



# INTERCOM

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## Going to the Dogs

It was not business as usual when the Aviation Security lab entertained some four footed guest during the last week of June, as a part of an ongoing R&D initiative. Officers Steve Cronberry, and his partner, K-9 Pasja, Officer Mark White and K-9 Rocky, along with Lt. William Parker, Kennel Master, all of the Metropolitan Washington Airport Authority (MWAA) Police department, took part in a small R&D "laboratory scale" test. The tests were

designed to evaluate K-9 training aides being developed by AAR-520.



K-9 Pasja and Officer Steve Cronberry enjoy a break together.

"Although the Aviation Security Laboratory is used to performing test and evaluation of

explosives detectors, this is the first time that we've had bomb sniffing dogs at the lab, and we are delighted!" stated **Paul Polski**, Director of the Aviation Security R&D lab.

The MWAA police department personnel have had a partnership with the FAA now for two

Officer Mark White and K-9 Rocky search the Aviation Security lab for something that smells like a bomb.



years" noted Lou Wasserzug (ACP-400). "We are lucky that we could facilitate this testing with both Tech Center and the MWAA personnel." Lou has been working for two years facilitating research initiatives at the Tech Center, and the ultimate customer, Dave Kontny (ACO-600), the K-9 program manager for the FAA.



Dr. Susan Hallowell and Rocky.

During their week visit to the Tech Center, the bomb sniffing dog teams were used to search for small quantities of explosives that were hidden in various scenarios. "The idea is to find out if these developmental training aides "smell the same" to the K-9 as the larger quantities do. Just as we have developed

simulants for explosives for X-ray imaging devices, we are trying to develop a product line for K-9's." said **Dr. Susan Hallowell**, branch manager of AAR-520. Despite a busy week, the K-9 teams still found time to visit **Dr. Anne Harlan's** office, the contracts office, and the day care center, where the dogs were a big hit with the children. As Susan Hallowell says, "Not only do the K-9's work remarkably well, they are really very sweet and lovable. They are certainly the most lovable explosive detector we have in our arsenal!"



Pasha at the day care center.

## ACT TEAM CONDUCTS SATELLITE NAVIGATION FLIGHT DEMONSTRATION

Question: What world center of commerce has a longitude that is approximately 180° east (and west) of the Tech Center? Hint, this location recently hosted the Asia Pacific Economic Conference that included a forum on "Intermodelism and Satellite Based Transportation Technologies." Another hint, a team of Tech Center engineers, scientists, pilots, and technicians conducted a successful demonstration of wide area satellite navigation there, May 5-7. The answer is on page 8 of the May *Intercom*. If you didn't save the issue, the answer is Singapore.



N40 on approach in Singapore guided by the NSTB WAAS.

Preparations for this demonstration began months before with participation by Tech Center, Headquarters, State Department, and Singapore personnel under the leadership of Dave Peterson of the Washington Satellite Navigation office.

Once it appeared that the demonstration would occur, **Tom Dehel** (ACT-360) and his team began the intense work to install a reference station in Singapore to gain access to the Pacific Ocean Region geosynchronous satellite and establish data communications between the National Satellite Test Bed (NSTB) Master Station at the Tech Center and Singapore. In parallel the project pilots, **Keith Biehl** and **Larry Van Hoy** (ACT-370), began planning the flight of our B-727 from the Tech Center to Singapore. Due to the range limitations of the aircraft, the flight went to Seattle, Anchorage, Adak, Midway, Wake, Guam, Manila, and finally Singapore. Since this flight would take 3 days, Keith and Larry not only had to plan fuel stops; they also had to secure overnight lodging for the project team. Over 25,000 round trip flight miles were logged.

In late March, **Frank Persello** (ACT-360) and **Jean-Christophe Geffard** (SRC) traveled to Singapore for a site survey and to install a reference station. This activity went smoothly, the local people were very well prepared and most helpful. On April 28, the project team departed the Tech Center. The team included **Tom Dehel**, **Joe Sheftic** (ACT-360), **Kristy Pham** (ACT-360), **Luci Holemans** (ACT-340), **Frank Lorge** (ACT-350), **Joan Grellis** (SRC), **Jean-Christophe Geffard**, **Larry Van Hoy**, **Keith Biehl**, **John Tatham** (ACT-370), **John Kaegi** (ACT-370), and **Joe**

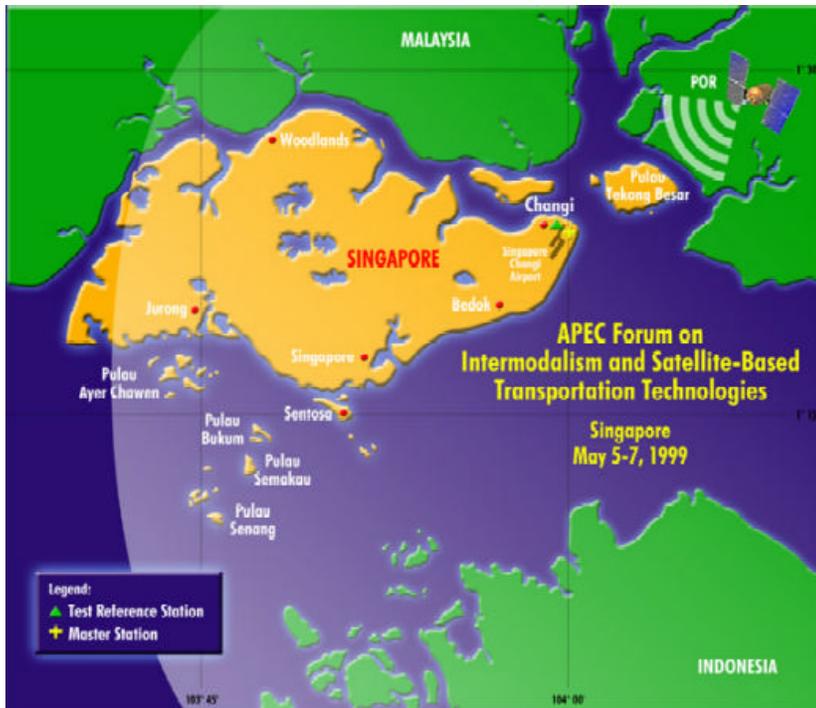


NSTB Engineer Luci Holemans demonstrating NSTB/WAAS accuracy.

**Campbell** (ACT-370). They were joined in Singapore by **Dave Peterson** (AND-730), **Dave Burkholder** (AND-730), **MaryAnn Davis** (AND-730 contract support), and **Barbara Lingberg** (AND-730 contract support), all from Washington

During the flight, data was collected on the Raytheon production WAAS signal, raw GPS observables and NSTB guidance. A small mechanical problem delayed the team in Anchorage. As insurance against any further delays, **Holemans** was sent ahead on a commercial flight along with some of our equipment. She actually went back to Seattle then to Tokyo and finally to Singapore. Fortunately there were no further problems on the flight to Singapore and the team arrived on May 4. During a short 2 hour refueling stop in Guam, **Dehel** and his team installed a portable reference station at the FAA's flight service station there. This could not have happened without our team's excellent planning and the truly outstanding cooperation of fellow FAA'ers nearly a half a world away.

Once they arrived in Singapore, the project team



installed equipment in the conference area and coordinated our flight mission with the local air traffic control facility. However, the project team was not the only ones who participated in this effort. **Ed Boise** (ACT-370) was in constant communication to ensure any maintenance issues were resolved and **Frank Persello** and **Khanh Vu** (ACT-360) kept the NSTB Master Station operational. Frank had the night shift and Khanh the day shift. Due to the time difference, the demo flights were flown 8:00 p.m. – 4:00 a.m. Eastern Daylight Savings Time.

In addition, **Jim D'Ottavi** (ACT-360), **Bob McFadden** (ACT-360), **Landon Kelsey** (SRC), and **Dave Nelthropp** (SRC) provided critical assistance in software development, communications and GPS mapping and displays.

After the demonstration, Ross Hamory, Director, FAA's Asia-Pacific office, stated (in an email) that the FAA team "did a superb job of explaining and demonstrating GPS applications and the Wide Area Augmentation System." Hamory further stated that, "In my view we made several converts out here, some of the most cynical came away as believers after the three days. I can't say enough about the professionalism of the team, which fielded the airplane and conducted the flight demos. They were tireless in their desire to explain the GPS and Wide Area Augmentation System technologies at every opportunity. After all 100 plus delegates went to the forum and the press had an opportunity to receive a flight demo. The team put on extra flights to make sure that as many as possible from Civil Aviation Authority of Singapore, pilots from Singapore airlines and others in the industry got a chance to participate. All who participated had the opportunity to view the demonstration from a room set up at the conference venue, where the technology was explained, before riding in the airplane. The presentations were clear, easily understandable and very comprehensive. In my view this effort considerably advanced FAA's credibility and standing in the region. The quality of the folks we brought to this conference, combined with the actual demonstration of the technology, demonstrated not only our commitment to Global Navigation Satellite systems and WAAS, it was an affirmation of our interest in Asia. Thanks to all who made and let this happen."

Dave Peterson emailed, "The Demo Team and Flight Crew received numerous raves from everyone from the Minister of State from Singapore to the Ambassador to Singapore who sent a cable back to the State Department saying many nice things but in particular that the FAA Team had demonstrated a very high level of professionalism and technical knowledge."

At around 11:45 p.m. on May 12th the team





One of 6 tour groups to view the NSTB Master Station, Reference Station, and other WAAS ground displays.

arrived safely home to the Tech Center. Despite being

tired and away from their families (**Joan Grellis** (SRC), missed Mother's Day with her small children) the team's enthusiasm for a job well done in support of the FAA's mission was evident. **Jack Townsend** (ACT-360), the FAA supervisor responsible for the Tech Center's WAAS and NSTB efforts, met the team when they landed and stated later that "Everybody was tired, glad to be home but were still enthusiastic. You could just feel the incredible high they were on after such a successful mission."

## RTCC Visits ACT

On June 30, the Research and Technology Coordinating Council (RTCC), the research and development (R&D) leaders from all DOT modal administrations, visited the Tech Center to begin discussions on how to better integrate research and development planning into the program development and budget process for the DOT as a whole.



Gus Sarkos (AAR-422) briefed the group in the fire safety R&D area.

RTCC members received an overview of all



Dot Buckanin (ACT-300) making one of the lunch time presentations.

Tech Center activities, the Center's role in the Safe Flight 21 program and the WAAS program, as well as briefings on the FAA's aircraft and airport safety and security R&D programs.

This visit signaled the first of several RTCC visits to the major DOT laboratories to develop a Department-wide understanding of the research being conducted at those facilities, and exploit its potential for multimodal applications.



Anne and Paul provided the entertainment!

By building on each other's research strengths, the Department hopes that all the transportation modes can work together to create a strong transportation system for the next millennium.

## A Proud Moment



On June 23, Pete Castellano, Sr. received the New Jersey Distinguished Service Medal. The Distinguished Service Medal is the State's highest military medal, and is given in recognition of meritorious service during armed conflict. Pete Sr. is a decorated United States Army Veteran of World War II. Among other decorations, he received the Bronze Star for valor in 1944, after saving the lives of at least fifteen of his fellow soldiers under artillery fire.

His son, **Pete Castellano Jr.**, is an Attorney with the Appraisal and Planning Staff (ACT-4). "I am very proud of my father" said Pete Jr., "What makes this even more special is that he kept it all to himself for 50 years. No one knew of his heroics until I discovered it while looking over his papers during the 50<sup>th</sup> anniversary of the war."

The medal was presented at a ceremony held on base, at the New Jersey Air National Guard 177<sup>th</sup> Fighter Wing facility.

Congratulations to Pete Sr. on an honor well-deserved!

## What's In a Name?

During World War II, many people became heroes. One was Butch O'Hare, namesake of Chicago's O'Hare Airport. He was a fighter pilot assigned to an aircraft carrier in the Pacific. One time his entire squadron was assigned to fly a particular mission. But after discovering his fuel tank wasn't full, he was ordered to return to the carrier.

On his way back, he spotted a squadron of Japanese Zeroes heading toward the fleet. With all the fighter planes gone, the fleet was almost defenseless. His was the only opportunity to divert them. He dove into the squadron and attacked. He fought until all his ammunition was gone, then tried to clip off a wing or tail — anything that would damage the enemy planes. Finally, the squadron took off in another direction, and Butch O'Hare and his fighter, both badly shot up, limped back to the carrier.

Prior to this time in Chicago, there was a man named Easy Eddie. He was a lawyer for the

notorious Al Capone. He was so good, Capone richly rewarded him with every extravagance. Easy Eddie had a son he loved. He gave him all the best things — clothes, cars, and a good education. And he also tried to teach him right from wrong. The one thing he couldn't give his son, however, was a good name and a good example.

It was so important to him, that one day he decided to go to the authorities to rectify the wrong he had done. He testified against Al Capone, even though he knew Capone would do his best to have him killed. But it was more important that he be a good example to his son and to give him a good name.

Within the year, Easy Eddie was shot and killed on a lonely street in Chicago.

While this may sound like two unrelated stories, they are not. Butch O'Hare was Easy Eddie's son.

(Adapted from *First Draft*, September 1999.)

## Breaking Down Invisible Barriers

Much of what we think we can't do are all in our minds. Take the case of aviation pioneer Chuck Yeager. In 1947, he broke the sound barrier that scientists said couldn't be broken without damage to the aircraft and pilot. Yeager reached a speed of 700 mph, breaking the barrier. Three weeks later, he reached the speed of 1,612 mph.

In his autobiography, Yeager writes, "After all the anxiety, after all the anticipation, breaking the barrier was really a let-down. The sonic barrier, the unknown, was just a pole through Jell-O, a perfectly paved speedway." (Adapted from *First*

## Y2K Ambassadors Briefed by Administrator's Team

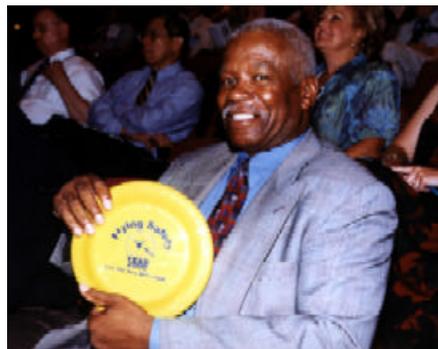
The Tech Center auditorium was the scene of a unique training opportunity for "Y2K Ambassadors" on June 23<sup>rd</sup>. The Office of the Administrator provided a Special Interactive Presentation designed to inform FAA employees about the agency's successful efforts in preparing our systems for the millennium. The well-attended session was conducted by Dana Lakeman and Sharon Graves (AOA-4) and was no where near as dry



Graves (left) and Lakeman.

as technical sessions tend to be. Besides Y2K frisbees being tossed about the auditorium and a quick-paced audiovisual presentation, there were a lot of laughs and light moments as they imparted this crucial information.

The main purpose for providing this informative presentation was to make sure employees are aware of what the agency has done and is doing in this important project. It has been said that the Y2K issue is not so difficult of a technical problem as a perceptual one, and the need to make the public at ease with flying is essential. FAA employees are the key resources



Rodger Mingo joins in the fun.

of the agency and carry credibility when talking with family, friends, and neighbors. Therefore, they

need accurate and clear information that is presented in an understandable manner.

"Aviation safety will not be compromised January 1, 2000 or any other day." This was the key message of the presentation. A slow start to the repair process had generated bad press from the media and Congress. In addition, "rumor-mills" and "doomsday-ers" have taken unwarranted hits at the FAA. However, an organized and aggressive repair process has allowed the agency to make incredible progress and meet every milestone it has set. Today, the agency's systems are 100% Y2K compliant. A successful testing program has also helped promote the confidence of these systems. The Y2K Program Office continues to work closely with its industry and international partners to promote a successful transition to the next millennium.

The FAA employees left the briefing empowered with the information to inform friends, relatives and acquaintances that the agency has achieved one of its top priorities. Administrator Garvey has enlisted many new "Y2K Ambassadors" with this thoughtful and well-presented briefing. And many employees are enjoying their free Y2K frisbees!

If you were not able to attend and would like to know more about the FAA's Y2K Program, visit our website at [www.faa.y2k.com](http://www.faa.y2k.com).

## This Month in FAA History

July 6, 1936: Federal air traffic control began as the Bureau of Air Commerce took over operation of the three airway traffic control centers at Newark, Chicago, and Cleveland. Up to this time, private airline companies had operated these centers.

July 1949: The Civil Aeronautics Authority inaugurated the first direct radiotelephone communications service between aircraft and an Air Route Traffic Control Center at the Chicago



ARTCC.

July 1, 1958: The Airways Modernization Board established the National Aviation Facilities Experimental Center near Atlantic City, N.J. The fledgling Federal Aviation Agency assumed all function of the Board, including control of the Center on November 1, 1958.

July 1, 1961: FAA, with the cooperation of the U.S. Weather Bureau, inaugurated pilot-to-forecaster weather service as a test program in the Washington, D.C., and Kansas City areas. The service allowed pilots to request weather information via a special radio frequency.

July 19, 1968: Air traffic congestion reached critical proportions when a total of 1,927 aircraft in the vicinity of New York City were delayed in taking off or landing, some for as long as three hours. The jam quickly spread to other major transportation hubs. At the root of the problem was the inability of an inadequate and long-neglected air traffic control and airport system to accommodate the heavy tourist-season traffic. The jam was symptomatic of conditions that forced the FAA to develop schedule restrictions for certain airports.



July 17, 1970: New Orleans' Moisant International Airport became the first U.S. airport to subject all passengers to the FAA-developed antihijacking screening system. The system was based on a behavioral profile used in conjunction with weapons detection by magnetometer. If a person identified by the system as a possible risk did not satisfactorily resolve the question with airline personnel, an U.S. marshal or deputy marshal further investigated him.

July 16, 1973: In public testimony before the Senate Select Committee on Presidential Campaign activities, FAA Administrator Alexander P. Butterfield disclosed the existence of a White House audio taping system, a revelation that became instrumental in implicating President Nixon in the Watergate cover-up.



July 2, 1982: Truck driver Larry Walters reached a reported 16,000 feet over Long Beach, CA, during a 45-minute flight in a lawn chair tied to balloons, crashing into a power line on descent but alighting unharmed. FAA fined Walters \$1,500 for the escapade.

July 21, 1986: As a result of research conducted at the FAA Technical Center, FAA published a rule setting stricter flammability standards for materials used in cabins of existing and future airliners with 20 or more passengers. The new standards required use of fire resistant and slower-burning materials for cabin sidewalls, ceilings, partitions, storage bins, galleys, and other interior structures.

July 26, 1988: FAA announced it had awarded IBM a \$3.55 billion contract to develop, deploy, and service the Advanced Automation System.

July 20, 1990: A FAA directive established the new position of Assistant Administrator for Civil Aviation Security in response to a recommendation by the President's Commission on Aviation Security and Terrorism.



## Tech Center Award Nominees

Last month, *Intercom* ran a list of some of the nominees for this year's Tech Center Awards. Below is the rest of the nominees. Please watch this space in next month's issue for photos of the award ceremony and some of the winners.



### Team Achievement

Harry Fowler, ACT-412  
 Sterling Foxworth, ACT-412  
 Fred Clark, ACT-412  
 Daniel Haubrich, ACT-412  
 Scott Harris, ACT-412  
 Ronald Esposito, ACT-3  
 Kathleen Fleming, ACT-30  
 Diane Cherinchak Loughrin, ACT-7  
 Mike Chappine, ACT-32  
 Carolyn Mason, ACT-3  
 Angela Hassan-Miller, ACT-240  
 Stacey Hamilton, ACT-240  
 Hilda DiMeo, ACT-208  
 Lisa Cotterell, ACT-232  
 Adam DiBartolo, ACT-240  
 Courtney Dudley, ACT-240  
 Pete Recigno, ACT-240  
 Daniel Conover, ACT-52A

Eric Hartz, ACT-52A  
 William Klein, ACT-52A  
 Charles Herman, ACT-52A  
 Gerald Campbell, ACT-52A  
 Lewis Levy, ACT-52A  
 Paul D'Ambra, ACT-52A  
 Bill Morgan, AAR-540  
 Theresa McGhee, AAR-540  
 Ray Schillinger, AAR-530  
 Nelson Carey, AAR-500  
 Ron Krauss, AAR-520  
 Roy Mason, AAR-510  
 Lee Spanier, AAR-520  
 Shiu Cheung, AAR-520  
 Kim Lee, AAR-540  
 Allen Schlimper, AOS-626  
 Allan King, AOS-626  
 James Riseden, AOS-626  
 James Davis, AOS-626  
 Robert Durham, AOS-626  
 William Stalvey, AOS-626  
 Martin Swain, AOS-626  
 Harold Smith, AOS-626  
 John Cortez, AOS-626  
 Allan Abramowitz, AAR-431  
 Tong Vu, AAR-431  
 Robert McGuire, AAR-431  
 Gary Frings, AAR-431  
 Phillip Ingraham, AAR-431  
 Larry Rovani, ACT-510  
 Robert Oliver, ACT-510  
 Albert Macias, ACT-510  
 Mary Delemarre, ACT-510  
 Ruben River, ACT-412  
 Dimitrios Arhontoulis, ACT-411  
 Walter Woerner, ACT-412  
 Allen Erickson, ACT-412  
 Jeanne Miller, ACT-412  
 Bobby Nichols, ACT-422  
 Timothy Schurig, ACT-412  
 Jeffrey Ireland, ACT-412  
 David King, AOS-340  
 Ken Kaiser, ACT-240  
 Richard Lewis, AOS-340  
 Stacey Hamilton, ACT-240  
 Sue Cefaretti, ACT-50  
 Alan Kopala, ACT-230

Karen Cicatiello, ACT-70  
 Tina DiIanni, ACT-31  
 Vivian Freeman, ACT-70  
 Carl Genna, ACT-73  
 Carleen Genna-Stoltzfus, ACT-70  
 Dan Greis, ACT-70  
 Francis Valleley, ACT-70  
 Orpha Beth Burkett, ACT-400  
 Ron Heist, ACT-612  
 Ronald Esposito, ACT-3  
 Rosanne Weiss, AAR-420  
 Annette Harrell, ACT-73  
 Donna Taylor, ACT-612  
 Ginger Cairnes, ACT-70  
 Rich Morton, ACT-330  
 Kathleen Fleming, ACT-30  
 Holly Baker, ACT-3  
 Helen Monk, ACT-520  
 Ken Beisel, ACT-52A  
 Ricardo Mercado, ACT-70  
 Dan Pettit, ACT-600  
 Dominic Timoteo, ACT-250  
 Mike Paglione, ACT-250  
 Mary Lee Cale, ACT-250  
 Thomas Dehel, ACT-360  
 Luci Holemans, ACT-360  
 Kristy Pham, ACT-360  
 Joe Sheftic, ACT-360  
 Frank Persello, ACT-360  
 Valerie Lawhorn, ACT-240  
 Sam Soto, ACT-240  
 Trudy Zanghi, ACT-240  
 Karl Kruger, ACT-240  
 Harriett McKinney, ACT-240  
 Jean Hannon, ACT-240  
 Calvin Alexander, ACT-240  
 Ed Makuch, ACT-240  
 David Kennedy, ACT-240  
 Angela Lewis, ACT-240  
 Ken Kaiser, ACT-240  
 Richard Ozmore, ACT-540  
 Adam Greco, ACT-510  
 Frank Coffman, ACT-510  
 Paula Nouragas, ACT-500  
 Dave Dotsey, ACT-231  
 Vanessa Lovelace, AOS-350

Carol Widerker, ACT-231  
 Larry Weisman, AOS-350  
 Joyce Robertson, ACT-231  
 Daniel McGovern, ACT-233  
 Fred Breen, AOS-350  
 Merka Weathers, ACT-230  
 John Young, AOS-350  
 Steven Oliver, AOS-350  
 Gary Jones, ACT-231  
 Dave Pew, AOS-350  
 Lisa Bercher, AOS-350  
 Phil Askins, ACT-231  
 Jim Reich, AOS-350  
 Blair Badger, ACT-231  
 Sheila Mathis, AOS-350  
 Tom Ackermann, AOS-350  
 Mike Walsh, ACT-410  
 Amy Transue, ACT-410  
 Vince Delguercio, ACT-231  
 Luan Jones, AOS-350  
 Tracey Madonna, ACT-231  
 Gus Sarkos, AAR-422  
 John LaPointe, AAR-424  
 Charles Masters, AAR-421  
 Steve Beamer, ACT-232  
 Wanda Lopez, ACT-232  
 Ray Singleton, ACT-232  
 Alden Murray, ACT-232  
 Darrell Woods, ACT-232  
 Chris Raab, ACT-232  
 Arlene Primo, ACT-051  
 Mike McLain, AAR-430  
 Dave Nesterok, AAR-430  
 John Fabry, AAR-430  
 Annemari Ternay, ACT-51  
 Bill Wall, AAR-430  
 Ron Lofaro, AAR-430  
 Cathy Bigelow, AAR-431



### Administrative Support

Karen Cicatiello (inadvertently left out of the June issue)



### Model Work Environment

Gerald Berry, ACT-300  
 Cheryl Wilkes, ACT-9  
 Raymond Stover, ACT-1A  
 Rodney Guishard, ACT-430  
 Judith McMillen, ACT-10  
 Leona Wilkes, ACT-10  
 Rosanne Weiss, AAR-420  
 Steven Clark, ACT-613  
 Chris Seher, AAR-400  
 Maria Marks, ACT-4  
 Mary Rozier-Wilkes, ACT-510  
 Crystal Mittelhauser  
 Rodger Mingo, ACT-1A  
 Raymond Stover, ACT-1A  
 Dyana Kelley, ACT-200  
 Rich Weins, ACT-600  
 Tauheedah Munir-Ali, ACT-10  
 Rosanne Weiss, AAR-420  
 Ken Beisel, ACT-52A  
 Jennifer Hall, ACT-530  
 Joe Jezierski, ACT-52  
 Christine Grecco, ACT-10  
 jennelle Derrickson, AAR-400  
 Chinita Roundtree-Coleman,  
 ACT-202  
 Yvonne Moy, ACT-30  
 Nancy Matthews, ACT-4  
 Lynn Jones, ACT-503  
 Pat Sampson, ACT-31  
 Richard Newman, ACT-9  
 Kaye Jackson, ACT-4  
 Michele Tennant-Marcucci,

AOS-530  
 Valerie Lawhorn, ACT-240  
 Nancy Matthews, ACT-004  
 Carol White, AOS-600  
 Pat McKernan, AOS-530  
 Dorothy McGehean, AOS-400  
 Lillie Coley, ACT-262  
 Stacie Graves, AAR-421  
 Nancy Davenport-Masi, ACT-600  
 Christine Gerhardt, ACT-520  
 Teri Lowe, ACT-200  
 Karen Rivera, ACT-31  
 Soncere Whitecloud, AOS-540  
 Laurel Wittman, ACT-51A  
 Cathy Bigelow, AAR-431  
 Tauheedah Munir-Ali, ACT-10  
 Beverly Hite, ACT-421  
 William Klein, ACT-52A  
 Pat Mabis, ACT-70



### Supporting Services

Patricia Moore, ACT-422  
 Jaime Delgado, ACT-650  
 Jeffrey Wolfe, ACT-610  
 Raymond Dumas, ACT-650  
 Paul Chubb, ACT-650  
 Jim Clayton, ACT-650  
 Stanley Wirpsza, ACT-610  
 Donald Campbell, ACT-650  
 Greg Forrest, ACT-640  
 Laurel Wittman, ACT-51A  
 Indravanda Patel, ACT-650  
 Charlotte Hoskins, ACT-422  
 Patricia Champagne, ACT-422  
 Gladys Bradbury, ACT-422  
 Robert Morgan, ACT-422  
 Vincent Mazza, ACT-422  
 Joyce Robinson, ACT-422  
 Barbara Ross, ACT-422  
 Barbara Rice, ACT-422

Barbara Blackman, ACT-422  
 Rosie McGriff, ACT-422  
 Carol Brook, ACT-422  
 Bobby Nichols, ACT-422  
 Val Reighard, ACT-422  
 Gloria Graham, ACT-422  
 Vergie Jones, ACT-422  
 Patricia Moore, ACT-422  
 Kenneth Beisel, ACT-52A

Good luck to all the nominees! Watch this space next month to see photos of the ceremony.

## AAR Fil Is two Key Vacancies

Dr. Mark Rodgers was recently selected as the new Chief Scientist and Technical Advisor for Human Factors (AAR-100). Rodgers had been serving as the acting Chief Scientist since October 1998. He earned his undergraduate, graduate, and post-graduate degrees in Psychology at the University of Louisville.

Hugh McLaurin has been selected as the Director, Research Division (AAR-200). McLaurin has just completed the NASA Senior Executive Service Candidate Development Program. He is the first non-NASA employee to participate in that program. He received a B.S. in electronic engineering from the University of Maryland and a M.S. from John Hopkins University.

## Oops!



Apologies go out to **Adam Greco** (ACT-510). Adam has helped out authoring many *Intercom* stories over the past few months. Among other things, last month he authored the story "The Human Side of Y2K Testing." For that story he interviewed some of the people he is working with to ensure us of the FAA's Y2K readiness. Greco is an integral part of that team, and I regret that in the haste of putting the issue together, I neglected to provide Adam credit not only as a team member, but as the author of the piece. Thanks Adam for your understanding and continued support.

## The Airport Waiting Game

A recent survey showed that the typical airline passenger spends almost an hour waiting at various stages of his/her trip.

Check-in counter: 11 minutes waiting in line and getting processed.

Waiting to board: 16 minutes past the scheduled flight time to begin boarding.

Sitting on runway: 13.5 minutes from boarding to takeoff.

Baggage claim: 18.5 minutes waiting for luggage.

Adapted from First Draft, September 1999.)



## Looking Forward to August

August 1-7 – **Simplify Your Life Week.**

August 1 – **Sisters' Day.**

August 4 – **Coast Guard Day.**

August 8-14 – **Don't Wait, Celebrate Week.**

August 8 – **Family Day.**

August 13 – **Friday the 13<sup>th</sup>; Blame Someone Else Day; International Left-Handers Day; and Skeptic's Day.**

August 14 – **V-J Day.**

August 19 – **National Aviation Day.**

August 25-31 – **Be Kind to Humankind Week.**

August 26 – **Women's Equality Day.**



## Headquarters Headlines

FAA Proposes Rules to Further Enhance Natural Quiet of Grand Canyon National Park. On July 9, the FAA unveiled a package of proposals for air tour

operators to maintain and further enhance the "natural quiet" of the Grand Canyon National Park (GCNP). The proposals were crafted with input from the National Park Service (NPS) and accommodate the interests of American Indian tribes and local businesses. "Three years ago we fulfilled President Clinton's 1996 Earth Day mandate to reduce aviation noise in Grand Canyon National Park,"

U.S. Transportation Secretary Rodney E. Slater said. "Today we build on the success of our past actions to further enhance the park's natural serenity while ensuring that the park remains accessible to all." The proposals include a FAA Notice of Availability of new and modified proposed air tour routes over and around the Grand Canyon. In addition, the agency has issued two Notices of Proposed Rulemaking (NPRM) that propose to modify flight-free zones and set up an innovative allocation system for air tour flights over the park.

Substantial restoration of natural quiet has been defined by the NPS as more than half the Grand Canyon National Park being free of aircraft noise 75 to 100 percent of the day. Currently, aircraft cannot be heard in 32 percent of the park 75 to 100 percent each day. Today's proposal would increase this amount to 41 percent of the park. This effort further implements a 1987 law requiring the FAA and NPS to work together to substantially restore natural quiet in the GCNP. The improvements would modify portions of the flight free zones associated with the FAA's 1996 rule. The 1996 rule also limited the hours flights could operate in the eastern portion of the park. The Notice of Availability slightly modifies existing east/west routes to help restore natural quiet in the park, meet Native American concerns, and allow the routes to be used for air transportation and tours. These modified routes

require aircraft to fly at a higher altitude than current commercial air tours. The notice modifies the air tour routes that go around the western area of the park, known as Sanup Flight-Free Zone (FFZ). This area contains many American Indian traditional cultural properties that are potentially eligible for listing on the National Register of Historic Places.

FAA, CAA Test New Safety Technology. On July 10, the FAA and the Cargo Airline Association conducted the first large-scale test of a technology designed to enhance safety by giving pilots and air traffic controllers more information about aircraft locations. The main goal of the tests, done in Wilmington, OH, was to evaluate how Automatic Dependent Surveillance -- Broadcast, or "ADS-B," can help pilots be more aware of aircraft in their vicinity. Using an aircraft's Global Positioning System sensor, ADS-B equipment sends very accurate position information, along with speed and identification data, to other similarly equipped planes and ADS-B ground receiving stations. The technology is not currently designed to serve as an airborne collision-avoidance system.

In the Ohio test, participating flight crews monitored aircraft in their area using a special cockpit display. Air traffic control facilities will receive combined radar and ADS-B target information for evaluation, but the data will not be used to handle live traffic. Ground receiving stations in Wilmington and Louisville, KY, provided coverage throughout the 500-square-mile test area. Approximately 25 planes participated in the test, including the Tech Center's three FAA aircraft. CAA members United Parcel Service, Federal Express and Airborne Express contributed a total of 12 aircraft. Several avionics manufacturers also flew test aircraft, as did the U.S. Navy and NASA.

This ADS-B operational evaluation is the first in a series planned for the next three years under the FAA's Safe Flight-21 program. The FAA expects future testing to expand into other Ohio River valley sites, including Louisville and Memphis,

*(Continued on page 12)*

TN. Areas of Alaska also are installing equipment that will let them participate in the ADS-B evaluations. The FAA hopes ADS-B can eventually be

used on a wide scale, in accordance with the agency's plans to modernize the nation's airspace.

The Safe Flight-21 program is a government-industry cooperative effort to develop and demonstrate a set of operational enhancement capabilities leading to the implementation of the "Free Flight" concept.

#### FAA Names Burleson Chief of Staff.

Administrator Jane Garvey has named Carl Burleson as the agency's chief of staff, the key assistant to the nation's lead aviation safety official. Most recently, Burleson served as the agency's senior representative for Northern Europe. He reports directly to Administrator Garvey. As chief of staff, Burleson coordinates activities for the administrator relating to aviation policy matters and managing the staff of the Office of Administrator. As the administrator's advisor and counselor, he also represents Garvey on major agency initiatives, including negotiations and briefings with Congress, industry, special interest groups, and state and local officials as well as other federal agencies.

A native Virginian, Burleson has held a number of posts within FAA. In 1994 he was appointed the FAA's Senior Representative for Northern Europe working out of the U.S. Embassy in London serving as the agency's senior liaison with governments, civil aviation authorities, and the aviation industry in Northern Europe. He was responsible for the primary oversight and coordination of FAA activities within Denmark, Finland, Iceland, Ireland, The Netherlands, Norway, Sweden, and the United Kingdom. He also worked extensively on FAA liaison activities with the European Joint Aviation Authorities (JAA), a group of 27 European civil aviation authorities.

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