



## CELEBRATING BLACK HISTORY MONTH

February is Black History Month. The 2001 theme is "Creating and Defining the African-American Community: Family, Church, Politics, and Culture." The month-long celebration is designed to educate people of all races to appreciate the African-American experience.

From the Revolutionary War era to the challenges of transcending slavery to the growth of New Jersey's economy today, African Americans have had a profound impact on the history of the Garden State. Learn more about the African American legacy in New Jersey by visiting some of the state's historic sites and museums.



Jacob's Chapel African Methodist Episcopal Church in Mount Laurel is probably one of the oldest African American

churches in New Jersey. One of its older buildings at the church site dates back to 1813. A newer structure was erected in 1859. Dr. James Still, one of New Jersey's earliest African American doctors and a spokesman for the community, is buried in the cemetery churchyard where veterans of the Civil War are also laid to rest. Call (609-234-1728) for an appointment to tour the historic site.

Established during the late 18th century, Lawnside is New Jersey's most significant African American community. The town was initially known as Snow Hill and later as "Free Haven," the latter name perhaps signifying its role as a sanctuary for

slaves seeking freedom through the Underground Railroad. In 1907, the community became known as Lawnside. In 1926, Lawnside became New Jersey's first all-African American community to be incorporated as a municipality. Arrange a guided tour of Lawnside by calling (609) 546-8172.

Built around 1844 at Moore and Gloucester Avenues, the Peter Mott House in Lawnside is one of few existing Underground Railroad stations that remain intact. It was owned and operated by an African American, Peter Mott (1807?-1881), who was a freed slave and farmer from Delaware. Mott also served as pastor of Lawnside's Mount Pisgah AME Church.

In New Jersey's capital city, Trenton, and just steps away from the State House, the New Jersey State Museum (609-292-6464) has several exhibitions that center on African American history and culture. Among its permanent collection are works from African American artists such as Edward Mitchell Bannister, Joshua Johnson, Romare Bearden, Jacob Lawrence, Richard Hunt and more.



Culminating from an exhibit mounted in 1996 about the African American Princeton community, the Historical Society of Princeton (609-921-6748) offers both self-guided and guided tours of the historic district of the African American community that is part of Princeton, home of Princeton University. Princeton was the childhood home of actor, singer, athlete, and political activist Paul Robeson (1898-1976). Although the residence, at 13 Green Street, is not open to the public, a walk

## PERFORMANCE BASED ORGANIZATION FOR FAA

*(This article, written by Meredith Haines, is reprinted from the AUA Quarterly, vol. 11, January 2001)*

The concept of PBOs, or performance-based organizations, was first proposed for the government in 1996. The PBO provision first appeared in the bipartisan-supported Higher Education Amendments of 1998 and was signed by President Clinton on October 7 of that year. The implementation of PBOs in government was part of an effort to reform government and work under a balanced budget, and was drafted chiefly through the National Partnership for Reinventing Government.

The original idea called for giving government agencies increased autonomy from government-wide rules in exchange for a greater accountability for achieving results. PBOs and similar performance-based organizations have been in use for about 15 years in numerous state, local, and foreign governments.

PBOs commit to clear objectives, specific measurable goals, customer service standards, and targets for improved performance. They are designed to make certain government agencies both highly responsive to user needs and more accountable for good performance. They have managerial power and flexibility and are headed by a competitively hired CEO who reports directly to the agency's Administrator.

Hired for a fixed term (usually 3-5 years), the CEO signs a performance agreement with the Secretary and his or her pay and

job security depend on the delivered results. A PBO focuses on program operations, not policy-making and regulation.

An agency must fulfill several prerequisites before becoming a PBO candidate. It must have a clear mission, measurable services, and a performance measurement system in place or in development. It must generally focus on external (non-government) customers. The PBO must have a clear line of accountability to an agency head who has policy accountability for the functions. It must have top level support to transfer a function into a PBO. Finally, it must have a predictable source of funding.

The Air Traffic Services Improvement Act of 1998 calls for the creation of a PBO within the FAA for air traffic and related services. It also calls for an integrated and comprehensive funding package specifically for the PBO. In December 2000 President Clinton established by executive order the "Air Traffic Organization" (ATO), to be run by a Chief Operating Officer or COO. The new PBO will merge "elements of the FAA's Air Traffic Services and Research and Acquisition organizations that have direct connection and give support to the provision of day-to-day operational air traffic services" and will be funded by user fees. This funding approach frees the PBO and air traffic services from government-wide discretionary budget caps.

FAA Administrator Jane Garvey expressed her pleasure with the bill. "Unfortunately, the

current budgetary framework for aviation funding limits our ability to plan and execute needed investments." Through user fees and taxes, the FAA hopes to collect the level of funding each year that is needed for the following year.

Garvey expressed an interest in making the FAA a government service that will eventually be independent from General Fund support as it shifts to full reliance on funding from users. Though Administrator Garvey admitted that the shift would be difficult, she believes "this shift must occur to accomplish the ultimate goal, which is a funding stream that responds quickly and reliably to aviation growth."

Making the FAA a cost-based system under the direction of the PBO will serve to develop a more efficient and businesslike air traffic system. An improvement in management and agency accountability is expected to stem from this change. The FAA hopes that the PBO will help make the organization safer and more efficient, and will reduce the cost required to run it. "Cost accounting information [from the PBO] will allow us to better control our costs and to help determine what services are needed, as well as where and how resources should be best allocated," said Garvey.

The FAA's first foray into a PBO has not yet begun officially. The search for a COO is ongoing and the agency has not published a schedule for launching the new organization. Change is in the wind.

## MORE PBO INFORMATION

*(VOICE offers the following information on the PBO)*

President Clinton's order to create a more business-like air traffic organization within the FAA is an evolutionary process built on efforts already underway at the agency. For the time being, however, the PBO concept is only on paper. Many questions will not be answered until the next administration reviews the PBO concept.

The President's directive takes the provisions of the AIR-21 law passed by Congress in April and initiatives already underway in the agency -- including cost accounting, user fees, performance measures, acquisition reform, and personnel reform - and pulls them together under a PBO. This gives high-level focus to the FAA's efforts.

The PBO concept raises a number of questions.

### ***Will the formation of a PBO affect the FAA's organizational structure?***

The Air Traffic Services Subcommittee of the Management Advisory Council of five non-aviation business and labor leaders will advise Administrator Jane Garvey if she decides reorganization is required. What seems certain is some integration of the Offices of Air Traffic Services and Research and Acquisitions to focus on service delivery, not just product delivery. Unions would have to be part of any reorganization discussion. However, any changes in organization likely will be in reporting lines, thus no major upheaval is anticipated.

### ***Is this just a step toward privatization of the air traffic control system, and if so, will Congress approve?***

Congress has made it clear several times that it opposes privatization and shows no signs of changing its opinion. The National Air Traffic Controllers Association supports the PBO initiative as long as it doesn't lead down that road.

### ***Can the PBO concept work without Congress reforming financing laws to ensure that air traffic is adequately and consistently funded?***

FAA Budget Director Brian Riley said, "Congress has consistently supported FAA efforts for personnel and procurement reform. However, obtaining congressional support to change the current structure of excise taxes and segment fees to a financial structure more in line with a PBO will be more difficult. Hopefully, with the advisory council and the selection of the chief operating officer, we can build momentum towards financing the FAA in a way acceptable to both the new administration and Congress."

The President also proposed increasing and decreasing landing and takeoff fees as a mechanism for controlling congestion at airports. ***What are the chances of this occurring?***

It is up to Congress to change the financing law regarding the FAA. Congress has and continues to oppose congestion pricing.

### ***What role will the Air Traffic Services Subcommittee have in the FAA budget process?***

The President submits his FAA budget request to Congress as part of his administration's overall spending bill. The subcommittee may submit its own FAA budget request directly to the House Appropriations Committee. The subcommittee probably will have its first significant input on the FAA's FY 2003 budget. The FAA is currently working on its FY 2002 budget.

### ***How will the PBO chief operating officer be selected?***

An executive search is underway for the chief operating officer. There is no timetable for the selection. The chief operating officer will be paid the same salary as the administrator and could earn up to 30 percent bonus for meeting goals. The administrator would still oversee the chief operating officer and the PBO. The Air Traffic Services Subcommittee of the Management Advisory Council must approve the nominee for chief operating officer.

## 2000 EXCELLENCE IN AVIATION AWARD

On February 5, Dr. Herm Rediess (AAR-1) traveled to the University of Illinois' Institute of Aviation to present the FAA Excellence in Aviation Award to Dr. Christopher Wickens for his continued contributions in aviation research and education. During the presentation, Dr. Rediess pointed out that "the aviation community simply cannot be successful without the dedication and help from talented professors, such as Dr. Wickens, who are training the next generation of aviation professionals and undertaking critical research that is enhancing the safety of the national aviation system."

For over three decades, Dr. Wickens has supported the FAA, the aviation community, the FAA mission, and the nation's aviation goals through his applied aviation research activities and ongoing academic work. His leadership as head of the Aviation Research Laboratory has led to significant research in aircraft flight operations, flight training, simulation technology, and aviation education, including theoretical and applied areas.

His applied research has led to changes in heads-up displays (HUD), while his theoretical research has investigated human attention and cognition. His impact on the aviation research community has been pervasive and broad-based.

Much of his work has led to improvements in heads-up display technology, improvements currently being used in military and commercial aviation.

In addition to his critical research, he has found the time to author or co-author seven textbooks, 146 articles or book chapters, 152 technical reports, 200 publications from professional meetings and presentations, and has given 75 symposia or invited presentations. In 1997 and 1998, as chair of the FAA's Panel on Human Factors in Air Traffic Control Automation, he co-authored *Flight to the Future: Human Factors in Air Traffic Control and The Future of Air Traffic Control: Human Operators and Automation*, published by the National Academy of Science.

The Excellence in Aviation designation is a highly competitive, non-monetary award presented annually to individuals and/or institutions following an evaluation of documentation which clearly shows how their past research benefits the aviation community today. Through this award, the FAA formally recognizes significant accomplishments as a result of aviation-related research efforts. This special distinction is intended to augment the ability of the government to recognize superior research efforts and to highlight benefits of such activities.

## 2001 EXCELLENCE IN AVIATION NOMINATIONS

The FAA has issued a call for nominations for its 2001 Excellence in Aviation Award. Through this award, the FAA formally recognizes significant accomplishments as a result of aviation-related research efforts. This special distinction is intended to augment the ability of the government to recognize superior research efforts and to highlight the benefits of such activities.

This highly-competitive non-monetary award is presented annually to individuals and/or institutions following an evaluation of documentation which clearly shows how past research benefits the aviation community today. Nominees must be able to show significant impact and benefit of extended aviation research efforts and application of improvements within the aviation industry.

This is the fifth year that the agency will be presenting this prestigious award. Each year the nominee pool has grown, reflecting a broad spectrum of aviation-related research activities. Nominations and supporting documentation for the 2001 Excellence in Aviation Award will be accepted through April 30, 2001. The nomination form can be found on the FAA's Office of Aviation Research website at: <http://research.faa.gov/aar>. For additional information on the Excellence in Aviation Award, please contact Ms. Denise Davis, FAA's Office of Aviation Research, at (202) 267-9426 or by email at [denise.davis@faa.gov](mailto:denise.davis@faa.gov).

## EDUCATING THE NEXT GENERATION

On a wintry December weekday, eight junior-year aeronautical engineering students from Princeton University traded their airplane equations of motion, configuration aerodynamics, stability derivatives, and longitudinal and lateral dynamics for the real time classroom of aviation simulation and for some lab time in facilities which actually breath life into their studies and allow them to see what is really at the end of the aviation rainbow . . . or wind tunnel in this case.

The students from Professor Jeremy Kasdin's Airplane Dynamics class visited the Tech Center at the invitation of **Adam Greco**, Manager of the NAS Simulation Branch (ACT-510). Among other activities, they received a briefing on aircraft dynamics in simulation by **Mike Konyak** (Titan/SRC), an aeronautical engineer and Princeton alumnae. After Mike's presentation, each of the students flew the Cessna 421 General Aviation simulation aircraft to "experience the various aircraft modes they are learning about in class."

The next stop on their field trip was the Human Factors Lab where the students experienced the multiple applications of the facility, and the features and capabilities of the Virtual Reality lab. The students indicated that they truly enjoyed the visit and they would encourage their classmates to also visit the Center. A couple of the students indicated interest in spending the summer doing an internship at the Center, working on one of the many interesting projects in the branch.

## ACT-2A IN THE NEWS



From left to right: Jimmy Rowlette (ARX-200) and Pete McHugh (ACT-2a) add a little color to NASA Langley Research Center's newest flight test platform.

**Pete McHugh** (ACT-2a) and Jimmy Rowlette (ARX-200) recently tried to acquire a new aircraft for the ACT fleet, as they tried to add (at least temporarily) the FAA emblem to a new aircraft at NASA Langley. Both Pete and Jimmy are FAA representatives to NASA's Small Aircraft Transportation System (SATS) program.

NASA Langley recently took delivery on one of three new general aviation aircraft intended for use in flight experiments supporting, among others, the \$500 million Aviation Safety (AvSP) and the \$69 million SATS programs. This aircraft, a Lancair Columbia 300, is one of the first two new production aircraft (the Cirrus SR-20 is the other) to achieve FAA certification in more than 15 years. The aircraft are products of the successful cooperative effort of industry,

NASA, and FAA in the Advanced General Aviation Transport Experiments (AGATE), which succeeded in bringing new technology and certification processes to general aviation.

NASA has also purchased two other new aircraft, a Cessna 206 and a Cirrus SR-22, on which to conduct small aircraft flight research.

Seated: Andrew McBride. Standing (From Left): Peter Van Citters, Adam Greco, Matthew Lackner, Nilesh Kulkarni, Flavio Poehlmann-Martins, Tora Harris, Michael Anthony, and James Doyle.



## EAS RESULTS

FAA's Management Board recently received a briefing on the results of the 2000 Employee Attitude Survey (EAS). A little more than 50% of FAA employees completed the survey. The report is available at <http://interweb.faa.gov/voice/eas/pdf/results.pdf>. Below is a brief summary of the highlights:

Most FAA employees are satisfied with their job (68%). This generally exceeds the results of comparable surveys of other government agencies and private organizations.

60% are satisfied with their immediate supervisors and see their supervisors as fair (54%). We were less positive about some specific practices. For instance, only 41% of us responded positively to a question about how well supervisors coach their employees.

Scores were consistently less positive in such areas as communication and performance management results. Only 34% of us were satisfied with the agency's communications, only 33% reported we have clear performance expectations, 34% felt the agency holds employees accountable and only 25% feel that recognition & rewards are given for work done.

There were some positive trends in the Model Work Environment arena, and also information about areas needing further work. The percent of women who reported that they had been sexually harassed was down from the last survey. Progress also was reported in the agency's efforts to eliminate hostile work environments and provide fair opportunity for career opportunity.

## A NEW WAY TO TRAIN

In conjunction with SmartForce, the FAA now has a license for a library of over 500 Information Technology (IT) and Office Automation as well as over 150 Business Skills courses. E-learning is available to all FAA employees with access to the Internet. Employees can access e-learning at [www.academy.jccbi.gov](http://www.academy.jccbi.gov).

## BLACK HISTORY MONTH CONT.

by will give you a sense of the man's origins. Robeson lived in the house from 1902 to 1907 during the years his father, a minister, was without a church (having left the Witherspoon Street Presbyterian Church). In 1904, a fire broke out in the house, severely burning Robeson's mother; she died shortly afterwards.

Located in Rahway Cemetery, is the gravesite of Ambo, a black slave. This is a unique site because Ambo's grave is set within her owner's family plot. This shows that some slave owners buried their slaves with the rest of their family.

Located in Newark, the Krueger-Scott Mansion Cultural Center (973-733-3748) is a major venue for African American visual and performing arts. Built in 1888 in the style of a German castle for Gottfried Krueger, a beer magnate, the mansion eventually became the residence of Louise Scott, who built a cosmetology empire that developed and marketed beauty products to African American women.

The Newark Museum (973-596-6550) has a permanent display of African art. In addition, the museum presents special exhibitions featuring themes pertaining to Africa and African American Art, including the works of noted African American artists.

## NEWS FROM AROUND THE CENTER

Here's the latest scoop from AAR-500 --

Promotions: **Dr. Eric Neiderman** has been selected for and has accepted the position of Human Factors Program Lead (AAR-510).

**Howard Fleisher** (AAR-530) has been named the Acting Program Lead for Aircraft Hardening, while **Ken Hacker** is on assignment to the Argus Program.

Personnel Changes: **Dr. Frank Fox** has returned to the Explosives and Weapons Detection R&D Branch (AAR-520) from the SEIPT.

**Pete Saraceni** officially transferred from the Flight Safety Research Section (AAR-421) to the Systems Integration Branch (AAR-510).

**Anthony Vanchieri** has been assigned to the Planning and Requirements Branch (AAR-530) from the SEIPT, but remains in Washington supporting the Department of Transportation Office of Intelligence and Security (S-60), and serving as the AAR-500 liaison for the development of programs that support the department's security R&D needs.

Weddings: **Jason Reap** (AAR-520) got married over Labor Day Weekend. Congratulations to Jason and his new wife Stacey.

**Susan Monichetti** (AAR-510) and **Bill Morgan** (AAR-540) were married in a ceremony on the beach last May.

Babies: **Kim Lee** (AAR-540) and his wife had a baby girl in July. The baby's name is Karen.

New Homes: **Judy Huggard-Gallagher** (AAR-530) and her family had a new house built and moved in just in time for the holidays.

**Susan and Bill Morgan** (AAR-510 & 540), recently moved into their new home.

**Sue McLaughlin** (AAR-500) and her family moved into their new home in December.

Sharon Moore (AAR-540) and her family moved into their new home in September.

**Sheldon Brunk** (AAR-520), and his family moved into their new home in December.

Vacations: **Ken Novakoff** (AAR-540) and his wife traveled to China in October.

AAR-500 Women's Holiday Luncheon: The women of AAR-500 had another successful Holiday Luncheon at the Ram's Head Inn, December 14. This is the 6th annual luncheon. See picture below.



Hunting Trips: In an effort to control the deer population in New Jersey, **Ron Polillo** (AAR-500) harvested 6 deer this season - one bow and arrow, 2 black powder, and 3 shotgun. Ron's annual Venison Stew luncheon was held January 29.

**If you would like to highlight the activities and work of your organization, please send information to Terry Kraus via email.**

# A SAFETY MINUTE

FROM THE SECURITY OFFICE,  
ENVIRONMENTAL BRANCH

## Hold on to Your Hands



It's a complex tool that is made of 27 key components, a complex network of fibers, and is covered by a protective layer of strong and durable skin. What are we describing? Here's a hint? In order to point a finger at someone you must have one of these. You've guessed it. The complex tool that we are speaking of is your hand. Now you may not think of your hand in such an unusual way but it is a very unique instrument that you use on a daily basis. Think for a minute of how many different functions your hands have. You can express your feelings, give instruction, use them for work, play an instrument, and if you have the urge - even sit on them.

With such a useful tool why take a chance of loosing it. Unfortunately, statistics "point" to the sad fact that many people ignore the importance of hand safety. Nearly 20 percent of disabling occupational injuries involve the loss of fingers and hands. Here are some rules to follow so you can "Hold on to Your Hands."

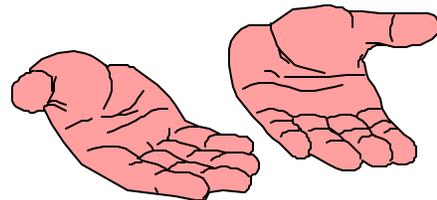
- Wear the appropriate gloves when working with chemicals, rough surfaces, sharp instruments and other materials that might injure your hands.
- Never wear gloves when you work on machines such as drills, saws, grinders, or other rotating or moving equipment.
- Do not wear rings, watches, and bracelets when working on machinery as such items might get caught on machinery thereby pulling your hand into harms way.
- Do not stick your hand into a place that it was not intended to be. Some places would include machine snip points, gears, wire mesh, metal tubing etc.

- Watch what you grab, otherwise you could cut, burn or scrape your hand.
- Don't use your hand as a substitute for a tool.  
Example: If you have to pound something into place don't use the palm of your hand, find a hammer instead.

Keep these hand safety tips in mind. Remember one careless moment can result in a permanent loss of one or both of your hands. If that were to happen think of how that would effect your life. I know that at least in my family losing your hand would be like using your tongue. I'm sure many of you can relate to what I am saying!

For Additional Hand Safety Tips - call x6565

## Have A Safe & Productive Day



## THE NEW DOT SECRETARY



Norman Y. Mineta became the 14th Secretary of Transportation on January 25. In nominating him, President Bush said, "Norm made a reputation in the halls of Congress as someone who understands that a sound infrastructure in America will lead to economic opportunity for all

Americans."

During his confirmation hearing, Mineta stated that "in air traffic control, we have long had one of the most envied safety records in the world, due in large part to some very dedicated individuals who work every day to achieve that result. But it is simply not good safety practice, in my view, to have the organization responsible for moving the traffic also be the organization responsible for determining what the safety standards should be and whether they are being met. While it is true that every part of the organization has a safety responsibility, it should be a separate unit of the organization that independently determines whether the rest of the organization has met that responsibility. Combining these two responsibilities, as we have traditionally done, in a single unit simply puts too great a burden on the people who are attempting to meet the very strong demands placed on them in this field. These two functions should be in separate units in FAA."

He pointed out that "key positions in the ATC modernization effort, including FAA Deputy Administrator and the new ATO Chief Operating Officer position, remain vacant, despite heroic efforts by Administrator Garvey. If confirmed, I will take it as my personal assignment to get top quality people into these positions . . . what we have all adopted -- the Congress, the National Civil Aviation Review Commission, and the Executive Branch -- is the concept that we will keep the modernization and operation of the Air Traffic Control system in the FAA, but we will give FAA many of the attributes of a private

entity. These attributes have been provided by various actions over the past 5 years, and they include procurement reform, personnel reform, a cost accounting system, a COO, oversight boards that function such as a board of directors might in a private corporation, and so on."

He further cautioned, that "we are building a hybrid, and this is still a work in progress. We are, in some respects, in uncharted territory, and this is in many ways an ongoing experiment. I want to commend in particular Jane Garvey for her energetic commitment to change at FAA. But we all need to recognize that this will not be a perfectly smooth ride; and the success of this approach is not guaranteed. It is something we have to make work. And we are going to have to keep in mind that we simply cannot afford the high cost of having an air traffic control system that cannot meet the needs of this nation.

Prior to joining President Bush's administration as Secretary of Transportation, Mineta served as U.S. Secretary of Commerce under President Clinton, becoming the first Asian Pacific American to serve in the cabinet. He is the first Secretary of Transportation to have previously served in a cabinet position. Prior to joining the Commerce Department, he was a vice president at Lockheed Martin Corporation. From 1975 to 1995 he served as a member of U.S. House of Representatives, representing the heart of California's Silicon Valley.

As a member of Congress, Mineta was known for his dedication to the people of his district, for consensus building among his colleagues and for forging public-private partnerships. Mineta's legislative and policy agenda was wide and varied, including major projects in the areas of economic development, science and technology policy, trade, transportation, the environment, intelligence, the budget and civil rights. He co-founded the Congressional Asian Pacific American Caucus and served as its first chair.

Mineta is married to Danelia Mineta. He has two sons, David and Stuart Mineta, and two stepsons, Robert and Mark Brantner.

## HUGH McLAURIN DEPARTS FAA

As of February 11, Hugh McLaurin, formerly the AAR-200 division manager, became the Associate Executive Director for Engineering Sciences for the U.S. Consumer Product Safety Commission's Directorate for Engineering Sciences.

Anyone involved in the R&D budget process has probably come to know Hugh quite well over the past couple years. Hugh and his staff have worked hard to streamline the R&D budget process and to work more closely with stakeholders in budget formulation.

Hugh takes a wealth of experience to his new position. His FAA work included leadership of a national interagency R&D program and extensive international collaboration on R&D initiatives and objectives. He was also the first non-NASA employee to complete the NASA Senior Executive Service Candidate Program.

You can reach Hugh at his new office via email at: [hmclaurin@cpsc.gov](mailto:hmclaurin@cpsc.gov); or via phone at 301/504-0504, ext. 1290.

We wish Hugh luck in his new position, and want to let him know that he will be missed by all of his FAA friends.

## DOT STUDENT OF THE YEAR

Sean M. Smith, a graduate student at the University of Illinois at Urbana-Champaign (UIUC), has been named the DOT University Transportation Center Student of the Year. Sean is pursuing an M.S. under the guidance of Dr. William Buttlar. He is a research assistant for the FAA's Center of Excellence (COE) for Airport Pavements, serving as the lead graduate student working on the Rantoul NAC reflective cracking study, and is involved in field instrumentation, construction monitoring, sampling, and laboratory testing and evaluation.

The goal of this research project is to design, instrument, and monitor innovative rehabilitation methods for general aviation airports, including: rubblization, saw and seal, and the use of an inter-layer stress absorbing composite. In addition to the Rantoul NAC project, Sean also developed a Visual Basic database program to store and retrieve the volumes of quality control data collected during the construction of the FAA NAPTF.

Sean has experience as a field engineer, having held a full-time position for the Claude H. Hurley Company, where his primary duties were focused in the areas of construction quality assurance and geotechnical engineering.

He was selected for this award based upon

his scholarship and his dedication to the COE research project. His graduate GPA is a near-perfect 3.93. His hard work on COE research projects will leave a long-lasting impact on those projects.

The 9th Annual Outstanding Student of the Year Awards ceremony took place in January during the Transportation Research Board (TRB) 79th Annual Meeting in Washington, DC. For the past eight years, DOT has honored the most outstanding students at a special ceremony held during TRB Week. Each student received a certificate presented by Secretary Slater and \$1,000 from his/her university.

Traditionally, all awardees have been affiliated with the program administered by the Research and Special Programs Administration, with funding from the Federal Highway Administration and Federal Transit Administration. For the past three years, in the spirit of "One DOT," the Department for the third time also honored an awardee from the FAA's Air Transportation Centers of Excellence.



## GETTING TO KNOW OUR NEIGHBORS: USCG GROUP-AIR STATION ATLANTIC CITY



You've seen the building, the helicopters, and even the personnel, but how much do you really know ACT's most colorful tenant -- the U.S. Coast Guard Group-Air Station Atlantic City?

Group-Air Station Atlantic City is a consolidated new facility that became operational in May 1998. Group-Air Station Cape May and Air Station Brooklyn combined into one unit to make the largest Group-Air Station in the United States Coast Guard. The new facility is saving taxpayers an estimated \$2 million a year in operating costs, while continuing to provide superior, professional and competent service. The consolidation saved an additional \$8 million expenditure by avoiding extensive rehabilitation cost to the two aging Air Stations.

Captain Thomas C. King, Jr., commands the Group-Air Station. Active duty personnel at the facility are supported by members of the Coast Guard Reserve and Coast Guard Auxiliary. Its Area Of Responsibility (AOR) covers the New Jersey Shore from Asbury Park to Cape May. Also included in the AOR is the Delaware Bay from the Cape Henalopen to Ships John Shoal Light.

The group, and its units, are responsible for search and rescue, maritime law enforcement, recreational boating safety, and maintenance of aids to navigation; which include Lighthouses in the Group's AOR.

As the primary search and rescue responder for the lower Delaware Bay and the New Jersey Shore,

Group-Air Station Atlantic City and its units conduct approximately 1,500 search and rescue cases a year.

In addition to the busy job of search and rescue, Group-Air Station Atlantic City conducts an average of 660 law enforcement boardings each year. These boardings include; enforcement of boating safety laws, fisheries regulations, commercial fishing vessel safety, and drug trafficking

The station is a multi-mission unit, possessing 6 HH65A Dolphin Helicopters. The HH-65A "Dolphin" Short Range Recovery Helicopter is used not only to perform search and rescue, but also enforcement of laws and treaties, including drug interdiction, polar ice-breaking, marine environmental protection including pollution control, and military readiness missions. The HH-65A cannot perform water landings. Though normally stationed ashore, the HH-65A can land and take-off from 210-foot WMEC, 270-foot WMEC, and 378-foot WHEC Coast Guard Cutters. These cutters are capable of refueling and supporting the helicopter for the duration of a cutter patrol.

### HH-665A Technical Specifications

Manufacturer: Aerospatiale  
 Rotor Diameter: 39' 2"  
 Height: 13'  
 Length: 44' 5"  
 Max Gross Weight: 9,200 pounds  
 Empty Weight: 6,092 pounds  
 Number Engines: 2  
 Propulsion Type: Lycoming LTS-101-750B-2 Gas Turbines  
 Fuel Capacity: 1,900 pounds  
 Max Endurance: 3.5 hours  
 Max Speed: 165 knots  
 Cruising Speed: 120 knots  
 Max Range: 300 nautical miles  
 Radius of Action: 150 nautical miles  
 Service Ceiling (Hover): 7,510 feet above sea level  
 Number of Pilots: 2  
 Number Flight Crew: 2  
 Cargo Sling Capacity: 2,000 pounds  
 Rescue Hoist Capacity: 600 pounds

## AVIATION EDUCATION ON THE ROAD



In celebration of the 97th anniversary of the first powered flight, ACT's Aviation Education Program Manager and Counselors teamed with the faculty and staff of the Warren E. Sooy Jr. Elementary School for a full day of fun and adventure with the students of the 3rd and 5th grade classes. The day's activities were modeled after the creativity and determination of Orville and Wilbur Wright in their achievement of powered flight.

**Pete Sparacino** (AAR-400) and **Carleen Genna-Stoltzfus** (ACT-70), with the assistance of **Ella Terrell** (ACT-510), led 6 workshops for 300 students. Each workshop began with an enthusiastic group discussion of Orville and Wilbur's accomplishments on the morning of December 17, 1903. A replica of the actual Wright Flyer helped the students to better understand how amazing the first powered flight really was.

Each group received a visit from the Aviation Education Mascot "Air Bear." Thanks to **Rosanne Weiss** (AAR-423) for her Air Bear appearances. Air Bear

also brought balsawood gliders for each student.

Students of the third grade class constructed FUJI rockets. These film canisters outfitted with tail fins and a nose cone achieved some amazing results. Fueled with tap water and bits of Alka Seltzer tablets, the rockets quickly shot skyward.

The students of the fifth grade class undertook a more challenging project. They constructed model Wright Flyers with toothpicks and styrofoam meat trays donated by the English Creek ShopRite. The 5th graders enthusiastically overcame the challenge with the help of Pete, Ella, Carleen, and Rick Stoltzfus as well as their teachers.

ACT-70 would like to thank: **Carleen, Pete, and Ella; Carl Genna** (ART-Z-Graphics); ACT-73's **Annette Harrell, Dale Dingler, Bill Dawson, Carol Martin, and Bob Marks**; ACT-71's **Ruby Watson and Betty Lafferty**; ACT-52's **Ken Beisel and Joe Woodfield**; ACT-70's **Dan Greis**; and the English Creek ShopRite for their help and continued support in bringing the 97th anniversary of the Wright Brothers first flight to the school.

In a second effort to expand on the strong relationship with the Warren E. Sooy Jr. Elementary School, FAA pilot **Keith Biehl** (ACT-370) and **Carleen Genna-Stoltzfus** (ACT-70) spent an entire

day with the students and teachers of the third grade class. The 300 students listened while Keith presented them with a behind the scenes look of the daily activities of a pilot. He explained the educational steps that were necessary to achieve his goal of flight. Keith also walked the third graders through a safety pre-flight check of his aircraft as well as some of the in-flight safety procedures. After his presentation, Keith opened the floor for questions and it was evident that the students had listened attentively by the questions that were asked of him.

Keith and Carleen also assisted Rick Trader, In Search of Eagles, and John Fortis, teacher, with an egg drop for the fourth graders. From about 40 feet they both had an opportunity to drop the compartmentalized egg the students had protected. Believe it or not some of them actually survived.

Carleen spent the afternoon with 50 teachers from the school. She presented curriculum with a focus on aviation, and explained the FAA website and its links to Aviation Education Materials that could be useful to assist with any subject.

Keith and Carleen would like to thank the faculty and staff of the Warren E. Sooy Jr. Elementary School for their continued support of aviation education and look forward to future opportunities to work with its students.

## HEADQUARTERS HEADLINES

**Peacock to Head FAA Air Traffic Service.** On January 17, Administrator Garvey announced that Bill G. Peacock would replace Ron Morgan as the new director of the Air Traffic Service. Morgan, who has directed the Air Traffic Service since August 1996, is retiring after a 32-year career with the FAA. In his new position, Peacock is responsible for managing the safe and efficient flow of air traffic - airline, private and military - throughout the United States. Peacock directs a workforce of 24,000 that includes 20,000 air traffic controllers who staff 352 airport control towers, 185 terminal radar control facilities, 21 enroute air traffic centers, and 75 flight service facilities.

Peacock began his FAA career as a controller in the Lubbock, TX, control tower in 1973. Since last February, he served as program director for Air Traffic Tactical Operations, where he was responsible for the daily flight operations in the National Airspace System. The FAA's Air Traffic Control System Command Center in Herndon, VA, reported to Peacock, and he had a major role in developing and implementing the Spring/Summer 2000 effort, in which the FAA and airlines worked together to mitigate the effects of aviation delays. Earlier, he was the air traffic division manager in the FAA's New England Region, where he led 1,000 employees and managed an annual budget of more than \$90 million.

A graduate of Embry Riddle Aeronautical University, Peacock has also attended the Kellogg Executive Program and the Federal Executive Institute. He is a private pilot with an instrument rating.

**FAA Earns High Marks For Customer Satisfaction.** For the second straight year, commercial pilots participating in a government-wide customer satisfaction survey have given the Federal Aviation Administration's (FAA) very high ratings for professionalism and for ensuring the safety of the U.S. aviation system.

In the survey, conducted as part of Vice President Gore's National Partnership for Reinventing

Government (NPR), pilots gave the agency's air traffic services an 8.0 rating (out of 10) for professionalism, and an even higher 8.3 rating for ensuring air traffic safety. The outstanding marks were awarded despite a difficult summer that had a record number of days with thunderstorms and more planes in the air, producing an increase in the number of delays.

The surveyed pilots also gave the pilot examiners who conduct the flight check part of the pilot certification process good marks for their competency (8.3). Examiner competency is equivalent to air traffic controller professionalism for the purpose of this survey. The pilots rated the pilot certification process, as a whole, slightly lower (7.0) for how well the process reflects their job skills and knowledge.

The results of the 2000 customer satisfaction survey show that the FAA needs to continue to improve the clarity of its aviation policy standards and safety rules. In response to last year's survey results, the FAA started a program to simplify its rulemaking process by writing new regulations in plain language.

Although the 2000 survey showed no measurable improvement in clarity and understanding of FAA regulations and policies, the agency has laid the foundation for change. During the first year, the FAA focused on encouraging its employees who are most involved in developing new regulatory documents to use plain language. The FAA also published several documents in new, easier-to-read formats, including a final rule on general rulemaking procedures that uses a question and answer format.



# AOS CELEBRATES VSCS iCMM SUCCESS



An awards ceremony was held on December 5, 2000, to honor the Voice Switching and Control System (VSCS) team achieving iCMM level 2. This momentous occasion was celebrated by acknowledging everyone's contributions with t-shirts, plaques, and letters of appreciation. Congratulations to the VSCS team on their great achievement!

The VSCS team demonstrates their "can do" attitude and team enthusiasm with a big thumbs up!



On behalf of Alan Moore (AAF-1), Rebecca Deloney (AOS-3) in the center, accepts a plaque from Fran Bourne (AOS-500) and Mike Gallagher (AOS-520).



Geri Desseaux (AOS-520) and Chris Braun (Harris Corporation) receive letters of appreciation from Mike Gallagher (AOS-520).



Bob Biedrzycki (ACT-230) receives a "Friends of AOS-500" plaque from Mike Gallagher.



Sam Wilson (ACT-410) receives a "Friends of AOS-500" plaque from Mike Gallagher.

## ARE YOU A FREQUENT FLYER? BE REWARDED FOR SAVING THE GOVERNMENT MONEY

If you are a government frequent flyer and obtain a free coach class ticket with frequent flyer benefits earned on official government travel, you are eligible for a travel savings award. The amount of the award for each employee is 50 percent of the savings on the contract carrier airfare. The total savings must be at least \$200 before the employee is eligible to receive an award. Therefore, the lowest award amount that can be submitted is \$100.

The Frequent Flyer Ticket Savings Program is available to ARA (ACT, AAR-400, and AAR-500) employees located at the Tech Center. If you are a frequent flyer, but not a member of the airline frequent flyer program, contact the airlines that you use most, obtain an application and begin to accumulate those miles NOW. Applications may be completed at the airline counters, by visiting the airline web sites, or by calling and having an application mailed to you.

The procedures guide is located on the Tech Center's "Travel News" bulletin board and on the Financial Management (ACT-30) web site (click on (1) Internet Explorer or Netscape Communicator icon (2) Technical Center Intraweb Site (3) the "Finance" box (4) Travel Information then scroll down to Frequent Flyer Savings Award Program and single click).

If you have questions or need additional guidance you may contact your division administrative officer or staff secretary; Carolyn Mason (ACT-3) at extension 5-6619; or Mike Chappine (ACT-31) at extension 5-5056.

## CORRECTION TO SUPER BOWL TRIVIA

After we ran the Super Bowl quiz in the last issue of *Intercom*, **Patrick Hyle** (ACT-209) pointed out an error in the answer to question 9. He said that "as a former Baltimore Colts die-hard fan I was surprised, as I'm sure they [Baltimore] would be, to learn that they didn't play in super Bowls III & V, accruing a win-loss record of 1-1." Patrick is absolutely correct, and we apologize to all Baltimore fans. Go Ravens!

## INTERCOM PHOTO SUPPORT

Since *Intercom's* inception, ACT-73 has been providing graphics and pre-press service support to *Intercom*, making it an attractive and useful publication. As *Intercom* has grown, however, so too have the requests for photos. To better coordinate photo requests, we would like you to work through a single point of contact in (ACT-73) the Tech Center Photolab (1F9), Annette Harrell at 485-5072. Annette will coordinate photo requests with the program offices to make sure they get what they need and then ensure the appropriate photos get forwarded to *Intercom's* editor. Thanks for helping us serve you better.

## STAYING INFORMED

You can now get to the VOICE web page through the FAA intranet at [interweb.faa.gov](http://interweb.faa.gov). Once in the VOICE page, click on hot topics, to see the latest agency news. And, don't forget about calling 1-877-888-4325 to get the latest FAA information. The message is updated weekly on Wednesdays.

## SPELL CHECKER

Eye halve a spelling chequer  
 It came with my pea sea  
 It plainly marques four my revue  
 Miss steaks eye kin knot sea.  
 Eye strike a key and type a word  
 And weight four it two say  
 Weather eye am wrong oar write  
 It shows me strait a weigh.  
 As soon as a mist ache is maid  
 It nose bee fore two long  
 And eye can put the error rite  
 Its rare lea ever wrong.  
 Eye have run this poem threw it  
 I am shore your pleased two no  
 Its letter perfect awl the weigh  
 My chequer tolled me sew.

## DON'T FORGET

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

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The WJHTC *Intercom* is available on-line at:  
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