues. NBAA represents the aviation interests of

more than 7,700 companies that own or operate general aviation aircraft, or are involved with some other aspect of business aviation. These companies employ 19 million people and earn annual revenues of \$5 trillion dollars, or about half the U.S. gross domestic product.

Norm Fujisaki has been named ATO Acting Vice President for Operations Planning



The Way We Were

By Stan Ciurczak

Insidedge, a consulting firm that was hired by the FAA, did a study (Summer 2004) on internal communications. In its report, "Communicating the Future within the Federal Aviation Administration," Insidedge reported a number of prevailing themes. One was that the FAA does not celebrate "the monumental impact it has had in the history of aviation. This diminishes the reservoir of pride that exists within the Agency."

The William J. Hughes Technical Center has had a great impact on aviation over a long period of time. Beginning with this issue, we plan to run articles and photos, on a regular basis, about the proud history of the Tech Center. If you have a story you would like to tell, or an old photo you would allow us to scan and share with our readers, please contact the Intercom Editor at extension 5-4789.

Before There Was A Tech Center

By Keith Buch

The property on which the William J. Hughes Technical Center is located saw little activity during its early historic period. During the late 18th century, a sawmill (The Doughty Mill Complex) was constructed on the South Branch of the Absecon Creek just northeast of the current Federal Air Marshall Indoor Ranges in the research and development (R&D) area. In the mid-19th century, General Enoch Doughty, the second generation of the Doughty family to run the sawmill, amassed a large estate of around 15,000 acres, which included most of the eastern portion of what is now the Tech Center. The property remained largely undeveloped, except for the lumbering activities of the Doughty family. The operations of the Doughty Sawmill ceased around 1900.

During the early 20th century, the eastern portion of the property, including the Doughty Mill Complex, was purchased by the city of Atlantic

City through the Atlantic City Water Company. It was established as the Atlantic City Watershed, the main water supply for the city. In 1936, through a Works Project Administration project, the city dammed the South Branch of Absecon Branch below the Doughty Mill Complex, and created the Upper Atlantic City Reservoir.

In the fall of 1942, the Civil Aeronautic Administration (CAA) began building a new municipal airport on this property. The U.S. Navy took an interest in the site, and announced its intention of establishing an air station here. The CAA completed the construction of the airfield, and the Navy commissioned the Atlantic City Naval Air Station (ACNAS) on April 24, 1943. This was during the darkest days of World War II, when victory over Nazi Germany and the Imperial Japanese Empire was not yet in sight.

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Ed Mack took these photos while he was a co-op (1962-64) and during his early, full-fledged engineer days here (1967-68). **Nick Talotta**, a former co-op and a long-time employee here, graciously transferred the photos from 35 mm slides to CD, which allowed us to run them in the Intercom. If you have old photos or stories about "the way we were" and would like to share them with other readers of the Intercom, please call **Stan Ciurczak** on extension 5-4789.



The roof of Bldg. 14 is shown with Bldg. 12 (old NAFEC HQ) across the street. Bldg 14 supposedly was the Navy hospital before the FAA came along. This is a 1963 photo.



This photo, taken from the tower behind Bldg. 14 around 1963, shows the two old wooden aircraft hangars in the middle distance.



This photo, taken from the tower behind Bldg. 14 around 1963, shows the parking lot. Note the fins on the Chevy's!

2004 Ocean City Air Festival

By Mary Lou Dordan



OC Airfest: Adil Nasim (left) and Richard Soucey were a big hit at the 2004 Ocean City Airfest, where they demonstrated their remote-controlled airplanes.

Thousands of aviation fans turned out for the Ocean City Air Festival this year to enjoy a fun day in the sun surrounded by airplanes. One of the star attractions of the day was the FAA Beechcraft 200 flying laboratory

that was on static display.

Many thanks to Technical Center employees **Frank Impagliazzo** and Ken Stringari for their help in making the aircraft available to the public. Other FAA employees who helped to make the day a big success included **James D'Ottavi, Holly Cyrus, Dot Buckanin, Rosanne Weiss, Barbara Harris-Para** and **Mary Lou Dordan**.

Adil Nasim and **Richard (Dick) Soucey** were a big hit when they demonstrated their remote-controlled airplanes, such as the BVM Bandit jet aircraft that Adil built. The remote-controlled aircraft has a Jet Cat P-80 engine that will travel up to 200 mph. Small, but mighty; the plane was built from a kit that included fiberglass, wood and balsa. It has retractable landing gear, wheel brakes and a Futaba radio system. Dick is an avid member of the Atlantic County Sky

Blazers RC Flying Club. For more information about the club, visit their web site at www.ac-skyblazers.org.



OC Airfest: Adil Nasim dazzled the aviation fans at the air festival with a thrilling demonstration of the power and capabilities of one of his remote-controlled aircraft. This fire engine red, remote-controlled airplane was built from a kit that cost ten thousand dollars.

Information Technology Symposium

By Stan Ciurczak

FAA and NASA employees recently participated in the 6th annual Commonwealth of Virginia Information Technology Symposium (Norfolk, VA). The symposium brings together information technology (IT) leaders from the public and private sectors to network and share information about emerging opportunities.

NASA, one of the sponsors of the event, hosted FAA participation in seminars and exhibits. **John Wiley, Basilyn Bunting, Dot Buckanin** and **Pete McHugh** were among the participants.

Symposium speakers included former Secretary of State, **Madeline Albright**, and NBC Nightly News

Anchor, **Tom Brokaw**, who spoke about the role of IT in national policy. Workshops included one about the Small Aircraft Transportation System

(SATS), which was chaired by **Pete McHugh**. A SATS exhibit and demonstration also were featured.



Human Resources Management Division: A Full Service Organization

By Pete Castellano

The Human Resources Management Division (ACT-10) at the William J. Hughes Technical Center provides a full range of services to help employees. Though straightlined to FAA headquarters, the division is physically located on the first floor of Building 300 at the Technical Center. **Ronald J. Smith** is the division manager.

Human resource specialists are cross-trained in all areas of support, so that each has the training to step in and assist employees and managers with everything from the nuances of health care, pension and benefit planning, to the complexities of survivor and beneficiary issues. In addition to serving all FAA employees at the Center, the highly dedicated professionals of this organization

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Human Resources Management Division: First row (L to R): Ronald Smith, Susan Linardo, Marina Muccio, Alan Cannizzaro and Thomas Wood. Second Row: Madeline Strano, Kelley Drewes, Mary Ann Quinn, Kathy Henuset and Tara Price. Third Row: Milton Vender, Jackie Butler, Lillie Nowell, Marilyn Conover and Jim Ogilvie. Not Pictured: Rita Allgeier, Thomas Christian, Patricia Maier, Leona Wilkes and Donna Young.

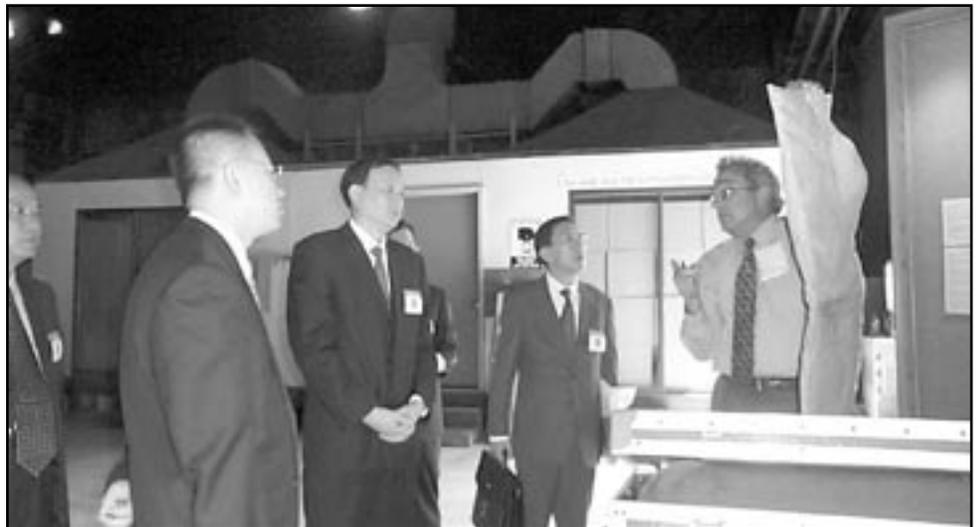
Chinese Delegation Visits the Technical Center

By Ginger Cairnes

Several members of the Civil Aviation Administration of China (CAAC) recently paid a visit to the William J. Hughes Technical Center to attend briefings and tour some of our facilities. The request for this tour was made through the FAA office in Beijing.

The visitors included **V.M. Yang**, who is responsible for education and training at the CAAC. Accompanying him on his visit were **Mr. Guan WuPing**, Director General, Xinjiang Regional Administration; **Mr. Qin ZhangGao**, Deputy Director General, Airport Management Department; **Mr. Han Jun**, Director International Affairs and Cooperation Department; and **Mr. Gao YingZhan**, Secretary, Administrative Office.

The delegation was interested in both the research and development



Chinese Visitors: The Technical Center operates the most extensive civil aircraft fire test facilities in the world. Aircraft Fire Safety Manager, Gus Sarkos, is shown demonstrating the types of insulation that are used to help prevent in-flight fires.

taking place at the Tech Center, as well as the type of cooperative efforts that might be possible in the future

between the Center and similar institutes in China.

A Picture is Worth a Thousand Words: An Employee Profile of Annette Harrell

By Pete Castellano

The Advanced Imaging Division's **Annette Harrell** is in her fifth decade at the Technical Center. She has spent most of her 37 years of exemplary Government service working to support the Center's need for visual and graphic documentation of every significant event, including technical achievements and important milestones in the Center's history.

Annette started at the Center in 1968 as an Air Traffic Assistant (Sim-Op). In 1973 she became a photographer's assistant in the photo lab, supporting technical organizations, the Intercom, and the Office of Public Affairs at the Technical Center and at headquarters. This job required her to number between 7,000 and 8,000 negatives each year, and printing and matting photographs.

Since 1983, Annette has been the program coordinator / contracting officer's technical representative for the Advanced Imaging Division and its predecessor organizations. She logs in all requests for visual support, be they photos, graphics or exhibits. She then assigns photography work to one of the photographers, or coordinates graphics work with the graphics contractors. Annette says, "It's hard to describe what I do. I solve problems and satisfy customers."

Annette has won just about every

award there is at the Center, from Tech Center awards to letters of commendation and special recognition. Some of these are on display in her office, although they do not all fit.

Reflecting on her many years of service, Annette mentioned that before the Technical Building was constructed, the Center (then known as NAFEC) was made up of a collection of structures that were left over from the former Atlantic City Naval Station. She recalls working in Building 48 years ago. To get to the other buildings, you either had to walk, or take one of the taxis that the Center ran. "They were wonderful days," she said. She recalls being the only female working in that building – just Annette and 19 men. "We worked together well, there was teamwork and professionalism, and they were all perfect gentlemen," she said.

Another highlight of her career was supporting the Soft Ground Arrestor Bed program. Annette took many aerial photos of the tests from Center helicopters. She received numerous awards for this effort and is very proud of her work. Some of the biggest events she supported included the groundbreaking ceremony for the Main building, where dignitaries, including President Carter, were photographed.



Annette Harrell

After all these years, Annette still enjoys her work, and wants to continue doing her job, "as long as they want me." She went on to explain, "There are a lot of people here who I respect, and a lot of people here who respect me – that's what it's all about isn't it?" We could not have said it better ourselves.

Thank you, Annette, for many years of distinguished service, with a special thank you for the assistance you provide to the Technical Center Intercom.



82nd Airborne Vets

Cape May Airfest: The FAA Airbear spent some time recently with veterans of the 82nd Airborne Division at the Cape May Airfest and Pancake Breakfast. The veterans collectively served in five major wars and military conflicts. Although the pouring rain outside the hangar of the Naval Air Station Museum precluded any airborne activities, the pride and enthusiasm of these aviation veterans were plainly evident. Aviation Education Outreach Program Manager, Mary Lou Dordan, represented the William J. Hughes Technical Center at an informational exhibit throughout the day. The Cape May Airfest was a nice alternative for those visiting "The Shore" on a rainy day.

Summer Interns Making Field Visits

By Adam Greco

Visits were made to Philadelphia Tower on July 20 and August 9. The staff at Philadelphia Tower provided a four-hour tour that included detailed explanations of the air traffic operations in the tower cab and the TRACON. The tour guides answered all of the questions from the students, and also offered information on careers in Air Traffic Control.

The visit to the new Smithsonian Museum at Dulles Airport took place on July 26. The students got to see more than 85 aircraft, including the Concorde, the SR-71 Blackbird and the Enola Gay, plus numerous aviation exhibits, the Donald Engin Memorial Tower and the IMAX theater in the most modern and impressive aviation museum in the world.

Domain Director, **Adam Greco**, organized the visits in conjunction with Summer Intern Program Manager, **Tara Price**.



Student Interns Visit Smithsonian Museum: Summer Interns and Tech Center employees recently visited the Smithsonian's new Steven Udvar-Hazy National Air and Space Museum. Front row (left to right): Justin Sickles, Tracey Stadmueller, Jackie Butler, Kyle Graf, Keidron Alexander, Sam Lopez, Alejandro Caro, Alex Reyes and Edwin Colon. Back row: Sarah Laytn, Roshanda Busby-Couch, Rita Allgeier, Bobby Young, George Oliver, Evan Greco, Edward McCarthy, Adam Greco, Justin Siegel and Ivan Sierra.



Student Interns Visit Philadelphia Tower: A group of Inroad students, Tech Center employees and Joint University Program students visited the Philadelphia Air Traffic Control Tower recently. Front row (left to right): Keidron Alexander, Ashley Gerard, Bryan Arrington, Derrick Stagliano and Ezekiel Burke. Back row: Lorin Ramsey, Doug Baart, Satesh Malhan, Nick Ostrow, Aaron Melvin, John Thomas, Chris Hodac, John Andrews, Adam Greco, Tim Swantek and Stephanie Beritsky.

Coming Soon: Women In Aerospace

See Franklin Institute's
"Life in Space"
show

A program for girls ages 11-17
At Stockton College Campus
Saturday, November 20, 2004
9:00 a.m.—4:00 p.m.
\$12.00 per person

Explore the universe
in a **STAR LAB**
planetarium!

Meet a galaxy
of successful
women in
aerospace
careers!

Sponsored by the
Girl Scouts of South Jersey Pines,
Lockheed-Martin, and the FAA
Technical Center

Build a Space
Shuttle to enter
in the flying
competition!

Questions? Call: Mary Lou Dordan at 485-6493
To reserve a space call Barb McLaughlin at 856-697-3900 ext. 34

Volunteer Student Intern Program: A Successful First Summer

By Pete Castellano

Perhaps it is a sign of fiscal reality and the competitive job market that students face today. The William J. Hughes Technical Center has instituted a volunteer Student Intern Program.

In years past, the Center had paid summer programs for high school and college students, but this no longer is financially feasible. However, Center organizations still need help in specific areas, and in today's job market, students need to get that all important edge over their competitors by gaining experience and making contacts. A non-paid program was the logical choice for everyone, and the first summer has proven to be a huge success.

Coordinated by Human Resource Specialist, **Tara Price**, the program started this summer, and may continue year round if there is sufficient interest. There were 40 applicants at the high school and college level, and 17 students accepted into the program. Acceptance was based on organizational need. If a student applicant could be matched with an organization in need of someone with a particular interest or skill set, the student was brought on board. The

organization was required to provide a meaningful work experience, and some students were able to get college credit for their work.

We spoke with Student Intern, **Adina Farcas**, who is a junior at Oakcrest High School. Adina is working in the Innovations and Solutions, Maintenance Services organization. Her duties include developing project specific organizational charts, using the VISIO computer program, and "de-bugging" computer programs. She also helps out at the Child

Care Center. Though her career goal is to attend the University of Pennsylvania and become a pediatric nurse, she believes that exposure to mathematics, technology, and especially computers, is important for any career. Communication skills are also important. "The world is changing, and technology is important for any career," said Farcas. "Working at the Center forces me to think – I love it."

Best of luck to all our Student Interns!



Student Interns 2004: Front row (left to right): Adina Farcas, Evan Greco, Kyle Graf and Bobby Young. Back row, left to right: Edward McCarthy, George Oliver and Steve Janansky. Not Pictured: William Bennett, Nicholas Onkow, Ly Tran, Grant Wiesenthal, Sarah Latyn, Daniel Hogan, Whitney Elliot, Jenna McCullough, Erin Smith and Thomas Defiore.

Summer Interns Making Field Visits

By Adam Greco

This summer several Summer Interns, Technical Center employees, Joint University Students from Princeton University and students from the Inroads Program made field visits to Philadelphia Air Traffic Control Tower and the Smithsonian's new Steven Udvar-Hazy National Air and Space Museum to complement the training and experience they received during their internships.



Student Interns: Tech Center organizations were required to provide a meaningful work experience to student interns. Some students were able to get college credit for their work.

Avalon Women Civic Association Presentation

By Barbara Harris-Para

About a year ago, **Phyllis Childs** attended a presentation in Cape May that I gave to a group of retired career U.S. Air Force officers, and asked if I could possibly give a presentation to the civic association to which she belongs. Being in communications, of course I said, "Yes"!

The year flew by and recently I attended a luncheon meeting of this group in Avalon. My discussion centered on the progress that women have made in aviation. I included information about the FAA and the potential future growth in the aviation industry.

Beginning with the earliest women pilots, such as balloonists Blanch Stewart Scott and Theresa Peltier, through modern day space shuttle pilots, like Eileen Collins, more than 50 women stand out in history for some accomplishment they achieved in their flying careers. How they managed to do anything in aviation is a marvel in itself. For the first two decades of women in aviation in the U.S., they did not have the right to vote, or even drive an automobile, so they walked, rode a bike, or took public transportation to get to the airfields.

The U.S. States did not have a monopoly on aviation firsts, however. France, Germany, England and Russia had some of the most daring accomplishments. Outside the U.S., it was the aristocrats who had the time and money for aviation. It was just the opposite situation in the U.S., where the average person tended to pursue aviation firsts.

I discovered some very interesting facts while preparing this presentation. For example, Princess Eugenie Shakhovskaya flew reconnaissance during World War I. The first female in the New York City police flying corps was Laura Bromwell, in 1921. Helen Richey



Avalon Women's Club



Barbara Harris-Para speaks about aviation to the Avalon Women's Club.

was the first airline pilot in 1935, and Jackie Cochran broke the sound barrier in 1953, a few years after Chuck Yeager broke the sound barrier. Valentina Tereshkova was the first woman cosmonaut in space, and Jenna Yeager was the first woman to fly non-stop around the world in 9 days.

We can say the same about the FAA. The agency has grown tremendously since taking over from the Civil Aviation Authority in 1958, the same year that NASA was established to run the space program. Recent years have seen at least two women administrators at the FAA, with many more women moving up the corporate ladder. All these topics were explored at this luncheon, and it was rewarding to be able to talk with other women who are interested in aviation and flight.

Technical Center hosts ATF Field Training Exercises

By Stan Ciurczak

The U.S. Department of Homeland Security's Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) recently held a two-day field training exercise, at several locations, involving many local law enforcement organizations. The new Federal Air Marshal training building at the William J. Hughes Technical Center served as the operations command center for the training exercise.

The training exercises took place at the Technical Center and several other sites in Burlington County, NJ and Philadelphia, PA. Live explosives testing took place at one of the Burlington County sites.



Routing Symbols

Continued from page 1

tools. It's just not okay to use them to identify people.

Routing symbols are not understood outside the ATO, and sometimes not even within the FAA. Precise and clear communications are more important today than ever before.

"Using routing symbols as office names can hinder our communications because the

symbols have to be deciphered to be understood. It may create comfort for managers in making sure that no one communicates outside a chain of command, but that's not the management behavior we want to reinforce. A chain of command is useful for action-based processes, not for communications," according to Chief Operating Officer, **Dr. Russ Chew**.

Human Resources Management

Continued from page 5

also serve Air Traffic Organization employees nationwide.

In recent months, FAA human resource specialists have responded to several tragic events. There have been four deaths of FAA employees - one each in Alaska, New Jersey, Puerto Rico and Washington, DC. They responded helping family members to navigate all the paperwork associated with survivor and beneficiary issues. Specialists routinely went above and beyond the call of duty, even going to the homes of family members to be of further assistance.

Among the myriad of services provided by the division are recruitment, merit promotion and placement, compensation, job classification, labor/management relations, employee conduct and discipline, workmen's compensation, time and attendance, payroll coordination, training administration, management information reporting, and retirement and benefits counseling. They also provide program assistance for the Employee Assistance Program and the Little Flyers Academy Child Care Center.

CORRECTIONS

A photo caption in the August / September issue of the Intercom incorrectly identified a photo of managers who participated in a groundbreaking ceremony. The caption stated that the groundbreaking was for the new K-9 explosives storage area. Actually, the groundbreaking was for the new mail delivery building. Both ceremonies were held the same week.

The Technical Center Intercom is committed to correcting errors that appear in our publication. Send an e-mail to stan.ciurczak@faa.gov or call extension 54789.

Highlights from the People with Disability Program 2004

By Tammy Lusk

The People with Disability Program (PWDP) at the Technical Center had some tremendous accomplishments this year. Successful efforts to improve mobility, access to facilities, and communications for the disabled were met. PWDP supports the Center in providing disability awareness and assistance in addressing issues such as accessibility, reasonable accommodations, and identification and removal of barriers to hiring and promoting people with disabilities. Here are a few of the Technical Center's accomplishments:

Through collaborative efforts with the PWDP Manager, the Office of Civil Rights, NFFE, Local 1340, and the Office of Operations, Technology & Acquisition, the emergency Evacuation Plan for People With Disabilities was revised. The evacuation plan outlined an improved system to efficiently remove the disabled out of the facility during emergencies. The plan also included the purchase of five new Evac-u-trac chairs, which allow the disabled to be carried down stairs in the event of an emergency. Training on the use of the Evac-u-trac occurred in October.

PWDP Manager, **Samuel Wilson**, and **Kenneth Stroud**, formerly the PWDP co-manager, also facilitated the purchase of a wheelchair accessible bus to shuttle disabled visitors from the Security Operations Center to the various buildings at the Technical Center. The Office of Operations, Technology & Acquisition provided guidance and direction in the purchase and utilization of the vehicle.

In September, two new wheelchairs were purchased for visitors and employees requiring assistance. One chair is located at the Technical Center's Security Operations Center and the other chair is located on the first floor of Building 300, near Security.

The Facilities Services & Engineering Division evaluated the number of handicap parking spaces that are needed. A report was developed that identified the reassignment, repainting and designating of handicap parking spaces.

There also have been training and awareness sessions educating personnel about people with disabilities. The Office of Civil Rights sponsored a six-week Basic Sign Language class, and the Technical Center Diversity Council organized a workshop called, "Were you Expecting Someone Else?" Both sessions provided a safe and informative forum for Technical Center employees to learn and understand issues and concerns about people with disabilities. Participants and instructors alike enjoyed these sessions.

Many employees and managers worked diligently and cohesively to reach the various goals of the people with disability program projects. The Office of Civil Rights and the People with Disabilities Program Manager would like to acknowledge everyone for their cooperation and hard work in making these advancements for our facility at the Technical Center.

October - National Disability Employment Awareness Month

By Stan Ciurczak

In 1988, Congress designated each October as National Disability Employment Awareness Month. The U.S. Department of Labor, Office of Disability Employment Policy, plans activities and materials that will increase the public's awareness of the contributions and skills of American workers with disabilities, and highlight specific employment barriers which still need to be addressed and removed.

Congressional efforts to highlight the needs of the disabled date back to World War II. Congress designated the first week in October to be National Employ the Physically Handicapped Week, in 1945; and National Employ the Handicapped Week, also the first week in October, in 1962.

Assistance Provided to NJ Air National Guard

By Dr. Terry Kraus

Dr. Earl Stein from the William J. Hughes Technical Center's NAS Human Factors Group provided consulting services to the acting base civil engineering officer assigned to the 177th Fighter Wing, NJ Air National Guard. The Guard has personnel returning from deployment in Iraq and has become concerned about the possibility of their personnel developing post-traumatic stress syndrome. There apparently have

been some notably poor outcomes from several Air National Guard personnel across the country that returned from overseas.

While not within the usual realm of his work, Dr. Stein was able to provide guidance on what to look for in terms of behavior of personnel. He also provided referral information for resources that are available in South Jersey.

Human Factors and the Future of Air Traffic Control

By Barbara Harris-Para

Ben Willems, an engineering research psychologist at the William J. Hughes Technical Center, gave the opening presentation at this year's Technical Center Speakers Series. Speaking before a crowded auditorium, Willems began with a brief description of his background, and spoke about how he weaves future concepts in human factor experiments into his work. He has to take many variables into consideration, and conducts experiments to find solutions that will

help controllers in the future.

One of the initiatives of the Air Traffic Organization (ATO) is to increase the volume of air traffic, and Willems and his counterparts realize that the air traffic of the future looks to be very heavy, both in commercial traffic and cargo. Workstations of the future will need to incorporate many new and innovative techniques, so the people who work in the Center's human factors lab, like Willems, are moving ahead with new and

even revolutionary processes and procedures that will meet the future needs of air traffic controllers.

Willems addressed the history of air traffic control, as well as his thoughts on what the future holds. For example, future space vehicles could impact the controllers' workload. The next generation of radars, workstations, and software may be totally different from what we have today.

Technical Center Hosts Key FAA Websites

By Pete Castellano

This summer, the William J. Hughes Technical Center was chosen to host the FAA's official web site, FAA.gov. In addition, the new employees.FAA.gov site is now being hosted at the Center. This demonstrates our ability to provide cost effective, high-quality enterprise solutions for the FAA. It also supports the FAA Flight Plan Goal for organizational excellence, by controlling costs while delivering quality customer service. Consolidation of web infrastructure leads to enhanced efficiency and information security.

There are more than 800 web sites FAA wide. Before relocating to the Center, the web sites were hosted at FAA headquarters on servers that were reaching the end of their useful life. Instead of purchasing new servers as replacements, Assistant Administrator for Information Services, **Dan Mehan**, looked to save costs by seeking other FAA data centers to host the web sites. An earlier server study had indicated that the FAA could achieve significant savings by looking for server consolidation opportunities.

In response to a formal requirements document, three FAA sites submitted proposals. The Tech Center's proposal was judged the best in six of seven technical categories, and the lowest in overall costs. The availability of outstanding data center facilities within our labs, our ability to consolidate a major portion of the hosting requirements on existing equipment, and the technical competency of our staff all contributed to the success of the proposal. Members of the proposal team included **Gary Albert**, Information Technology Division, **Bob Ellis**, Communications Flight

Services and Weather Engineering Division, and **Russ Atwood** and **Tonya Neuweiler**, both from the Real & Virtual Environment Division.

But the story does not end there. The Tech Center hopes to build on this success by becoming one of three Enterprise Data Centers (EDCs) FAA-wide. This would place the Center in a position to provide data hosting service capabilities for the entire FAA, including vital websites and databases. Stay tuned for more information on this in future issues of the Intercom.

Are you interested in writing for the Intercom? If you are, please contact Stan Ciurczak on extension 54789.

Aviation Enrichment Day

By Ginger Cairnes



The atrium of the William J. Hughes Technical Center looked like a mini-convention on August 25. It was evident that aviation is what the Tech Center is all about. From testing pads

where children could practice the effects of variables on paper aircraft, to creating planets, rockets and flight plans, the workshops were not only a learning experience but fun as well.



Employees and their families were able to tour the Airway Facilities Tower Integration (AFTIL) Laboratory, the National Airport Pavement Test Facility (NAPTF), the Coast Guard Air Station and the Fire Station. They also got to see the High Performance Rescue Vehicle (HPRV), the Crashworthiness Lab, the Flying Club and the Wind Tunnel. A hot air balloon in the center of the atrium proved to be a big hit where parents and children were able to climb inside the basket and get their pictures taken.

Both the Air Traffic Control Simulator and the Wright Brothers Flight Simulator gave the experience of modern flight as well as a look into

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Aviation Enrichment Day

Continued from page 9



the past. Scaled down models of aircraft were on display, compliments of some local model airplane clubs.

Outside, while the usual F-16s, cargo planes and other air traffic flew in and out of Atlantic City International Airport, giant soap bubbles blown by the children wafted gently in the breeze, demonstrating aerodynamic

principles. The children also grouped in circles to assist in making two brightly colored parachutes that later became airborne.

An outside barbeque served by Nobil Food Service, the Tech Center's cafeteria staff, proved a pleasant break from the morning hoopla. The Egg Harbor Township Police K-9

corps provided both weapons and drug search, and attack and capture, demonstrations. By 4:30 pm a tired but large group of happy employees and their family members were ready to call it a day.

Last year a number of Tech Center employees expressed a desire to learn more about the Center "outside their own little world" and for an opportunity to introduce their families to some of the research and development work that is done in our many facilities. The number of workshops was increased accordingly, from last year. Demonstrations of various types of air transportation were added and the number of tours was more than doubled. Plans already are underway to hold Aviation Enrichment Day again next year. We plan to offer more activities and to include an even greater number of employees and their family members

The Office of Human Capital Strategies would like to thank all employees who helped with Aviation Enrichment Day 2004. It took everyone's efforts to make the day such an outstanding success.



Ginger Cairnes, Office of Human Capital Strategies, chaired this year's Aviation Enrichment Day, which was a huge success.

Groundbreaking Held for K-9 Explosives Storage Area

By David J. Dando

A groundbreaking ceremony was held recently for the new K-9 Explosives Storage Area (ESA) at the William J. Hughes Technical Center. The storage area will be used to support the national K-9 explosives detection program.

K-9 units serve several hundred airports throughout the nation and require frequent exercises that involve various types of explosives. The explosives have a "shelf life" after which they are no longer acceptable for K-9 exercises.

Explosives are delivered to the K-9 ESA, from their manufacturers, in blocks weighing up to 25 pounds. K-9 ESA personnel cut the large blocks into sizes that are appropriate for

the airports involved in the program. The resized blocks are individually repackaged and distributed to the airports. Older explosives are returned to the K-9 ESA for use at the Transportation Security Lab at the Technical Center.

The facility is designed to store up to 16,000 pounds of explosives. Because of the need to keep different types of explosives separated, it is intended to store 16 magazines, each of 1,000 pounds capacity. Barricading will be accomplished via earth berming. The contract requires about 40,000 cubic yards of fill to be imported (about 3,000 truck loads).

The first phase of the project, the site work, earth berming, fencing

and foundations for the magazines, costing about \$1,200,000, was awarded this past September to the Fondacaro Companies of Hammonton. Actual site work could not begin until the Pinelands Commission approved the application in April. A separate procurement is being initiated for a small building at the site, which will be used for office and explosives repackaging. Procurement will be pending the delivery of additional funds from the Department of Homeland Security.

Key persons involved in the project have been **Paul Chubb, Dennis Olsen, Dave Braccia, Jeff Wolfe, Howard Kimpton, Jay Repko, and Linda Rigsby.**

Ron Polillo's Retirement Party

By Linda Tropiano



Ronald Polillo, Manager of the Business and Infrastructure Office, Transportation Security Laboratory (TSL), retired recently after 30 years of Government service. A beautiful luncheon was given in his honor at the Rams Head Inn, with more than

one hundred family, friends and co-workers in attendance.

Acting Assistant Administrator for Security Technologies, **Chuck Burke**; TSL Co-Directors, **Susan Hallowell** and **Ken Hacker**; and TSL Infrastructure Support Branch

Manager, **Paul Jankowski**, presented Ron with several awards, gifts and other forms of recognition for his outstanding and dedicated service to the Government.

Congratulations, Ron!

Technical Center Gives Hawaii a Taste of NEXIS - On Time and Within Budget

By Anna Merkel



NEXIS Team

As a result of the hard work and expertise of the Technical Center's Weather Processors and Sensors Group, a much-needed new technical capability is now operational and in use at the Center Radar Approach Control (CERAP) facility in Honolulu. Verification Services Division Manager, **Dorothy Buckanin**, credits Group Manager, **Bill Benner**, and his team for providing an innovative technical solution to a need that was expressed by the FAA's Micro En Route Automated Radar Tracking System (Micro-EARTS) program office, a long-time customer of the Technical Center. Benner takes pride in the exceptional project management proficiency and technical expertise that his team demonstrated with this successful development effort.

Working in concert with other FAA organizations, this group successfully designed, developed, tested, and

fielded the Next Generation Weather Radar (NEXRAD) Interface System (NEXIS). The first NEXIS system was installed at the Honolulu CERAP in February, of this year, and will be upgraded with production build software this August. Current plans are to install NEXIS at those Micro-EARTS sites that do not have a Weather and Radar Processor (WARP). Anderson Air Force Base, Guam, and San Juan, Puerto Rico are slated to receive a NEXIS in the near future.

The Micro-EARTS product team at FAA headquarters, led by **Jack Neuberger**, identified an operational need to receive and display consolidated NEXRAD weather product data from multiple sensor sources at certain Micro-EARTS sites. The Technical Center's team responded to this need and developed a system identified as NEXIS. NEXIS was developed to

facilitate the retrieval, processing, and management of specified radar data, which is processed and transferred to the Micro-EARTS in the Display System Replacement (DSR) data format. The acquisition of NEXRAD products and subsequent processing by NEXIS provides FAA users with necessary weather radar data, as well as the management, monitor and control aspects required to support the interface between NEXIS and the NEXRAD(s).

Neuberger stated that, "The ACB NEXIS team was perfect in terms of the skill sets available. This included the team's computer hardware and software, mathematical, meteorological, telecommunications and documentation expertise. The team also provided critical insights into issues with other FAA weather systems that were extremely helpful in the development of NEXIS." He concludes that the positive attitude of the NEXIS team was key to getting the system developed in a timely manner and successfully deployed to the field on schedule and within budget.

Radamé Martínez, NEXIS project manager and technical team lead, relied upon the expertise and hard work of his FAA technical team, which includes **Don Groot**, **Kelly Peterson** and **Steve Viveiros**. Basic Commerce and Industries (BCI), Science Applications International Corporation (SAIC) and Universal Automation Labs Solutions Group (UALSG) are providing contractor support. The team from BCI consists of **Garth Torok**, **Jim Olivo**, **Phil Rando**, **Joe Conklin** and **Gerry DiMassa**. The team from SAIC/UALSG consists of **Anna Merkel** and **Mike Emanuel**.

New Cockpit Resource Management (CRM) Tool

By Barbara Harris-Para

Members of the Philadelphia Flight Standards District Office (FSDO) and area safety counselors decided last year that there was a need to increase awareness of safety issues within the cockpits of general aviation aircraft. Safety counselors are individuals with recognized experience in aviation, and are chosen by their local area FSDO to advise pilots on matters of safety. The ultimate goal is to introduce system safety to general aviation pilots and decrease accidents.

The team decided to produce a Cockpit Resource Management tool in the form of a one-hour, flash-

animated compact disk. It will be packed full of information that a general aviation pilot can utilize while flying. The team began working on this project with lots of energy and an idea for a script. They now are nearing completion with the final edits taking place in the last few weeks.

Acting Eastern Region Safety Program Manager, **Eileen landola**, says that this project started with an aircraft accident that made her sit up and take notice of what could be done to prevent another tragedy. Senior Systems Analyst, **Sandra McClure** (NY Runway Safety Office), says it was very rewarding that so

many people were willing to give up so much of their time to make this project work.

Other members of the team include Eastern Regional Administrator, **Arlene B. Feldman**; **Wendy Grimm**, Allentown FSDO manager; **Jim Peters**, **Joe Foresto**, **Ken Knopp**, **Keith Biehl**; and safety counselors **Barry Silverman** (Sentel Corp.); **Chris Dumont**; **Bill Balenger**; **Joe Birdie**; **Rich Lenning**; **Brian Robbins**; **Dot Buckanin**; **Mike Schweitsthal** (Millville Flight Service Station); **Jon Spare** (USAF) and **Laurie Zaleski** (Art-Z Graphics).



Standing (left to right): Eileen landola, Sandra McClure and Laurie Zaleski. Seated: Barry Silverman, Ken Knopp and Chris Dumont.



HAPPY THANKSGIVING



2004 TECHNICAL CENTER AWARD WINNERS



Center Director Congratulates Employees: Dr. Anne Harlan is shown addressing the audience at the Tech Center Awards ceremony as Pat Mabis, the event chairperson and Carl Genna and Ken Beisel, committee members, look on.



Artist Extraordinaire: Ken Stroud serenaded the crowd at this year's Tech Center Awards with his original compositions, "Hard Work" and "This One's for You."

Technical Center Director, **Dr. Anne Harlan**, recently presented this year's Technical Center Awards to the following people.

COMMUNITY OUTREACH AWARD

Peter E. Castellano

CUSTOMER SERVICE AWARD

Tanya Yuditsky

INNOVATOR AWARD

Patricia D. King

INTERN AWARD

Danielle Flatley

LEADERSHIP AWARD

Brian Peters

MODEL WORK ENVIRONMENT AWARD

Michael Cefaretti

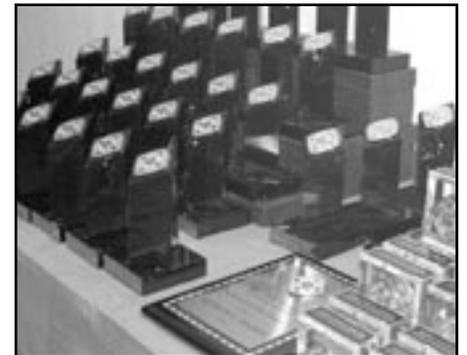
NON-TECHNICAL SUPPORT ACHIEVEMENT AWARD

Jennifer Librizzi

NON-TECHNICAL TEAM ACHIEVEMENT AWARD

Smithsonian Team:

- Michael Roames**
- Adam Greco**
- Carl Genna**
- Ron Boyden**
- Nick Roselli**
- Mary Granese**
- Mary Delemarre**
- James Vena**
- Hank Weber**
- Ismael Ortiz**
- Harry Krumaker**
- Annette Harrell**



2004 Awards: Carl Genna designed this year's plaques and awards.

TECHNICAL TEAM ACHIEVEMENT AWARD

Advanced Technologies & Oceanic Procedures (ATOP) Team:

- Calvin Alexander**
- Adam DiBartolo**

I²F Lab Develops New En Route Training System

By Hilda DiMeo

Imagine a Technical Center team designing, developing, and testing a system using in-house staff, and completing the program in nine months. Also imagine this group being asked to install and maintain the system, and train the site employees, for one year. Well, the Integration and Interoperability Facility (I²F) staff did just that. The I²F staff was responsible for the Initial Academy Training System (IATS) Voice Communication System (VCS) from inception to installation.

IATS replaces the medium-fidelity en route training system at the Mike Monroney Aeronautical Center with a high-fidelity system. It consists of Display System consoles, HOST emulation, ghost pilot personal computers, en route simulation, and Voice Switching and Control System emulation, providing students with an operationally matched and realistic training environment. High-fidelity simulation training can significantly reduce overall certification time or on-the-job training time for controllers.

The Vice President for En route and Oceanic sponsored the acquisition of IATS for the training labs at the Aeronautical Center. A voice communication system was specified as part of IATS, but the communication system proposal came in at \$5.5 million and was not affordable. It seemed that the voice communications system could not be acquired.

Meanwhile, the I²F staff at the Tech Center was in the middle of developing an in-house voice communication system, and they offered their system as a cost-saving alternative. A demonstration was provided to En route and Oceanic, and Aeronautical Center personnel and the IATS VCS requirements were handed over to the Technical Center. Work on the I²F in-house voice communication system was stopped in order to focus on delivering the IATS VCS.

IATS VCS provides similar functionality as the Air Route Traffic Control Center's (ARTCCs) Voice

Switching and Control System (VSCS). IATS VCS combines custom hardware and software with state-of-the-art commercial off the shelf (COTS) hardware and software. Additional functions for maintenance and debugging, not specified by the customer, also were added to the system. The I²F IATS VCS effort resulted in a non-proprietary system that is inexpensive and flexible.

Phase I installation is scheduled for November, and final installation is scheduled for March 2005. The I²F staff currently is working on finalizing the support documentation. The approximate cost for IATS VCS is \$0.5 million, an approximate savings of \$5 million dollars for the FAA.

Excellent teamwork was evident among the various parties that contributed to this successful effort. The members of the team are **Steve Souder, Zachary Bocelle, Hilda DiMeo, Steve Bakanas, Derbin Hamler, Tom MacWright, Mike Perseo, Bill Pfeiffer** and **John Gauntt**.



Combined Federal Campaign (CFC) Kick-Off

Shown at the kick-off event for this year's CFC are (left to right): John Emge, Executive Director, United Way of Atlantic County; Ron Esposito, Acting Senior Corporate Officer for Transition, FAA Technical Center; Oscar Ernst, Chairman, Combined Federal Campaign of Atlantic County; and Pat Mabis, CFC Chairperson, FAA Technical Center.

Clipper Pioneers Visit the Technical Center

By Ginger Cairnes

This year the William J. Hughes Technical Center and Atlantic City helped play host to the Clipper Pioneers, an organization composed of former cockpit crewmembers of Pan American World Airways. They arrived from as far west as California, as far north as Connecticut and as far south as Florida – from all parts of the U.S. Each year the Clippers organize a convention in a different region of the country to allow everyone to renew acquaintances and exchange stories - a different region, because many no longer can travel long distances, and this enables those who can still make the trip to visit or call.

Most members served in the armed forces during World War II, Korea, and Vietnam. Some joined the company prior to the Second World War and flew as civilian pilots in that era's form of the Civil Reserve

Air Fleet (CRAF) program. Pilots comprise the bulk of the membership, but flight engineers, radio operators and navigators also are members.

The organization was formed originally to keep retired cockpit crewmembers informed about Pan American. Later it began to serve as a self-help group for those having personal difficulties. It evolved into a close-knit organization that helps keep members in touch with one another. They write about experiences they had while flying the line and announce the names of those who recently passed away.

About 30 members of the Pioneers were able to tour the Tech Center. Facilities they visited included the Airway Facilities Terminal Integration Laboratory (AFTIL), the Free Flight Concepts Laboratory, the Full-Scale Fire Test Facility, the National Airport



Clipper Pioneers: Jim Patterson shows members of the Clipper Pioneers where the hose line equipment is stored.

Pavement Test Facility (NAPTF) and the High Performance Research Vehicle (HPRV). The group hopes to be able to schedule a return visit to some of the other areas of the Tech Center that they were unable to cover in their half-day visit.

TSL Picnic



TSL PICNIC: Renowned chemist, Dr. Inho Cho, is shown adding some liquid nitrogen to a batch of Oreo Cookie ice cream that he prepared for the guests at this year's annual Transportation Security Lab picnic.

ATOP Initial Operating Capability Achieved

Continued from page 17

is no radar tracking of aircraft, and no direct radio communication. ATOP will replace existing oceanic air traffic systems and procedures for aircraft separation on oceanic routes. ATOP provides automatic conflict detection, and system-maintained electronic flight data, which will eliminate the need for paper flight strips.

ATOP also will provide satellite-based communication, navigation and surveillance capabilities, all integrated into a single seamless human machine interface. ATOP will allow controllers to reduce the space between airborne aircraft, while preserving passenger safety. It also will improve fuel and routing efficiency and costs, as well as

increase international airspace capacity.

The ATOP test team includes Government personnel from the Tech Center, the ATOP Program Office and other ATO Organizations, plus contractor support from Lockheed Martin Transportation and Security Solutions. The Group Managers at the Center are **Angel Hassan-Miller**, **Don Marple** and **Derrick Cook**; the Test Director is **Angela Lewis**; the System Test Lead is **Lisa Cotterell**; and the SAT Lead is **Adam DiBartolo**.

Congratulations to the entire team for contributing to the success of the ATOP program and the ultimate declaration of IOC.

2004 TECHNICAL CENTER AWARD WINNERS

TECHNICAL TEAM ACHIEVEMENT AWARD

Advanced Technologies & Oceanic Procedures (ATOP) Team
(continued):

**Lisa Cotterell
Courtney Dudley
John Frangomihalos
Angel Hassan-Miller
Angela Lewis
Jamaal Lipscomb
Ed Makuch
Irene Santana
Sam Soto
Derrick Cook**

TECHNICAL PROGRAM AWARD

Mike Paglione

TECHNICAL SUPPORT ACHIEVEMENT AWARD

Thomas Carmen

UNsung HERO AWARD

Ronald Heist

DIRECTOR'S AWARD

Accounting Team

**Anila Pastakia
Karl Fischer
Roxie (Esther) Mays
Kimberly Knight
Katrita Gould**

**Cheryl Stolfo
Virginia Kisby
Ericka Rodriguez
Arthur Keels
Lawrence Barts
Betty Pallante
Yvonne Moy
Jon Fine
Marge Boyle
Betty Ford
Mary Storoz
Cindy Stransky**

**Karen Sharpe
Genene Jones
Elizabeth MacBrair
Karen Mercer
Glenn Hansen
Robert Gross
Cari Law
Mike Chappine**

FRIEND OF THE CENTER

**Susan F. Hallowell
Kenneth J. Hacker**



A Proud Tradition: Acting Senior Corporate Officer for Transition, Ron Esposito, is at the podium discussing the history of the Tech Center Awards program. Former Center Director Bob Faith; current employee Brian Colamosca; retired employee John Vanderveer; former FAA associate administrator Jeffrey W. Cochran; and retired employee Allan Busch are shown in the 1978 photo that is projected on the screen.



40 Years of Distinguished Service

Flight Program Group Manager, Tom Grygotis, recently received a 40-Year Service Award from Laboratory Division Manager, Mike Greco.

Tech Highlights

By Stan Ciurczak

New Tech Center Aircraft: The Tech Center has received approval, after more than a decade of effort, to award a contract for a new Global 5000 aircraft from Bombardier Aerospace Corporation to replace our aging Boeing 727 aircraft. The aircraft will be delivered in September 2005, and will join our fleet as an airborne research and development lab.

Advanced Technologies Oceanic Procedures (ATOP): The ATOP Build 2 test team successfully completed factory acceptance test informal dry runs at the Tech Center and the contractor facility. Factory acceptance test readiness review was targeted for October 25. This effort supports the FAA goals of enhancing the safety of FAA's air traffic systems and making air traffic flow over land and sea more efficient.

ATCA Journal: **Ulf Ahlstrom** (FAA), **Joe Keen** (Titan) and **AJ Mieskolainen**, (Titan), have an article on the Weather Information Display System (WIDS) in the current issue of the ATCA Journal. They speak of

how important it is to conduct good human factors evaluations where design flaws can be identified and corrected prior to the fielding of displays. In addition, a paper by **Dr. Rich VanSuetendael** (FAA) titled, "Developing the Future Air and Space Transportation System Through Interagency Partnerships" (co-authored with **Shelia Helton-Ingram, Stewart Jackson, Darren Skelly** and **Cris Guidi**) is the winner of this year's Third Place Technical Writing Award from the Air Traffic Control Association. The award will be presented to the team by ATCA on November 2 at the ATCA Annual Awards Luncheon.

National Pavement Test Facility: Center engineers recently placed two 15 x 15 foot concrete test slabs at the FAA's National Airport Pavement Test Facility for an experiment that will help them to further understand the environmental effects on airport pavements. This experiment is being done in conjunction with the ongoing full-scale testing that already is being conducted at the test facility.

The slabs have been instrumented with 82 sensors to measure static strain, corner curling, temperature and moisture content, and will be monitored around the clock, through the curing period and several months beyond.

Organizational Realignment: The ATO Executive Council recently made three important decisions that affect the Tech Center. First, the council decided that integrated engineering services, a function that currently is being performed by the Center, would continue to be performed by the Center. Second, the council decided that second level maintenance for En Route, a function that previously was split between the ATO En Route Services and ATO Operations Planning organizations, would be consolidated within En Route Services. Third, the council decided that the test and laboratory support functions at the Center that were transferred into the Terminal Business Unit before the inception of the ATO, will be moved back under Operations Planning and the Tech Center.

Basic Sign Language Class

By Stacie Graves

The Civil Rights Staff at the Technical Center sponsored a 6-week Basic Sign Language course recently. The course met each Wednesday for 2 hours. Approximately twenty employees attended the training.

The course instructors were **Kimberly Tweedle** (ACT-9) and **Ann Maselli**, a sign language interpreter. Attendees learned the alphabet, numbers, everyday phrases and words that related to their jobs. The Civil Rights Staff is anticipates sponsoring the course again sometime in the near future.



The Civil Rights Office recently sponsored a 6-week Basic Sign Language course.

ATOP Initial Operating Capability Achieved

By Pete Castellano

The Advanced Technologies and Oceanic Procedures (ATOP) Team achieved Initial Operating Capability (IOC) and Initial Daily Use (IDU)

of ATOP Build 1 at the Oakland Air Route Traffic Control Center (ARTCC) on June 30. This is a major milestone for the FAA, the

ATO and the Technical Center, and one of the greatest achievements in recent air traffic control (ATC) system development history.



Team ATOP - starting bottom row - left to right: Don Marple, Stacey Hamilton, Bob Cartier, Chris Smith, Mike Weatherby, Derrick K. Cook, Yashica Powell, Angela Lewis, Adam DiBartolo, Angel Hassan-Miller, Mark Giberson, Frank Beningo, Pauline Kishkis, Lisa Cotterell, Alina Martin, Bernice Garcia, Chris Shimizu, Truoc Dinh, Calvin Alexander, John Frangomihalos, Ron Lockhart, John Moore, Jack Hickey, Jamaal Lipscomb, Irene Santana, Courtney Dudley, Fritz Hinchman, Sam Soto, Gary Silverstein, Edmund Makuch, Anthony Long, Brian Flynn, Pete Recigno, Ken Kaiser.

The ATOP system went from contract award to first site deployment in three years and within budget. Prior to achieving IOC and IDU, the ATOP team successfully completed Build 1 System Test at the Technical Center and Site Acceptance Test (SAT) at the Oakland Center. Build 2, the next phase of ATOP, will provide tracking of aircraft using primary and secondary radar inputs and Automatic Dependent Surveillance (ADS) broadcast.

ATOP integrates flight data processing, detects conflicts between aircraft and provides data link and surveillance capabilities, and will completely revolutionize air traffic control for the more than 24 million square miles of airspace over the oceans. Oceanic airspace users include general aviation, military, charter and commercial airlines. Oceanic ATC is different from domestic ATC, largely because there

Continued on page 20

Laurie Zaleski

bad guys.”

But perhaps Laurie’s greatest passion can be found on her 15-acre farm in Mizpah, named “The Funny Farm II.” There she provides a home and cares for unwanted and injured or handicapped animals, at her own expense.

Currently living at the farm are: 5 goats (one is a blind pigmy baby goat); 6 horses (one horse has asthma, two are extremely old while the others are race track rescues); 30 cats (one is missing a leg, another arrived with two broken legs and

a ruptured hernia while the others just needed a home); 38 chickens; 10 roosters; 36 guineas hens; 2 emus; 4 geese; 3 ducks; 2 pigs, a dog, a rabbit and some visiting wild turkeys. Of all Laurie’s talents and accomplishments, she really beams when she describes her farm. “This is how I choose to devote my spare time and resources.”

The Technical Center and the entire South Jersey community are truly lucky to have a person, like Laurie Zaleski, doing all that she does.



Art-Z Graphics - Laurie Zaleski, Carol Hewitt, David Hess.

Laurie Zaleski – A Portrait of the Artist

By Pete Castellano



Laurie holding a baby pheasant, along with stepdaughter Olivia holding Bam-Bam the goat.



"Peanutbutter" the horse with asthma

Laurie Zaleski, President and Owner of Art-Z Graphics, is our featured employee this month. Laurie has been devoting her incredible talents to support the Advanced Imaging Division since 1992. Art-Z Graphics has been awarded the prestigious "Communicator" award five times, most recently for the work done on the Smithsonian National Air and Space Museum's Udvar-Hazy Center Exhibit. However, there is much more to this picture.



German Shepherd named "Baby" caring for kittens without parents

Laurie is a true Renaissance person. Her skills, passions, and interests are rich and varied. After earning a degree in illustration with a minor in computer graphics, from Glassboro State College (now called Rowan University); and a degree in illustration and design from Moore College of Art in Philadelphia, Laurie worked as an illustrator for Campbell Soup, and then as a graphic artist and photographer at McGuire Air Force Base.

responsibility of providing graphic art support to all Technical Center, and some headquarters organizations. In addition, she and her employees support our needs for photography, layout and design, posters, signs, exhibits, web design and marketing efforts. You can see Laurie's work everywhere you look. Laurie also has a contract to provide similar services to the Selective Service System in Washington, DC.

Her company has the primary

In her spare time, she provides enhanced crime scene images for



"Enoch" the Emu

law enforcement agencies, including the FBI, the State Police, the Atlantic County Prosecutor's office and many local police departments. As Laurie puts it, "I just want to help catch the

Thunder Over the Boardwalk

By Mary Lou Dordan



Jack Jamison, Mike Greco, Ron Esposito and Howard Esposito at the Tech Center information table.

The title of this year's Atlantic City Airshow, "Thunder Over the Boardwalk", was certainly appropriate. The Thunderbirds presented their well-known demonstration of F-16 capabilities to the delight of a record-breaking crowd, on the beach, of more than 300,000 people. To give you an idea how large a crowd that is, that is about ten times as many people as on a normal weekday, and three times as many as typically seen on a Fourth of July weekend in Atlantic City. The message certainly was loud and clear - the general public loves airplanes.

This year the Technical Center was proud to have **Dan Dellmyer** and **Mark Ehrhart** pilot our Convair 580 in a flyover as part of the airshow. **Mike Greco** took over the microphone in the announcer's stand and did an excellent job of telling the audience about the Convair and the important work that is done at the William J. Hughes Technical Center.

The Atlantic City Regional Chamber of Commerce, and the Borgata Hotel Casino and Spa, hosted the 2004 show. Corporate sponsors provided the \$300,000 that was needed to put together a six-hour show of this caliber, involving over 40 aircraft.

There were many people behind the

scenes who also contributed their time and talents to organize and coordinate the movement of many aircraft in one area. Many thanks to **Dave Maslanka** and his staff, who were instrumental in assisting the visiting aircraft pilots and crews from their arrival to their departure from the Atlantic City Airport. A big thank you also goes to **Frank Impagliazzo** and his crew, from the hangar, for their continuing efforts to help get an F-104 Starfighter up and flying again, after it had engine problems at the conclusion of the airshow. Thanks also go to air traffic control specialists **Josh Armstrong** and **Jack Jamison** from the Atlantic City Air Traffic Control Tower.

As the program manager for aviation education outreach, I had the privilege of staffing an informational table on the Boardwalk that day. The interest in aviation was once again demonstrated by the many people



Josh Armstrong and Mary Lou Dordan staffed an information table at the Atlantic City Air Show.

who swooped up every piece of printed handout materials with the speed of a boardwalk seagull.



Evacu-Trac: Recently the Technical Center acquired five more Evacu-Trac evacuation chairs. In case of a fire or earthquake, elevators should not be used for emergency evacuation of a building. However, people with limited mobility can become trapped or have to wait a long time for help in this situation. The Evacu-Trac was designed so that people with limited mobility can transfer from their wheelchair to the Evacu-Trac without assistance. Once positioned in the Evacu-Trac, velcro straps are wrapped securely around the passenger's torso and lower legs, and he or she then is wheeled to the stairway for descent. People with Disabilities Program Manager, Sam Wilson; Strategic Human Capital Program Manager, Terry DiPompo; and Senior Corporate Officer, Ron Esposito, are shown looking at one of the new Evacu-Trac's.

Safe Flight 21: Improv

The Safe Flight 21 Program is a joint Government and industry effort to improve the safety, efficiency, and capacity of the National Airspace System, using an emerging surveillance technology known as Automatic Dependent Surveillance Broadcast (ADS-B) to provide

Safe Flight 21, has been guiding the efforts of 12 of the William J. Hughes Technical Center's finest employees. He explained that each aircraft equipped with a Global Positioning Satellite (GPS) receiver broadcasts its position once-per-second over an ADS-B data link. An ADS-B equipped aircraft within radio frequency (RF)

range will receive that message and instantly know the broadcasting aircraft's position. Since it



Tom D'Ottavi and Phil Ingraham

John Tatham

Chuck Greelow, Larry Vanhoy, and Traffic Personnel



Keith Biehl and Larry Vanhoy

also knows its own position, it gives the pilot a picture of surrounding ADS-B equipped traffic. The ADS-B ground station picks up these broadcasts and relays the data

common real-time traffic information to both the air traffic controller and the pilot. It also can supply real-time graphic and text weather data, and other flight information, to the entire cockpit.

Mike McNeil, the group manager for

to the air traffic controllers' display.

Since this new technology has allowed satellites to replace radar detection, the same picture can be produced on the ground and in the air simultaneously, and controllers can converse with the flight crew about

iving Air Traffic Safety

By Janet M. Kinsell

what is pictured on the screen. If a plane is out of RF range, the flight crew can still see what potential hazards lay ahead.

Laurie Zaleski, project photographer



and 2 Daytona Air

Florida. Since all airplanes are not currently equipped with ADS-B, a question remained as to how a pilot would be able to see a non-equipped aircraft. The answer: Through the application of Traffic Information Service Broadcast (TIS-B), an instrument takes ground-based surveillance and converts the data to latitude / longitude format, and then broadcasts the data back to the same ground station, which allows the ADS-B equipped aircraft to see the non-equipped aircraft.

The skies are getting safer every day due largely to programs such as Safe Flight 21. This is evident from industry's aggressive goal of equipping 500-600 airplanes with the surveillance technology of ADS-B,



Tom D'Ottavi, Phil Ingraham, John Birney, Elizabeth Crudello, and Chuck Greenlow

The FAA has selected the east coast region for initial deployment of ADS-B broadcast services. Twenty-four recent test flights afforded the opportunity to collect a large quantity of data from South Jersey to Miami,

and 22 Air Traffic Control Centers with TIS-B throughout the country by the end of this year.