



## HOLIDAY MESSAGE FROM THE DIRECTOR

Dear Technical Center Employees:

This time of year tends to be the happiest, and in some ways the busiest time of year, and I want to wish you and yours -- happy days, safe travels, and all the best of the holiday season. I hope you will make some time to reflect on your contributions and achievements, and to enjoy that time which remains in this year, decade -- and century!

Speaking of reflecting, Steve Zaidman, (ARA-1), made a commitment last fall to improve the acquisition of software intensive systems so that ARA would deliver better products to the field, which were on time and within budget. Achieving this goal required use of the FAA Integrated Capability Maturity Model (FAA-iCMM). As many of you know, the FAA-iCMM model is an effective and proven method for gradually gaining control of processes to improve services and product development. It provides a model against which your processes can be measured.

Steve and the ARA Management Team required that 75% of selected programs be assessed at a Level 2 by December 1999, and at a Level 3 by December 2001. The Technical Center's Management Team and I committed to this important effort and targeted four process areas -- Configuration Management, Contracts Management, System Test and Evaluation, and Transition.

The model required that our processes in these areas be documented, planned, tracked, validated, and (where necessary) improved. This afforded us the opportunity to look at some of our internal

processes, and ensure that the best practices of Government and industry are included among our own.

We knew when we began that achieving our goal would require change, that change tends to be somewhat uncomfortable and that sometimes it is even difficult. But if nothing changes...nothing changes! Successful organizations can and do accept change. The corporate commitment of time and resources by ARA and ACT helped ensure that we would make the best of this special opportunity to grow and improve.

Last month the four process areas underwent a formal organizational FAA-iCMM appraisal to identify the areas of system processes that met the process area goals and to see where improvements

would be needed to meet these goals. On October 29, the FAA-iCMM appraisal team held a meeting with all of the participants to announce the results of their findings.

The findings proved to be very positive, resulting in a Level 2 Capability rating in all four areas. I really appreciate all the good work that has been

done by individuals, projects, and organizations to make us successful in achieving our FAA-iCMM Level 2 goal. You went to a great deal of effort to define and document your processes, analyze them against the Base Practices of the model, and apply the Generic Practices specified by the model to achieve a Level 2 rating.

I am very proud of you and your achievements, and I hope you are equally as proud of this accomplishment, which makes ARA, and therefore ACT,

**"ARA has made commendable progress toward achieving iCMM level 2 in nine key programs and most importantly in fostering support for iCMM throughout the organization."**

**-- Steve Zaidman**

## MESSAGE FROM ACT-1

a better FAA Line of Business. This accomplishment was the result of a great deal of teamwork. The Center documented its processes, placed them in a Process Asset Library, and created a system to maintain them. They are repeatable, planned, and tracked; in other words, they are at iCMM Level 2.

This massive effort involved much time, hard work and dedication of many of the people who work here. It was encouraging to observe ACT organizations working together to achieve a unified goal. In an earlier statement, I noted that possibly the hardest part of our growth in the area of process improvement was that it required a willingness to work together and an openness to change. I continue to believe that successful companies and organizations are those that are capable and effective in accepting change and teamwork. Your success in this appraisal shows a real commitment to these qualities.

Our process improvement effort will not end with this appraisal. The draft FY 2000 enabling process improvement goals for ARA includes using FAA-iCMM. We will continue the excellent efforts that we have begun and expand our Level 2 goals into other ACT organizations and projects.

A great deal of institutional knowledge was gathered during the lengthy process of working to achieve Level 2. I encourage those of you who have had this work experience to share this knowledge, just as I encourage anyone who was not directly involved in this appraisal to get involved in improving those process areas with which you are associated.

It was a pleasure being part of this hard won goal, and I am very proud of everyone who was involved in this important achievement. Thank you for a job well done, and Happy Holidays!

-- Anne Harlan

## MANCHESTER SITE SELECTION TEAM VISITS AFTIL FACILITY

The Airway Facilities Tower Integration Laboratory (AFTIL) hosted an initial tower-siting visit by air traffic controllers from Manchester Airport, NH, and ANI engineers from the New England Region. This initial visit focused on the proposed new Manchester control tower location, potential obstructions to controller's vision, new airport construction projects, control tower console initial design, and a 3-D modeling of the control tower site location.

The AFTIL's out-the-window tower display, coupled with a simulation of the Manchester air traffic, provided the visitors a realistic insight into what future operations will be like 3 years before the planned construction is complete. One major concern is the location of a newly constructed parking garage adjacent to the site of the proposed new tower. Adding to the concern is the possibility of the airport authority building a second new garage adjacent to the new control tower.

The AFTIL displayed the present and proposed garages in proximity to the new tower site. With this out-the-window view, the Manchester team discovered shadowing problems in the new tower location caused by the garages and other existing buildings. They also saw potential glare from the sun shining on the garage roofs and the effect on night time operations from automobile headlights as issues that need to be resolved at future meetings.

As a result of this 2-day meeting, the controllers and engineers gained a more complete visualization of the new tower's operational perspective and an understanding of issues concerning site obstructions. They plan to return to the AFTIL to complete the tower cab console mock-up. Irving Washington, Deputy Air Traffic Manager, praised the AFTIL's ability to construct a realistic and useful airport model, saying "this presentation is a critical step in any [tower] construction project and we need to expand the use of this facility. We need to ensure this tool is maintained and functional."

## NEWS FROM AROUND THE CENTER



On December 1, **Kimberly Tweedle** (ACT-9), taught a group of Headquarters employees (including this editor) in Washington how to "Communicate with the Deaf." In a fascinating and lively 1-hour pres-

entation, she explained some of the communications problems encountered when the deaf and the hearing try to "converse." Kimberly ended the presentation by teaching a group of not so nimble-fingered attendees the American Manual Alphabet and some basic sign language. Because of these efforts, she is helping to build a culture of understanding and cooperation throughout the agency. Thank you Kim for your patience and kindness in broadening our awareness!

Dr. **Tanya Yuditsky** and **Kenneth Allendoerfer** (ACT-530) recently received letters of commendation from the IPT co-leads of the Host and Oceanic Computer System Replacement (HOCSR) program. The researchers conducted human factors assessments of the Phase 1 Operational System for en route and oceanic domains. The letters read in part: "Your participation . . . has helped upgrade vital air traffic control computer hardware while preserving the safety and efficiency of the airspace over the United States. Your dedication has been a real asset to the FAA as it modernizes En Route and Oceanic air traffic control equipment . . . the FAA is fortunate to have professionals such as you."

Last month *Intercom* recognized **Ed Coleman** (ACT-330) for being named Outstanding Engineer of the Year by The Southern NJ Sections of the Institute of Electrical and Electronic Engineers (IEEE), the American Institute of Aeronautics and Astronautics (AIAA), and the IEEE Computer Society. What we forgot to mention, however, is that **Richard N. Walters**, Galaxy Scientific Corp., received an award for Outstanding Research. He co-invented, reduced

to practice, and patented a microscale combustion calorimeter and method for evaluating the flammability of research quantities (< 1 gram) of plastics being developed for fireproof aircraft interiors in the FAA's Fire Research Program. **Joseph Reiter**, Veridian Corp., was named Outstanding Test Engineer. He supports AAR-500's efforts to strengthen security controls over checked baggage with respect to air transportation by conducting the Positive Passenger Bag Match Test Program as the lead test engineer. **Thomas J. McParland**, Basic Commerce and Industries, Inc., received accolades for his Outstanding Technical Leadership. He is an engineer and program manager supporting the FAA in areas such as telecommunications and network-based information security. This year's nominees also included five other FAA Technical Center employees: **Cheryl White** (ACT-230), **Gerry Spanier** (ACT-261), **Ken Knopp** (AAR-432), **John Frederick** (ACT-231), and **Dan Haubrich** (ACT-421). Congratulations to this distinguished group of ACT employees.

**Richard E. Lyon** (AAR-422) and **Richard N. Walters** (Galaxy Scientific Corp.) received U.S. Patent 5,981,290 on November 9 for a Microscale Combustion Calorimeter. The calorimeter, developed at the William J. Hughes Technical Center in the Fire Research Program requires only milligram samples to estimate the heat release rate of cabin materials in flaming combustion.

**Maria Ricca**, an operations analyst with Galaxy Scientific Corp., has joined the AAR-500 team, where she will be assisting with performance planning and reporting. AAR-500 also welcomes Dr. **Richard Lareau** to its Systems Development branch.



**Happy Holidays from *Intercom***

## FAA CMM PROCESS APPROVED

On November 29, Administrator Garvey approved the Configuration Management (CM) FAA Order 1800.66, and the associated CM Policy and CM Life-Cycle Process. Obtaining approval of the policy and process is a significant milestone because the foundation is now laid for the continuing improvement of the Configuration Management discipline in the agency.

The CM policy is comprised of a set of specific policy statements, and the CM Life-Cycle process description. The existing Configuration Management Policy, FAA Order 1800.8F, remains in effect until such time as the necessary corporate CM procedures are developed and approved for agency use. If there are conflicts between the FAA Order 1800.8F and FAA Order 1800.66, they should be brought to the attention of ACM-1/20 for resolution.

FAA Order 1800.66 and the attached policy and process will be printed and distributed agency-wide within the next 4-6 weeks. It will be available on December 13th for downloading from the ACM-20 FAA CM home page at <http://www.faa.gov/cm/Index.htm>.

For additional information please contact one of the following individuals via e-mail or telephone:

- Rebecca Taylor-King, Manager, 202-358-5339
- Jim Melton, CM Policy Team Lead, 202-358-5409
- Wilnette Cook, for general information, 202-358-5458.

## HOCSR TEAM RECOGNIZED



An awards ceremony held on November 8 honored the achievements of ACT employees involved in the successful implementation of the Host and Oceanic Computer System (HOSCR).

HOSCR replaces the HOST computer and Oceanic Display and Planning and Offshore Flight Data Processing System, and is the

foundation of the en route air traffic control system.

Critical to successful modernization of the National Airspace System, the work performed at the Center makes it possible for deployment of HOCSR to the nation's 20 Air Route Traffic control Centers and 3 oceanic centers.



## A SAFETY MINUTE

FROM THE SAFETY OFFICE,  
ENVIRONMENTAL BRANCH (ACT-640)

### This Man Fits the Bill, Again!

For some it takes months, for others it takes weeks and then there are the special few where it takes no time at all. Fortunately, for the past 2 years the Safety & Environmental Representatives Committee (SAFERCOM) has had that special person. In fact you might say that this man fits the bill! What do we mean? Well, for the 2 two years the SAFERCOM has been guided by the leadership ability of **Barry Billmann** (ACT-360). Barry was nominated as the SAFERCOM Chairperson in January 1998. During his tenure he has single handedly raised the level of the SAFERCOM from a newly formed organization seeking management support, to a committee that is recognized by managers and colleagues not only at the Tech Center but throughout the FAA.

With the formation of the SAFERCOM it was imperative to have a leader capable of taking action. That is exactly what we got from Barry. With his election as the SAFERCOM Chairperson, Barry immediately set out to raise Safety Awareness and Safety issues among colleagues at the Technical Center and within the lines of business of the FAA. The results of Barry's leadership are a Tech Center SAFERCOM that is active in identifying safety issues on Center, raising safety awareness among Center Management, and communicating safety & health issues to the appropriate management levels within the FAA.

Barry's term as SAFERCOM Chairperson is almost to an end. Fortunately, the committee was wise enough to elect

Barry to a second term. With past experience now an ally, there is no one better equipped to lead the SAFERCOM Committee forward into the new millennium. With his reelection the Safety Office is pleased to present Barry with a Safety Award and Safety Mug for his dedication and leadership as Chairperson of the SAFERCOM. The next time you see Barry, please take a moment to join the safety office and SAFERCOM Members in acknowledging his reelection as SAFERCOM Chairperson. As the title suggest, when it comes to safety and health "This Man Fits the Bill, Again!"

### Congratulations Barry!



# ACT/CAASD LEADERSHIP OFFSITE



On December 7, 1999 senior officials from the Tech Center and the Center for Advanced Aviation System Development (CAASD)

held an offsite at CAASD's New Jersey offices. Some of the expectations of the offsite were to work more effectively and efficiently together and to develop shared goals for strengthening our relationship. Lillian Ryals of CAASD and Anne Harlan originated the idea for the offsite.

Bob Bernard, the FAA CAASD Program Manager (ASD-10) also attended and provided an excellent overview of the FAA/CAASD working relationship. CAASD is the Federally Funded Research and Development Center (FFRDC)



operated by the MITRE Corporation for the FAA. Bob explained the MITRE/CAASD history: the CAASD sponsoring agreement, FFRDC charac-

teristics, the blueprint for CAASD work and the process for work plan development.

The group also reviewed past work experiences and developed a plan to strengthen the Technical Center/CAASD partnership. The plan includes improved communications between the organizations and the identification of specific project areas for future work. All attendees agreed that the discussions and decisions made at the offsite would help provide the basis for a continued trusting relationship between the Technical Center and CAASD.

The following people attended the offsite:

- Lillian Ryals, CAASD F60
- Gregg Leone, CAASD F65
- John Mack, CAASD F65
- Barbara MacDonald, CAASD F64
- Frank Petroski, CAASD F40
- Anne Harlan, ACT-1**
- Bruce Singer, ACT-2**
- Ron Esposito, ACT-3**
- John Wiley, ACT-200**
- Shiela Franklin-Smallwood, ACT-200**
- Dot Buckanin, ACT-300**
- Dennis Filler, ACT-500**
- Bob Bernard, ASD-10



## HEADQUARTERS HEADLINES

### **FAA Simplifies Rulemaking Language in Reinvention Effort.**

On December 14, as part of initiatives developed by President Clinton and Vice President Gore, and in response to a customer satisfaction survey of commercial pilots, the FAA announced it was simplifying its rulemaking process by writing all future regulatory documents in plain language. As a first step, the FAA will publish two model regulatory documents tomorrow in the Federal Register.

Commercial pilots, surveyed as part of Vice President Gore's National Partnership for Reinventing Government (NPR), gave the services provided by the FAA good marks. While these pilots recognized the FAA's professionalism and contributions to safety, they emphasized the need for clarity and standardization of regulations and policies. This conclusion was confirmed by the use of a pilot focus group. Focus groups will continue to be part of the new, evolving rulemaking process.

The new process is specifically designed to reduce the confusion in the federal aviation regulations and will result in all future rules incorporating plain-language principles. The new rulemaking process will ask not only for the standard comments on the content and implementation of the rule, but also on the clarity and the basic understanding of the rule. Consequently, new rules and guidance material, written in plain, simple language, will reduce confusion, making compliance easier.

On December 15, the FAA published its first ever proposed rule completely rewritten in plain language. The proposed rule details the public process for participating in FAA rulemaking. Other regulatory documents to be published this week in the new, plain language style include model airworthiness directives (ADs) and advisory circulars (ACs), two basic regulatory documents.

The University of Michigan polled 260 pilots that were randomly selected from the commercial pilot database. Questions concerned three major activities affecting FAA customers -- air traffic services, original pilot certification and competency checks and clarity and consistency of regulatory standards. The results of the survey as well as the air traffic and rulemaking action plans can be obtained by going to [www.faa.gov/language](http://www.faa.gov/language). The full government-wide ACSI report is on [www.npr.gov](http://www.npr.gov).

### **FAA Appoints NRS for Aircraft Computer Software.**

The FAA appointed Leanna K. Rierson as the national resource specialist for leading-edge aircraft computerization and certification issues on December 6. Rierson has over 10 years experience in software development, including 4 as a lead avionics engineer on business jets at Cessna Aircraft. She joined the FAA in 1995 as an avionics software engineering specialist in the FAA's aircraft certification office in Wichita, KS. Since January 1997, she has been the software

technical specialist and program manager for the Aircraft Certification Service's Avionics Branch.

### **FAA Statement on the Inspector General's Report on Airport Access Control.**

On November 24, the FAA issued a statement saying it found the Inspector General's report helpful in outlining needed improvements in airport access control. The agency has already worked with airports, tenants and air carriers on the problem, and they have made substantial progress in many areas.

Once early audit results showed that agents were able to gain unauthorized access to aircraft and secure areas at some airports, airports were required to uncover and fix the vulnerabilities. The campaign to correct access control difficulties ran from March through May. FAA security agents worked with the airport operators, air carriers, tenants, and the airport consortia to test for vulnerabilities and correct deficiencies.

Following that, the agency ran a series of aggressive tests--approximately 3,000 tests at 79 airports--and opened 393 enforcement cases for weaknesses in any of the security layers that work together to control access to aircraft.

These tests showed airports had fixed the problems and that industry, once focused, was capable of providing high levels of compliance with regulations. The challenge now is for airports, tenants and air carriers, to sustain strong access control.

## HQ HEADLINES CONT.

## "AMERICA GOES BACK TO SCHOOL"

To that end, the FAA is taking these steps:

- Permanently increasing the rate of unannounced, intensive access-control testing to keep watch on the state of industry compliance and make sure attention to this important aspect of security does not lapse in the future.
- Accelerating work already under way to improve FAA's data collection, quality control and trend analysis systems.
- Working jointly with industry to tighten procedures to monitor alarmed doors and control access to parked aircraft from the jet bridge, the ramp, and the departure areas.
- Working jointly with industry to improve employee training for access control awareness.
- Encouraging all airports and air carriers to implement programs for holding individual employees accountable through education and progressive discipline for violations.
- Gathering public comments on a new proposed rule that would allow FAA to take action against individual employees who are not complying with access control regulations.
- Finalizing proposed changes to security regulations for airports and air carriers that would require them to institute local compliance programs to deal with individual employees who do not comply with access control requirements.



ACT's Community Outreach Program recently sponsored an "America Goes Back to School" event for the local community. Started by U.S. Secretary of Education Richard W. Riley in 1995 and sponsored by the Partnership for Family Involvement in Education, "America Goes Back to School" encourages families and communities to make the most of the back-to-school time by launching or expanding family-school-community partnerships.

America Goes Back to School is based on some key facts:

- Students who have one or both parents involved in their education are more likely to get As and less likely to be suspended or expelled or to repeat a grade. A father's involvement appears to be especially significant to students getting mostly A's.
- Teachers say the single most important thing public schools need to help students learn is involved parents.
- Almost half of all Americans say they would be very comfortable volunteering to be a mentor or to

help in some way at a local school. Yet only one-third of Americans say they regularly participate in volunteer groups that do charity work or community service.

- Over 60 percent of Americans believe that most parents face times when they need help raising their kids, often

because they are so stretched for time.

ACT accepted the "America Goes Back to School" challenge, and on October 26 conducted 3 different hands-on workshops for 25 students from the Fanny D. Rittenberg School in Egg Harbor City:

Workshop I: Networking/ Video Conferencing

Instructors: **Carl Henry** (ACT-74) and **Dominic Ali** (TMA)

Workshop II: Microsoft Flight Simulator

Instructor: **Rob McQuown** (AOS-310)

General Aviation Trainer

Instructors: ACT-510's **George Bollenbach**, **Joe McCall**, and **Mike Cullum**



## BACK TO SCHOOL



### Workshop III: Voice Switching Communication System

Instructors: **Pat Kelly** (ACT-340), **Fritz Hinchman**(AS&T), **Steve Davidson** (DISC), **Keith Trendler** (AS&T), **Joe Sundra** (RMS), **Bill Dillmore** (SRC)

As quoted by one of the teachers, "the students and teachers absolutely loved spending the day at the Center, the entire ride home the students wanted to know when we were going to go back".

**Carleen Genna-Stoltzfus**, Community Outreach Director (ACT-70), coordinated the event. She thanks the following for their support in making the day a great success:

**Annette Harrell** (ACT-73)  
**Carol Martin** (Art Z Graphics)  
**Bill Dawson** (ACT-73)  
**Ginger Cairnes** (ACT-70)  
**Karen Ciciatiello** (ACT-70)  
**Adam Greco** (ACT-510)  
**Mike Pomykacz** (ACT-510)  
**Ron Esposito** (ACT-3)

## NEW JERSEY SCIENCE CONVENTION

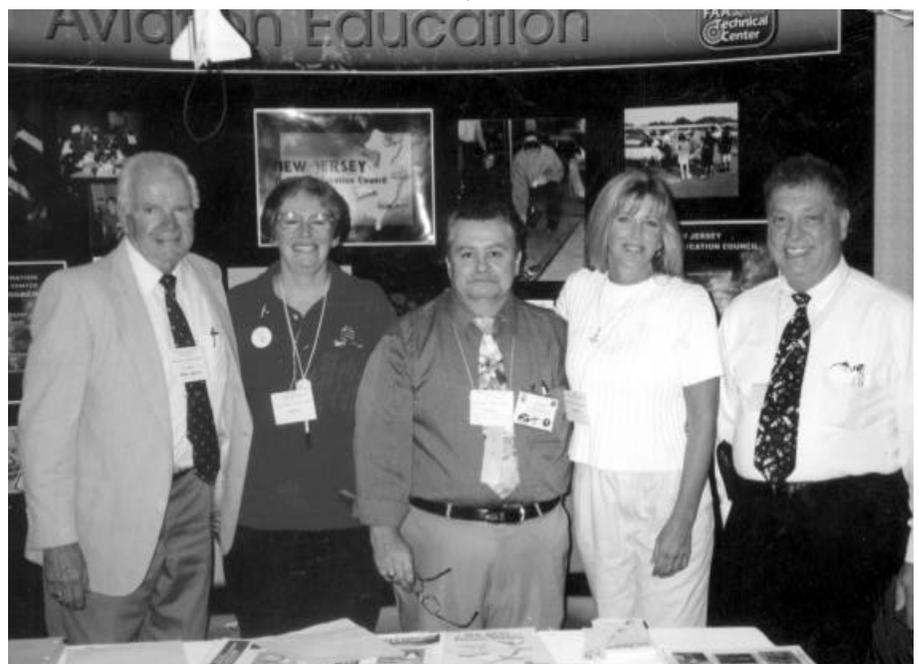
Continuing its long and productive relationship with the local educational community, ACT recently participated in the 23rd Annual New Jersey Science Convention. The Convention provides an annual forum for science teachers to become energized with fresh ideas, inspired by presenters, reacquainted with old friends, and networked with new. Recognizing the changes in education theory and science teaching, this year the convention offered over 260 workshops. Center personnel offered 2 of those workshops: "Aviation/Aerospace Education Makes Science Soar" and "Fun Filled Learning Through Flight."

In addition, ACT's Community Outreach/Aviation Education Program partnered with the New Jersey Aviation Education Council to exhibit the many different ways teachers could incorporate aviation topics into their current science curriculum. To entice the teachers

to come into their booth, the ACTers hung little puffy clouds, airplanes, and "instruments" from a real aircraft throughout their exhibit.

Once in the booth, teachers received curriculum guides, classroom materials, information about the National Aviation Education web-site and the International Aviation Art Contest, as well as the New Jersey Aviation/Aerospace Education Resources Guide.

The guide is particularly useful. It provides information on the FAA, NJ Dept. of Education, NJ Dept. of Transportation, Museums and Educational Facilities, New Jersey Airports, and much more. As **Carleen Genna-Stoltzfus**, ACT's Community Outreach Director, explains, this guide explains to teachers "how they can take their kids to new heights with aviation in the classroom."



## ON PARADE



This past spring, the Egg Harbor Community Committee and the Greater Egg Harbor Mothers' Club held its annual Bike Parade in Egg Harbor City. This year, ACT's **Carleen Genna-Stoltzfus** sponsored a new aviation award category under the auspices of the Community Outreach Program.

The first prize for the best bike with an aviation theme was a half-hour in the Tech Center's General Aviation Trainer (GAT). One of the Center's Aviation Education Counselors, **Rosanne Weiss** (AAR-424), judged and presented 1st, 2nd, & 3rd place awards in the new category. In addition to a lot of fun, each participant received Air Bear, August Martin, and Orville & Wilbur Wright activity booklets, "How We Made the First Flight" materials, and other aviation-related information.

Thanks to ACT-510's **Adam Greco, George Bollenbach, Joseph McCall, and Mike Cullum** for providing their assistance to the 1st place winner.

If you want to become involved in the upcoming contest and bike parade, please contact Carleen at 485-6515.



## ART AUCTION A SUCCESS

Dr. **Anne Harlan** joined several hundred parents, grandparents, and friends of the NAFEC Child Care Center at this year's Art Show and Auction. Held on Saturday, November 6, in the Center cafeteria, the event was this year's major fundraiser for the center.

Catered food, live music, and a festive atmosphere all added up to a grand evening of fun. The auction, conducted by the Heisman Gallery of Ardmore, PA, realized a \$5,000 profit. The Child Care Center is using the funds to purchase educational items for the children.

During an accreditation survey conducted several years ago by the National Academy of Early Childhood's accreditation division, the Academy recommended a multicultural approach to literature, and a more realistic portrayal of children in ethnic groups. To comply with the recommendations, the Child Care Center has spent some of the auction funds to purchase new, age appropriate materials, such as Caldecott and Newberry award-winning books, and copies of large, teacher editions of storybooks.

The center also has recently bought the bases for a baseball diamond, which will allow the children to play baseball in their play area, located just outside the center. Other equipment to help them develop their motor skills also has been acquired.

In addition, educational games to advance their thinking skills and for pure enjoyment have been acquired. For example, their computer programs have been updated so that the children will enjoy the color and fascination of choosing correct letters and numbers. It has been fun to see these stories come alive when the children choose their own unusual endings to the stories. Other purchases will help the children learn about different professions.

The NAFEC Child Care Center staff thanks all who made this year's event so successful. The event committee received a great deal of positive feedback from the people who attended. Some even expressed disappointment when told that next year's fundraiser will not be an art auction.

## TOP TEN TRAVEL TIPS FOR HOLIDAY FLIGHTS



The winter holidays are traditionally the busiest times of the year for the nation's airlines and airports. To help travelers minimize delays during the busy holiday season, the FAA issued some simple suggestions.

1. Arrive early. Holiday crowds coupled with current security measures may increase the time you need to check in. Build even more time into your schedule if you need help with infants, young children, elderly or disabled passengers, or passengers with medical conditions.
2. Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.
3. Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of increased

security, local parking rules are being strictly enforced.

4. Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification. Failure to have proper identification may result in additional security scrutiny.

5. For international flights, airlines are required to collect your full name and ask you for a contact name and phone number. The Department of Transportation recommends that you provide the information.

6. Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers.

7. Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and answer honestly--history has shown that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Answering

"yes" to either question will only lead to a little extra scrutiny of the bag.

8. Do not joke about having a bomb or firearm in your possession. Security personnel are trained to react when they hear these words. Penalties can be severe, and can include the possibility of time in prison and/or fines.

9. Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection.

10. Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to \$27,500 per violation, as well as possible criminal prosecution.

If you would like to find out if there are any special travel advisories in effect, call the Department of Transportation's Travel Advisory Line at 1-800-221-0673.

## AOPA EXPO '99

AOPA held its 1999 Expo in Atlantic City, NJ, October 21-23. The event drew a record 9,749 registrants. Approximately 1,465 aircraft flew in for the 3-day event, keeping Atlantic City International, Bader Field, and other nearby airports very busy. **Dave Maskanka** (ACT-600) who, along with the operations officers at the Tech Center's hanger, helped coordinate the event for ACT reports that over 320 airplanes parked on the FAA ramp.

In fact, the tarmac at ACY was so crowded it looked a little like Chicago O'Hare (okay, so work



with me here and use your imagination).

Among the many dignitaries flying into Atlantic City for the event was Administrator Jane Garvey, who wishes she had more time in her busy schedule to visit the Tech Center.



## INTERCOM SUBMISSIONS

**Don't forget!**

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

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