



INTERCOM

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Soaring Into Summer



By Pete Castellano



Co-op Student Kristy Heinz prepares for take-off and a future in aviation

Student **Kristy Heinz** recently finished a successful 3-year stint at the William J. Hughes Technical Center, but do not be surprised if we see her here again.

While attending Atlantic Cape Community College in pursuit of two associate degrees, one in Office Systems Technology and the other in Computer Systems Support, Kristy joined the ranks of the Center's co-op program. As Kristy put it, "Working for the William J Hughes Technical Center was an easy decision for me, since my family legacy lies here". Kristy's late grandfather, **Ernest R. Heinz, Sr.**, was the Center's locksmith for 20 years, and her father, **Ernest W. Heinz Jr.**, is still working for the Center after 36 years of service. "It was an honor to be hired and contribute to the legacy."

Kristy was hired as a secretarial student co-op to meet her college

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Facilitation Services Now Available

By Jay Fox

The Facilitation Services Group (FSG) has recently been formed within the Office of Human Capital Strategies to provide support for staff, management team and offsite meetings. The overriding goal of the group is to enable the lead manager to fully participate in the meeting, by freeing that manager of the logistical responsibilities of running the event.

"Time is the most precious commodity and there is no reason why a manager needs to expend time on

keeping a meeting agenda intact when a facilitator could perform this task," states **Jay Fox**, lead facilitator for the FSG. "Managers need to participate without being distracted by the logistics of the day. We take on that burden and give the manager more time to get involved with the substantive issues being discussed."

Additionally, the FSG can monitor personality distractions that can derail a meeting, and relieve a manager of that responsibility, as well. "This is

not a forum for interpersonal dispute resolution," notes Jay. "However, personality issues are bound to arise in groups. We work to temper those issues, which again provides the manager with an environment where their focus is business concerns rather than personality management."

Disagreements often are at the heart of discussion, yet have nothing to do with personalities. For instance,

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**William J. Hughes
Technical Center Intercom**

Technical Center Director

Dr. Anne Harlan

**Program Director,
Human Capital Strategies**

Terry DiPompo

Editor

Stan Ciurczak

Writers

Mike Beres

Deborah Fontana

Ginger Cairnes

Pete Castellano

Stan Ciurczak

Mary Lou Dordan

Jay Fox

Dr. Anne Harlan

Barbara Harris-Para

Dr. Terry Kraus

Paul Lawrence

Jim Ogilvie

Rosanne Weiss

Contributors

Carole Bralski

Photography

Stan Ciurczak

Bill Dawson

Dennis Fiorucci

Ernie Pappas

Laurie Zaleski, Art-Z Graphics

Layout and Design

Carol Hewitt, Art-Z Graphics

To submit questions, comments or ideas, please contact the editor at (609) 485-4789 or e-mail stan.ciurczak@faa.gov

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<http://www.tc.faa.gov/intercom/intercom.htm>

“Employee Express” Works For You

By Jim Ogilvie

You just finished your taxes and discover you owe more money; so you're a little aggravated. Does this scenario sound familiar? You want to do something about this, and now, but, it's midnight. What can you do?

The answer: Log onto the EmployeeExpress website (<http://www.employeeexpress.gov>), and change your allotments for Federal and State taxes to make sure this scene does not happen again next year.

EmployeeExpress is a wonderful tool that enables you to change many of your personnel/payroll entitlements right from your PC - at work or at home. All you need to access the website is your SSN and a 6-digit PIN. If you don't have a PIN, it is very easy to get one.

The first time you go to the EmployeeExpress website it asks for your SSN and PIN to login. Underneath the login box is a link for lost/new PINS. Click on this link and fill in the requested information. Note: The e-mail address they require is your work email. After you submit your request, you will receive a PIN for your initial login later that day or the next day.

When you login the first time, you'll be prompted to change your PIN to something you'll remember easily. Then you're off to the races.

There are various options available on the EmployeeExpress webpage:

- 1) **Leave and Earnings Statements (LES)** – You can view the last 3 LES (available the Thursday before payday).

- 2) **Direct Deposit** - You can view and update your Direct Deposit information.
- 3) **Financial Allotments** - You can change, add or subtract allotments from your pay to financial institutions.
- 4) **Federal Employees Health Benefits (FEHB)** – You can make plan/enrollment changes during Open Season. (Changes at other times must be done in person at the Human Resources Management Office.)
- 5) **Federal and State Taxes** – You can change your W-2 allotments.
- 6) **FEHB Premium Conversion** – You can change the status of your FEHB deductions

Critical Radar Upgrade Fielded

By Pete Castellano



Radar Interrogator Set (RIS) Upgrade team members: Back Row: Left to Right: John Kaegi, Joe Schultz, Bruce Stanley, Dan Dellmyer and Bill Conklin. Middle Row: John Geyser, Keith Biehl, Mark Ehrhart and Richard Soucy. Bottom Row: Larry VanHoy, John Birney and Fred Karl. Not pictured: Raymond Alimenti, Andrew Leone, Jean Evans, Jim Davis, John Bowes, George Montgomery and Robert Tamerler.

A team of employees from the William J. Hughes Technical Center is working on the OX-60 RIS Upgrade Program that will make a critical upgrade to 15 aging OX-60 beacon radar systems. The radars are at enroute facilities in Alaska, Hawaii, Puerto Rico, Canada and Iceland and they are within the Joint Surveillance System Alaska (JSSA) radar network, a key component of the sensor segment of the U.S. strategic air defense. Sensors conduct constant surveillance of the airspace around North America to provide threat warning.

The OX-60 RIS Upgrade Program is a joint FAA - Air Force (USAF)

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during Open Season (i.e., pre or post tax. More information on this is available from ACT-10.)

- 7) **Home Address** – If you move, make sure all your financial information (e.g., W-4s, TSP, etc.) is sent to the correct address. (This does not include changing your mailing address for Savings Bonds.)
- 8) **Savings Bonds** – Start, end, or change your Savings Bonds information (including change of address for savings bonds).
- 9) **Thrift Savings Plan (TSP)** – Make changes to the amount deducted from your check (only available during TSP Open Season). To make changes to allotments between funds you need to access the TSP website (<http://www.tsp.gov>).

[//www.tsp.gov](http://www.tsp.gov)). Remember accessing the TSP website requires a different PIN than the one you used to access the EmployeeExpress website.

- 10) **TSP Catch-Up** – Check with the Human Resources Management Office for information on this topic. If you are eligible, you can use EmployeeExpress to input your desired deduction.

The EmployeeExpress website also has links to the following websites

- 1) **Federal Long Term Care Insurance** – Get the latest information and find application forms for this new benefit.
- 2) **FEHB Plan Comparison** – compare various health plans side-by-side.

- 3) **Federal Flexible Spending Account Program (FASFEDS)** – Find out more about this new benefit to cover medical expenses not covered by FEHB.
- 4) **The Work Number** – Provides proof of employment and/or salary (e.g., loans, mortgages, financial aid, etc.).
- 5) **TSP Website** – Find the latest information on returns, interest rates on loans, changing amounts going to different funds, etc.

I use Employee Express regularly, and plan on continuing to do so. Go ahead, get your PIN and give it a try!

For further information about Employee Express contact the Human Resources Management Division at extension 56620.

Patrick Lewis Named Senior Executive

By Stan Ciurczak

Patrick Lewis is the new manager of the Airport and Aircraft Safety Research and Development (R&D) Division, which manages the Airport and Aircraft Safety and Continued Airworthiness R&D programs.

Lewis was acting manager of the Aviation Research Division at FAA Headquarters when Joan Bauerlein announced his selection on May 25. Before that, he was detailed from the Technical Center to the Aviation Research Division to work on Joint Planning and Development Office

issues.

Lewis worked at the Technical Center in a series of increasingly responsible positions, including Program Director for the Software Engineering Resource Center and Acting Manager for the Innovations Division. He has 20 years of aviation management experience in both private industry and the Federal government in R&D and operations environments. He holds an MBA plus a degree in computer science and information systems. Congratulations!



Patrick Lewis

Critical Radar Upgrade Fielded

Continued from page 4

project to upgrade outdated existing beacon interrogators with state-of-the-art monopulse secondary surveillance radar. The upgrade will lead to improved radar capabilities for military aircraft, enhance their ability to identify enemy aircraft, and will be more reliable and easier to maintain than the old system. The new systems are Mode S compatible. With Mode S, each plane will be assigned a permanent identification number for the life of the aircraft, which will help provide increased positional accuracy and unique identification of each aircraft. The upgrade also accommodates the

ASTERIX data format, which allows far more data to be transmitted to the air traffic control centers, making the radar information more precise and complete.

The upgrade was designed by Lockheed Martin, and tested by a joint FAA – Air Force team. Providing the engineering test support were **FAA Test Lead Raymond Alimenti**; FAA team members **Andrew Leone**, **William Conklin**, **Jean Evans** and **Jim Davis** of the Air Traffic Control Surveillance Group; and contractors **John Bowes**, **George Montgomery**, **Richard Soucy** and **Robert**

Tamerler.

The flight crew consisted of **John Kaegi**, **Joe Schultz**, **Bruce Stanley**, **Dan Dellmyer**, **John Geyser**, **Keith Biehl**, **Mark Ehrhart**, **Larry VanHoy**, **John Birney**, and **Fred Karl**. **Donald Taylor** serves as the FAA program manager in headquarters.

Factory and site testing were completed in April with Technical Center test pilots and aircraft playing a significant role in the validation of the new system. The first field site upgrade will be completed in June at the King Salmon, Alaska radar site.

Evacuation Teams Established

By Paul Lawrence



With the heightened security environment associated with war overseas, terrorism at home, and the daily workplace hazards we face every day, it is very important that each person understand when and how to properly evacuate the William J. Hughes Technical Center. Since individual safety is a critical factor in any emergency evacuation,

the Safety Office and the Office of Enterprise Security have developed an emergency action plan for the Technical Center.

Special emphasis has been placed on evacuating Buildings 300 and 316, since these two buildings house the bulk of the employee population and present the most difficulties, due to the multiple floors and the layout of these buildings. Therefore, employees should be aware that Emergency Evacuation Teams for Buildings 300 and 316 have been formed to provide assistance and direction in the evacuation of these buildings.

The Emergency Evacuation Teams are comprised of the managers and supervisors in these buildings. On each floor there will be a "Floor Captain" who will oversee the evacuation of the floor. The Floor Captain will have "Searchers" and

"Stairwell Monitors" who will canvass the floor and stairs to ensure that everyone safely evacuates their building. Floor Searchers will report to the Floor Captain when their area is clear. Once outside, there will be an "Assembly Lead" person in each parking lot who will be able to provide applicable and timely emergency information to employees. The Emergency Evacuation Team Members have been issued orange vests and flashlights so employees can easily identify them.

While no one expects a fire, bomb or any other form of emergency to take place at the Technical Center, it still is imperative to be prepared for the unthinkable. Personal safety is very important. Take a few moments now to heighten your awareness of Emergency Evacuation by visiting our web page at: <http://plant.act.faa.gov/safety.html> and click on Emergency Response.

“Thunder Run” Emergency Exercises

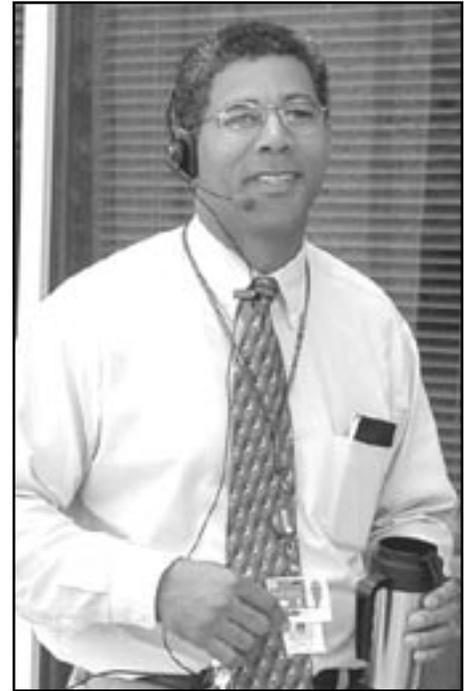
By Dr. Anne Harlan

On May 19 there was an emergency evacuation exercise, “Thunder Run,” for Buildings 300 and 316, and the exercise seemed to go well. Employees wearing orange vests and armed with flashlights and phones could be seen evacuating people, testing new equipment and the like in a simulated emergency situation. The need for better evacuation procedures was identified following the battery fire we had last year. At that time we discovered that many of our procedures were inadequate, and some of our equipment did not work as we had expected. We also learned that there was equipment we needed but did not have on hand.

Much time and effort went into upgrading everything from outside speakers, radios and other equipment, to establishing new procedures and responsibilities for emergencies. This is one of those instances where you put a lot of work into something you hope you never have to use. There were several “lessons learned” from the experience that we will be reviewing and building into our future emergency response. Thanks to all who participated.

The second exercise, on May 22, was one that was spearheaded by the South Jersey Transportation Administration, which involved a

mock cyanide release on an aircraft full of passengers forcing the aircraft to return to Atlantic City, locating a dirty bomb that was set to detonate, and other situations that would test even Jack Bauer on “24.” It involved several local, State and Federal agencies, including FAA and our Wackenhut contractors, working together on an effective emergency response. All airports have to conduct an emergency scenario every three years, but this one seemed to be a really good idea in light of the recent alert on potential terrorist activity that was issued by **U.S. Attorney General John Ashcroft**.



Carl Henry



Greg Forrest



Walt Vernon and Gerry Berry



Pat Mabis



Stan Pzyckolkowski, Butch Dansby, Gary Poulsen, and Ron Esposito in the Emergency Operations Facility During “Thunder Run” emergency exercises

News Briefs

By Stan Ciurczak

ADS-B Goes Operational in Central Florida

The Automatic Dependent Surveillance-Broadcast (ADS-B) ground infrastructure and broadcast services for central Florida went operational on June 1. This is part of an ADS-B east coast project that provides broadcast services for the general aviation community from Atlantic City to Miami. ADS-B provides pilots with better situational awareness of aircraft around them, which increases safety and capacity around busy airports. The FAA hopes to have ADS-B implemented in aircraft throughout the National Airspace System by 2012.



FAA Initiates COE for Airliner Cabin Environment

The FAA held a public information meeting on April 28 in Oklahoma City about its planned, new Center of Excellence (COE) for Airliner Cabin Environment. In attendance were about 60 university and industry leaders who might bid on the Center.

The new COE will cover the full spectrum of research to enhance aircraft cabin safety in the future, including basic research and engineering development, and prototyping and testing of new technologies.

The solicitation for the Center is open from June 4 to July 9, and the winning team will be selected in early August. A cooperative agreement will be negotiated to cover FAA COE requirements and specific research, education

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Soaring Into Summer

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requirements. Her work experience at the Center ranged from daily clerical tasks, including work in the Advanced Imaging Division, the Office of Human Capital Strategies, and even the Center Director's suite, where she assisted **Center Director Anne Harlan** and the rest of the Strategic Leadership Team. Kristy also participated in the recruitment of Federal Air Marshals, hosted high-ranking visitors and helped coordinate successful air shows.

Kristy has not decided about her ultimate career path, although Air Traffic Control has intrigued her since her childhood, when she took school trips to the Center with her father to tour the STARS lab, and simulated testing and control fields. Recently, Kristy applied for admission into

the Air Traffic Control program at the Community College of Beaver County, PA. She was accepted into the program and is now working on a third associate degree. She also is working on obtaining a private pilot's license through American Flyers in Morristown, NJ, and is looking forward to a career in air traffic control.

Kristy's hard work and contagious enthusiasm left a lasting impression on all of us. She summed up her time with us by saying, "The people I have met here are genuinely wonderful people and have become lifelong friends of mine." Good luck Kristy - we hope to see you back at the Technical Center someday!

Facilitation Services Now Available

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there may be differences of opinion on roles and responsibilities between employees or groups at the Technical Center. The FSG can provide support to resolve these discrepancies, particularly when the managers of respective groups are not on the same page.

"One offsite I facilitated, before the FSG was created, involved two groups at the Technical Center that interacted, on a daily basis, with significant friction over what their respective responsibilities were. Through the facilitated offsite, each side was able to express themselves, come to an understanding of their mutual concerns and resolve their disputes amicably."

One of the keys to the FSG will be

the effectiveness of memorializing and accomplishing action items that are set at the meeting's conclusion, in addition to follow-up sessions with the lead manager(s). "The FSG can act as the tickler system for the group or groups to solidify the successes they created during the course of the day," adds Jay. "And if follow-up sessions are needed, we will not only be there to assist, we now have a facilitated history to build upon."

If you wish to receive additional information or would like to discuss a potential facilitation service further, please contact Jay Fox at extension 5-8232 or e-mail him at jay.fox@faa.gov. You can also visit the FSG website at www.tc.faa.gov/act4/Facilitation.htm.



A Family is a Family

By Rosanne Weiss
 Director, Gay, Lesbian or Bisexual Employees (GLOBE)
 William J. Hughes Technical Center

Gay Pride Month is celebrated each year during the month of June. In recognition of Gay Pride Month, which is celebrated in June each year, this article will focus on gay families, particularly two gay families within the FAA. Yes, alternate families are alive, well and working in the FAA.

Charlotte Happle and Jean Hopkins

both are air traffic controllers at different locations in the Washington, DC area. When they were both at the Air Traffic Control System Command Center in Herndon, VA, they were an openly 'out' couple but were somewhat apprehensive as to how their decision to add a child to their lives would be received by their colleagues and management. Though not everyone was accepting of the idea, those who were not kept their opinions away from work. The actual announcement of the pending birth of their son turned out to be a positive experience for them.

Management and their coworkers treated them with respect and wished them well, as they would any couple about to have a baby. On January 18, 2000, at 11:13 p.m. **Sean Francis Happle Hopkins** was born. They received many flowers, cards, and gifts from their coworkers while Jean and Sean recuperated in the hospital and at home. Their management and staff were very supportive with respect to requests for leave. Charlotte went through the adoption process and is now legally accepted as his mother too.

In the community and at work they are considered "just another family". Charlotte says that Sean is a typical 4-year old. She and Jean are both soccer moms and drive Sean to all kinds of activities as typical parents do. Sean attends a private school and tells his classmates he has "two moms".



Charlotte Happle, Jean Hopkins, and their son Sean

Edward Duarte (ANI-920) and his partner, **Paul Busscher**, a social worker in Los Angeles County,

have been together 13 years. On September 19, 2000, they completed the three-year process to adopt a child. They had been fostering a boy for a year prior to officially becoming his parents. Paul's office gave them a baby shower just before the adoption was finalized. Paul and Ed also filed for joint parenthood. **Samuel Kiefer Busscher-Duarte** is almost 10 years old now.

Paul and Ed are active in community activities such as sports, civic events and PTA, and both work full time. Just like any heterosexual couple with children, they have learned to juggle schedules, and stagger work hours and days off to handle all the responsibilities of being parents, such as doctor appointments. According to Ed, the acceptance and support they have received in and outside the community has been amazing. Ed

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Many Types of Families Today

By Rosanne Weiss

In the past, people thought of a family as two parents with one or more children. But today, we recognize many different arrangements that are considered a family. These range from a family with a traditional mom, dad and children; to those that include aunts, uncles, cousins, and others such as adoptive or single parents raising children; to a man and woman raising step children; to grandparents raising grandchildren; to single adults living with elderly parents or even a group of unrelated people with common interests who give emotional or physical support to one another.

There no longer is one standard

American family. In recent years, the concept of family has begun to include gay and lesbian couples that are raising children. Many of these children were adopted, conceived through artificial insemination or brought into this world through surrogate parenting. In other cases there are children from marriages in which the partners were straight before discovering they were gay.

The 2000 U.S. Census showed about 600,000 gay and lesbian families, with 23% of lesbian households and 6% of gay households having at least one child under the age of 18.

Celebrating Diversity:



The William J. Hughes Technical Center celebrated Asian-Pacific American Heritage Month with a special program on May 13 in the auditorium. Top-notch Asian-American classical dances; Korean fan and scarf dances; and Western musical instruments and music. Following the program, the audience sampled a variety of foods including Pacific Heritage Day.

Asian American Gala



Asian American singers, dancers and musicians gave a series of cultural performances. The program featured Chinese musical instruments and music; Indian and Japanese dancing. The menu included Chinese, Indian, Japanese, Thai, Malaysian and Singapore delicacies. The Technical Center chapter of the Asian-Pacific American Coalition sponsored Asian-

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and training efforts.

The FAA will share in the cost of the center, providing at least \$2 million over the first three years. **Dr. Patricia A. Watts** at the William J. Hughes Technical Center is the FAA COE program director.



Safety is Our Service

One of the things that the Activity Value Analysis teams found when they went out to talk to our customers, according to the Air Traffic Organization (ATO) Transition Team on April 20, was that safety – namely the emphasis we place on operating the safest air traffic system in the world – was something of a given. In other words, whether it's the industry, the passengers, Congress (our owners) or the general public, they all have an absolute expectation that the FAA's number one priority is safety. As **Chief Executive Officer Russ Chew** puts it, "...safety is our service." This is a profound responsibility, the very cornerstone of what we do; and it is what drives the ATO's Safety Management System.

Spirit Airlines Speeds Fleet Buildup

Spirit Airlines has announced that it plans to add new planes, earlier than scheduled, to cope with increased demand during the winter holiday season.

Beginning November 18, Spirit plans to start flying four Airbus A321s with roomier cabins, more comfortable seats and more room for carry-on baggage from Atlantic

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A Family is a Family

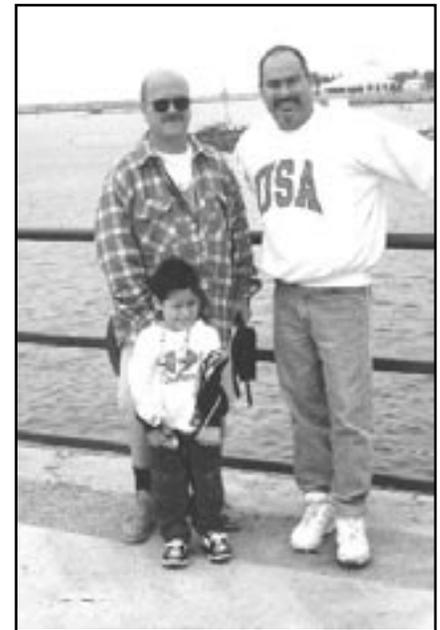
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By Rosanne Weiss

is 'out' at work and all his friends at work see Sam as his son.

Sam visits Ed's work often and Ed reports he has charmed his way into everyone's hearts. People will stop by his desk to see Sam's latest pictures and to ask about him. Ed receives support from his coworkers, branch managers, supervisors and the deputy administrator of the FAA.

In celebration of Gay Pride Month, let us remember that diversity exists in all forms in the FAA, including two families, one with two moms and the other with two dads. And they are families, too!



Edward Duarte, his partner Paul Busscher, and their son, Sam

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

Rethinking Airport Technology Research

By Dr. Terry Kraus



Dr. Cathy Bigelow, Tom Zoeller (AAAE), and Dr. Satish Agrawal at the conference

More than 150 people from the United States, Bolivia, France, Israel, The Netherlands and Taiwan recently attended the 2004 FAA Worldwide Airport Technology Transfer Conference and Exposition at the Atlantic City Hilton Hotel. The FAA and the American Association of Airport Executives (AAAE), with additional support from the Airports Council International-North America, the American Concrete Pavement Association and the Asphalt Pavement Alliance recently sponsored the symposium.

David L. Bennett, director of the FAA Office of Airport Safety and Standards, opened the conference. He noted that the FAA has issued over 100 advisory circulars on airport standards and development. "Research and development is critical to keep those standards and circulars updated," he explained. The conference, according to Bennett, made "an important contribution"

in providing a forum for industry to exchange ideas and work together to meet future airport needs.

Dr. Anne Harlan, director of the William J. Hughes Technical Center, echoed Bennett's comments. She highlighted some of the critical research the FAA is conducting at the Technical Center and, in particular, runway visibility, runway safety, airport rescue and firefighting, wildlife



Dr. Cathy Bigelow and Dr. Satish Agrawal

mitigation and pavement. Through and as a result of such conferences, she observed, the community is "working together to achieve aviation safety."

Dr. Satish Agrawal, manager of the FAA's Airport Technology Research Program, pointed out that through partnerships with academia and industry, technological advancements are occurring rapidly and are significantly improving safety. For example, Engineered Material Arresting Systems (EMAS) that were created as a result of government and industry cooperation, are now being installed at airports across the country. This technology increases airport runway safety and protects people and aircraft during overrun accidents. The FAA is developing new technologies and procedures through research in airport pavement design, modeling, and testing; airport planning; airport rescue and firefighting; wildlife mitigation; visual guidance and runway incursion reduction; and runway surface technology.

On the last day of the conference, attendees were offered the opportunity to tour the Full Scale Fire Test Facility and the National Airport Pavement Test Facility at the Technical Center.



Marie Denan and Dr. Anne Harlan

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City, Detroit, Ft. Lauderdale and New York. The new aircraft will seat up to 198 passengers and eventually will replace Spirit's aging MD80 planes, which seat up to 156 passengers. Spirit hopes to achieve significant savings in fuel and maintenance costs and lower ticket prices.

Spirit will use the new planes to add service flights. They are part of Spirit's recently announced order for 35 new aircraft (6 Airbus 321s and 29 Airbus 319s) with an option to buy 50 more. Spirit originally had planned to start flying the new planes in the first quarter of 2005. Earlier this year, Spirit announced plans to fly to the Caribbean and Latin and Central America, and also won FAA approval to fly from Detroit to Reagan Washington National Airport.



FAA Buildings to be Named After the Wright Brothers

DOT Secretary Norman Y. Mineta has announced that the two FAA headquarters office buildings in Washington, DC will be named after Orville and Wilbur Wright. An official naming ceremony will be held in the near future.

FAA Administrator Marion C. Blakey stated that this is a fitting tribute for two Americans who dreamed of flying and then made it happen. She added that naming the buildings that house the FAA for the Wright brothers is appropriate because the FAA helped chart aviation's past and future.

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Millville Airshow 2004

By Mary Lou Dordan

Blue skies, sunshine, airplanes, classic cars, motorcycles, monster trucks, a rocket-powered fire engine, and more than 150,000 people were all part of the fun and excitement at this year's Millville Wheels and Wings Airshow and Car Show. The spectacular nighttime aerobatics and fireworks "Light the Night Airshow," on Friday, was a huge success that left people talking about it for days afterwards. Also on Friday, the FAA joined the Thunderbird pilots and the Millville Airshow coordinators for a special photo opportunity and autograph session for nearly 50 children from the NJ Make-A-Wish Foundation and Millville's Shirley Eves Developmental Center.

A hearty "thank you" to all from the William J. Hughes Technical Center – executives, managers and employees - who volunteered their time, talent and efforts. Working in the huge FAA tent and at the three static aircraft displays at the Millville Airshow were: **Jean Beilmann, John Birney, Ron Boyden, Dot Buckanin, John Clough, Holly Cyrus, Diana Dade, Tina Dilanni, Terry DiPompo, Mary Lou Dordan, Ron Esposito, Durlay Felder,**

Barbara Harris-Para, Lee Harrison, Tony James, Arthur Keels, Ken Knopp, Margie Lattanzibaird, Brad MacClemmy, Mike Magrogan, Gary Morfitt, Jim Morton, Shantanu Pai, John Perry, Joe Schultz, Steve Shenk, Michael Snyder, Richard Soucy, Earl Stein, Christopher Stringari, Ken Stringari, Rosanne Weiss and John Wiley. All of the volunteers did a wonderful job at helping to educate the public about the Technical Center. A special thank you also goes to the National Aviation Facilities Experimental Center (NAFEC) Association for extending a special discount to the Millville Airshow volunteers to obtain Technical Center T-shirts and polo shirts to represent the Center at the airshow.

Now that the dust has settled, the Millville Airshow Coordinators are already planning for next year's airshow. Technical Center employees who may be interested in helping to staff the FAA airshow exhibits next year should e-mail Mary Lou Dordan with their name, phone number, office mail code and area of expertise. It is a great opportunity to meet many interesting people with a passion for aviation.



*Dot Buckanin stands with
Conair fans.*



*Watching a P-51 Mustang
keeping up with an F-15 Eagle*



*Hello, my name is
John Wiley.
Welcome to the FAA Convair.*



*Mike Magrogan talks to
the crowds about our flying
laboratory.*



*Air Bear & Terry DiPampa
greet the airshow fans.*



*Shantanu Pai supervised the
paper airplane construction zone.*

Millville Airshow 2004



And, of course, there were airplanes at the show.



*Holly Cyrus, Ron Esposito,
& Mary Lou Dordan cool off
in the breeze outside the FAA
exhibit tent.*

Technical Center Team Welcomes Japanese Engineers

By Deborah Fontana

The William J. Hughes Technical Center recently had a unique opportunity to participate in a hands-on, cross-cultural transfer of technology. The Next Generation Air/Ground Communications (NEXCOM) program collaborated with the Electronic Navigation Research Institute (ENRI) of Japan, an organization that supports the Japan Civil Aviation Bureau (JCAB), in a cooperative effort of communications technology exchange.

Three ENRI engineers took part in an 8-week stay in the U.S. to enhance their knowledge of NEXCOM and the FAA. They are **Mr. Yasuyoshi Nakatani**, a senior researcher of the ENRI organization, engineer/researcher **Mr. Kazunori Ishikawa** and **Mr. Yoshihiko Matsuzawa**.

VHF Digital Link (VDL) Mode 3 is a state-of-the-art radio technology implementation that will enhance spectrum efficiency by providing additional voice and data communications channels, and is a digital alternative to further subdivision of the VHF band. VDL Mode 3 pre-production Avionic suites were utilized during System Demonstration II, and were developed by Rockwell Collins, Honeywell, and Avidyne. A Technical Standard Order (TSO) is expected for Honeywell's NEXCOM Avionics suite by December 2004. A TSO and Supplemental Type Certificate (STC) are expected with Rockwell Collins' Avionics suite, in cooperation with Delta airlines, by September 2004.

Between March 29 and April 16, Mr. Nakatani's technical endeavors included detailed presentations, given by Peter Muraca, Andy Colon, and John Petro regarding the NEXCOM laboratory and test bed environment.

During week two, **John Tepper** provided Mr. Nakatani with a detailed presentation of the RF Link Monitor test tool. In addition, Basic Commerce & Industries (BCI) engineer, **Andrew Baron**, gave him a comprehensive walk-through of the VDL Mode 3 ground system. This discussion featured in-depth functional descriptions of the interoperation of system components, set-up and diagnostics procedures, system-wide training, and potential testing scenarios. A subnetwork technical interchange meeting, led by **Pete Muraca**, was held for NEXCOM engineers and Mr. Nakatani. System configurations, router and application capabilities, interoperability potential and technical component specifications were discussed.

The third and final week consisted of a highly technical information exchange for both Matsuzawa and Nakatani including activities that were conducted at the BCI engineering facility in Turnersville, New Jersey. Both individuals attended a 2-day Aeronautical Telecommunications Network (ATN) training course, an interoperability discussion and an end-to-end system demonstration that was given by Tom McParland and Rick Beppel of BCI.

Session 1 activities also included a spectrum overview and discussion briefing in Building 176. Edward Coleman gave a tour of the newly renovated Air-Ground test facility, RCAG building 176, where co-site inter-modulation issues were discussed. The aggressive improvement measures that are being pursued by the FAA to help ensure ATC communications requirements also were presented. Nakatani attended a Radio Frequency Interference (RFI) class on April 14,

and also was given a VHF digital testing capability demonstration by **George Sakai** and **Ed Coleman**.

Session 2 was conducted at FAA Headquarters. Nakatani and Ishikawa worked out of the CIE Engineering facility between April 18 and May 9. Training included VDL Mode 3 ground system component functionality and architecture descriptions (GRP, RTP, etc.), system hardware and software installation, operations and diagnostics, the presentation of component schematics and test tool development. ENRI engineers also attended RTCA Special Committee (SC) 172 meetings and toured the FAA's National Operations Control Center (NOCC) in Herndon, Virginia.

The final portion of their visit included a briefing in Florida, and a tour of the Miami Air Route Traffic Control Center (ARTCC), the Gables Engineering facility and the Rockwell Collins facility in Melbourne. Nakatani was briefed on the Controller Pilot Datalink Communications (CPDLC) Build 1 program that currently is deployed in Miami, and the Display System Replacement (DSR).

The trip to Florida was followed by a conference in Anchorage, Alaska, where ENRI engineers attended the International Advanced Aviation Technology Conference at the University of Alaska Anchorage Aviation Technology Center. Discussions revolved around the ADS-B and Advanced Technologies Applications as they relate to Communication Datalink, Navigation, and Surveillance (CDNS). A tour of the Anchorage ARTCC was given, and ENRI engineers also learned about the Capstone project and its efforts to improve aviation safety in Alaska.

Take Your Child to Work Day 2004

By Ginger Cairnes



Carole Bralski, Rosanne Weiss, Center Director Anne Harlan, Mary Lou Dordan, Janet Kinsell, and Barbara Harris-Para pose before the opening ceremonies.

Take Your Child to Work Day recently was held at the William J. Hughes Technical Center, and in many other locales throughout the U.S. Initiated originally by the Families and Work Institute and the Ms. Foundation for Women as Take Your Daughter to Work Day, the program now includes both boys and girls.

Center Director Anne Harlan welcomed about 100 young people and their parents, in the auditorium, and briefly discussed some of the opportunities at the Technical Center. The families were shown a video that presented an overview of the work that is done here.

Afterward, young people ages 8 through teens were introduced to work opportunities throughout the Center to help them make the connection between what they learn in school and at home, in order to help them think about their future goals. They also were given information packets on career opportunities, aviation and other educational activities.

The Ground Unit Air Station, Atlantic City, U.S. Coast Guard provided tours where the students were able to see the Coast Guard at work.



A member of the Coast Guard demonstrates equipment that is needed for a "run".



Parents and students pick up their aviation packets before entering the auditorium.

Take Your Child to the Federal Air Marshals

By Adam Greco

Four young men recently enjoyed an interesting assignment on "Take Your Child to Work Day." Evan Greco, John Sheehan, Shawn Burke and Daniel Burke spent the day at the Federal Air Marshal (FAM) Philadelphia field office where

they toured the training academy and participated in defensive measure exercises at the FAM gym facility. The highlight of the day for the teenagers was getting involved in several mock air marshal simulation scenarios.

Little Flyers Academy Fundraiser

By Stan Ciurczak



Runners at the Little Flyers Run Walk



Michelle Marcucci Tenant and her son, Andrew, attended the Little Flyers Run Walk

The NAFEC Association and a host of corporate sponsors sponsored a run and walk on May 5 to raise funds for the William J. Hughes Technical Center's preschool program, the Little Flyers Academy.

Dave Sparenberg called on the walkers to line up, and he launched their race.

Dave Sparenberg, the president of Titan Corporation, presented a check for \$500.00 to Little Flyers Academy at the start of the race. Other sponsors included AS&T, BCI, the FAA Technical Center Credit Union, Hi-Tec, Nobil Foods (which provided the refreshments for the race), Raytheon and T&E Solutions.



Ron Esposito shakes hands with Dave Sparenberg of Titan Corporation at the start of the race

Senior Corporate Officer **Ronald J. Esposito** welcomed everyone and thanked the sponsors and the Little Flyers Academy staff, parents and race committee members who made the event possible. "I hope this will become a Technical Center annual event," he said. With that the runners took their places and Esposito announced, "Runners, get on your mark, get set, go!" Shortly thereafter,



Connie Moran with her son, Patrick

Public Service Recognition Week Celebrated

By Ginger Cairnes

Public Service Recognition Week (PSRW) is a time that is set aside each year to honor federal, state and local government employees, and to highlight the many ways in which they serve. Ceremonies, festivals, parades, community clean-up days and other similar events are held throughout the U.S. This year's theme was, "Celebrating Government Workers Nationwide."

PSRW at the William J. Hughes Technical Center began with a ceremony in the atrium. Chairperson **Ginger Cairnes** welcomed everyone. The Little Flyers Academy led the audience in the Pledge of Allegiance, and **Robert Polillo** sang a moving rendition of our National Anthem.

Center Director **Anne Harlan** officially opened the activities. She explained the meaning of PSRW and provided an overview of the week's events. On behalf of the Technical Center's management team, Dr. Harlan thanked all employees for their "hard work and dedication". **Holly Cyrus, Min-Ju Chang, Patti Dee McNeill, Tonya Neuweiler, and Robert Polillo** rounded out the program by singing God Bless America.

During the ceremony, there was a presentation by **Joe Burns** about his recent deployment to Iraq. The presentation was displayed on the large screen television in the atrium.

Light refreshments were served after the program while Dr. Harlan and the members of the Strategic Leadership Team (SLT) greeted employees. Throughout the week, individual managers also took the time to thank their employees for their continued support, and to acknowledge their accomplishments.

A collage of employee photos, designed by **Dave Hess** of the Advanced Imaging Division (ART-Z Graphics), was displayed in the atrium. Employees who serve as volunteers in their communities, and employees who have received recognition for their accomplishments outside the Center, were listed on a board next to the collage, which remained in the atrium throughout the month of May.

The weather was ideal for the PSRW barbecue that was held outside the cafeteria. Employees were able to purchase a wide variety of foods, mingle with co-workers and enjoy the music that was provided by disk jockey **Roberto Crespo**. Picnic Chairperson Tina Fabrizio did an outstanding job in coordinating this event. The week's activities concluded with a "Public Service Night" at an Atlantic City Surf baseball game. Center employees commented afterward how they had enjoyed the game and the fireworks that followed.



Employees listen as Dr. Anne Harlan describes the activities for the week.

News Briefs

Continued from page 14

President George W. Bush recently signed legislation that officially designates Federal Building 10-A at 800 Independence Ave., S.W. the Orville Wright Federal Building, and Federal Building 10-B at 600 Independence Ave., S.W. the Wilbur Wright Federal Building. The naming comes just in time for the official opening of the newly renovated 10-B building. Replicas of the Wright Flyer and the Wright Glider will be hung permanently in each of the building lobbies.



Did You Know?

MarketResearch.com reports that one in four African Americans (9.3 million people including 3.3 million children) lives in affluent households, which they defined as households with an annual income of \$60,000 or more. Three million of the 9.3 million affluent African Americans live in households with an annual income of \$100,000 or more.

Asian American children are less likely to be isolated in their schools and neighborhoods than other children. According to a study by Nickelodeon and the Cultural Access Group, 37 percent of Asian American children go to school primarily with their own racial or ethnic group, compared with 50 percent of Latinos, 62 percent of African Americans and 81 percent of whites. Neighborhood statistics are similar, with 35 percent of Asian American children living primarily with their own racial or ethnic group, compared with 39 percent of Latinos, 51 percent of African Americans and 78 percent of whites.

Spanish is the most widely spoken non-English language in the U.S., followed by Chinese, French, German, Tagalog, Vietnamese, Italian and Korean, according to the U.S. Census Bureau.

In Memory of Donald J. Juzwiak

By Mike Beres



Don Juzwiak

The William J. Hughes Technical Center community was deeply saddened by the passing of **Don Juzwiak** on May 18 after he suffered a sudden heart attack. Don was 68 years old and served the FAA admirably for 41 years.

Don started his career at the National Aviation Facilities Experimental Center (NAFEC) in 1962 as a sheet metal worker in the Supporting Services Division. He advanced to an engineering technician position where he performed engineering drafting, graphics and mapping in support of a variety of research and development (R&D) and building projects. In 1984 he became an analyst for building and space management activities. He advanced several times more in the space management field, and in 1994 he became a strategic planner in the Plant Services Division.

Don was blessed with exceptional graphics and drafting abilities, and was highly task oriented. He attacked "Center Work Requests" with a vengeance. This became his trademark.

To his friends, coworkers, and acquaintances, Don was known for his pleasant smile, effervescent personality, and genuine concern for their well-being. When it came to

people, his heart was bigger than he was.

Don was a fascinating man who took an interest in many different things. No one can dispute Don's ability as a golfer and his love for the sport. His fervor for golf enticed many coworkers to pick up the sport, and he received a great deal of satisfaction from teaching and coaching others to improve their game. He also was an animal lover, an accomplished hypnotist, and even a "bouncer" at the old Bayshore's Inn in Somers Point.

There will be no forgetting how sociable and entertaining "the Juz" was, nor will we forget his unique dialect. For most of us with

monosyllabic names, like Mike, Bob or Ron, Don always added a "y." So, we became "Mikey, Bobby and Ronny." Some even achieved "pooh" status as in "Robby-Pooh." As with any language, Don made exceptions to the rule. For example, "Ray" became "Ray-Ray" or some other non-conventional term that only he could contrive. Also, in Don's vernacular, there was no such thing as a martini; it was always referred to as a "mar-two-ni." He had many more sayings that, when uttered in the future, will remind us only of him.

Although those traits will be legendary, Don's deep love for his family, friends, coworkers and late wife cannot be surpassed. Many already sorely miss him.

Remembering

By Stan Ciurczak

We honor the passing of our former colleagues and friends. Rest in peace.

Celesta Moore Brooks died on April 23 at the age of 79. She retired from the FAA in 1980 after working for NAFEC for 19 years. One daughter, one granddaughter and five great-grandchildren survive her.

Dr. Thor Ignatius Eklund died on May 2 at the age of 57. Thor retired from the FAA in 1997 after working for more than 20 years for NAFEC and the Technical Center. He was Manager, Fire Research Branch, at the time of his retirement, and established a consulting firm after he retired. His wife of 24 years, Mary Tobin Eklund, two sons, and his mother, Mary V. Eklund, survive him.

Henry (Hank) Preston Force died on April 22 at the age of 83. He retired from the FAA in 1981 after working for 26 years as an artist-illustrator for NAFEC and the Technical Center.

He was an Army Air Corps veteran of World War II who served in France and Germany. His wife, Helen Rennie Force, one son, two daughters, 12 grandchildren and two great-grandchildren survive him.

Gloria Theresa Hopewell died on April 28 at the age of 71. She retired from the FAA after 35 years of service at NAFEC and the Technical Center. Two daughters and two grandsons survive Gloria.

Donald John Juzwiak, a Technical Center employee, died on May 18 at the age of 68. He worked for NAFEC and the Technical Center for 41 years, and was predeceased by his wife, Patricia Ann Juzwiak. Two sons, a daughter, and 7 grandchildren survive him.

Michael Joseph Wright, a Technical Center employee, died on April 30 at the age of 32. He leaves two young daughters to cherish his memories.