

INTERNATIONAL PARTNERSHIP FLOURISHES

Across the longest unprotected border in the world, Canada and the United States have been cooperating in an aviation venture that has melded into a partnership benefiting both parties and creating a strong technical relationship between the NAV CANADA (N/C) Air Traffic Services Simulation Center and the Tech Center's Target Generation Facility (TGF) section of the NAS Simulation Branch (ACT-510). Under a 1999 Research and Development Cooperative Agreement (CRDA), the TGF and its employees have loaned their technical expertise and the Micro TGF simulation system to NAV CANADA for operation evaluation while they are developing the Canadian Airspace Management Simulator (CAMSIM), which is undergoing site acceptance testing. **Dan Warburton**, Technical Lead for the TGF, spearheaded the CRDA effort. The TGF was found to meet the majority of the short term requirements.

To make the TGF compatible for Canadian use, the radar software was modified to the Radar Data Processing System radar format. **Mike Natale** of the TGF and **Ken Bruce** of the N/C simulation staff worked together in the development of the new software. At the same time, the N/C simulation staff, led by **Mike Bond**, was busy testing and familiarizing themselves with the new pilot workstations, simulator capabilities, and operations. The simulation pilots adapted very quickly to the new system. The growing pains associated with the new system were quickly and professionally eased in the first few weeks by **Scott Doucett** (ACT-510) and his coworkers who were only a phone call away. **Stan Rimdzius** (ACT-510) was very helpful in guiding the N/C staff through the data base development, answering questions telephonically and through email to facilitate the long distance relationship.

The first simulation utilizing the TGF took place in November 2000, and involved the investigation of safety procedures and effectiveness of speed control techniques as applied to arrival aircraft on final approach at Toronto's Lester B. Pearson airport. The client was very impressed with the results and several more simulations took place involving Ottawa Terminal Radar Failure, Halifax Converging Runway Display Aid, and various controller training aids. The N/C simulation schedule is very robust and N/C will be hard at work for the next year in conducting several simulations which might otherwise not have taken place.

In the words of the N/C simulation staff, "The implementation of the TGF at the Air Traffic Services Simulation Center would not have taken place were it not for the cooperation and hard work of the staff of the TGF section and their N/C counterparts."

This avenue of cooperation has been one that is characterized as cost effective, highly interactive and mutually beneficial to all involved and has led to the technical advancement to our closest world neighbor.



NAVCanada's Simulation Center and IFR Operations Center in Ottawa, Canada.

8TH ANNUAL KID'S FAIR

GIRLS IN
TECHNOLOGY

The Aviation Education/Community Outreach Program (ACT-70) participated again this year at the Atlantic City Kids Fair. The fair admits tens of thousands of people, hosts at least 100 exhibits, a Nickelodeon Stage, games, petting zoo, food vendors, all with kids' fun and education in mind. This year, ACT-70 brought a variety of educational activity booklets, for all ages, a laptop computer, which continually played the GATE TO GATE interactive CD-Rom, and balsa wood gliders.

People from all walks of life, and every age group stopped by the ACT booth. Most memorable was Congressman LoBiondo. All the children hugged "Air Bear." Air Bear was one of about twenty characters present at the fair, and kids seemed just as excited to see the flying bear, as they were the "Power Puff Girls."

Carleen Genna Stoltzfus says

"It was wonderful to see the happy expressions on everyone's faces as they checked out our materials, picked what they wanted, and stuffed it into their bags. Many children who might not have been exposed to aviation got a sample of opportunities available to them in the field."

ACT-70 would like to thank the following for supporting this event: Wackenhuts Roads/Grounds folks Horace Chanell, Jen Hicks, Joe Ritterson, Lew Hakes; ACT-614's **Jay Repko**; AirBear **Rosanne Weiss** (AAR-423); and **Rosemarie Wargo, Jeff Wargo's** (AOS-330) wife.

"It's Cool To Be Smart!" This is what forty-five - 6th grade girls were saying after they experienced life at the William J. Hughes Technical Center.

Community Outreach Program Manager, **Carleen Genna-Stoltzfus** (ACT-70), was approached by **Chinita Roundtree-Coleman** (ACT-202), in hopes of designing a program for girls to show them the many facets of technology here at the Center. The Atlantic County Executive has appointed Chinita to serve as a volunteer commissioner for the Atlantic County Advisory Commission on Women. The Commissioners serve as a fact finding and advisory commission to the public at large. The County Executive and the County Board of Chosen Freeholders, have designated this group to study the needs, problems, interests, concerns, and capabilities of the women who reside, work, and visit Atlantic County.

Recently the Commission and members of the local chapter of the American Association of University Women conducted research on "Girls In Technology" and recognized the increasing dis-



GIRLS IN TECHNOLOGY (CONT.)



parity between young men and women in the various disciplines that included science, mathematics, and technology. This is

where the Center came into play. Of course, where else would one turn for support, but to a world renown research facility that just happened to be in "your" own back yard. The Center showcased interesting concepts in aviation software simulation, computer hardware introduction, imaging technology, and graphics.

The "Girls In Technology" program was the talk of the town, especially because of the partnership efforts of Chinita, the Center's Community Outreach Program, the Atlantic County Advisory Commission On Women, and the American Association of University Women. The members of these organizations maintain a continuous commitment to promoting excellence in education and value the contributions of women in academia and in the workplace.

On February 2, girls from Bethel Christian School in Port Republic, PleasanTech Academy in Pleasantville, and the Estell Manor School took part in a variety of hands-on workshops from flight simulation to dissecting a computer in the classroom and learning about the "guts" or internal components of it. This provided a very unique way to celebrate Groundhog's Day. In addition to the workshops, the young women experienced tours that high-



lighted the activities of the Imaging Technology Branch, Central Viewing Area, Display Systems Replacement, Weather and Radar Processor facilities.

The instructors, facilitators and mentors featured several of the best and brightest talents at the Technical Center. These women and men contributed their time, energy, and knowledge to help organize the day, develop curricula and act as partners, sharing information with the girls and chaperones, alike.

Thanks to the following individuals this event was considered a huge success: **Chinita Roundtree-Coleman; Carleen Genna-Stoltzfus; Ginger Cairnes** (ACT-70); **Laurie Zaleski and Carol Martin** (Art-Z-Graphics); **Dale Dingler** (ACT-73); **Rob McQuown** (AOS-310); ACT-510's **Mike Cullum, Titan, and Joe McCall; George Bollenbach** (ACT-510); ACT's 320's **Colleen Horan and Tri Nguyen; Carol Brooke** (ACT-422); **Marie Sharp** (Technical Women's Organization); Federal Women's Program representatives **Magda Colon, Courtney Dudley, Beverly Hite, and Stacie Graves; Andy Colon** (ACT-330); the Atlantic County Advisory Commission on Women; the American University of Women; **Pat Mabis** (ACT-70); **Basilyn Bunting** (ACT-400); **Dot Buckanin** (ACT-300); ACT-73's **Annette Harrell, Ernie Pappas, and Bob Marks; Carolyn Pokres** (ACT-70); ACT-10's **Leona Wilkes and Lillie Nowell; Pat King** (ACT-200); **Jill Eichner** (ERAU student); and **Colleen Burger** (Security).



THE SPIRIT OF PARTNERSHIP

In the spirit of expanding labor management partnerships to the working level, ACT-600 and NFFE 1340 have agreed to form a Division Partnership Council.

"Through a collaborative process, designed to utilize the strengths of both parties to best serve the Technical Center's employees, customers, and mission, the Council's purpose is to work together to craft innovative ideas and solutions that efficiently deliver high-quality services to provide a safe, secure, and efficient National Airspace System, while setting the example for cultural change and a Model Work Environment. This relationship will be based on trust, mutual respect, open sharing of information, active participation, consensual problem solving, and shared

accountability."

The Council will be successful because both union and management will work together assuming positive intent and working continually on strengthening the following seven partnership behaviors:

1. **TRUST**
2. **FLEXIBILITY**
3. **COLLABORATION**
4. **SENSITIVITY**
5. **RISK**
6. **OPENNESS**
7. **COMMUNICATION**

The Division Council will work closely with the Center Council to avoid duplication, share information and to ensure that matters are being handled at the proper level.

Marc Thyrring, NFFE Rep-

representative for ACT-600 initiated the concept of a Division partnership after the signing of the Center Partnership Agreement.

Having been involved with a successful partnership with AFGE 2335 for a number of years, the management of ACT-600 was willing and ready to formalize a partnership with NFFE 1340.

Partnership is a way of approaching relationships between employees and employees and management to improve employee morale and job satisfaction; increasing employee commitment to the Agency mission; and improving quality, customer service, and communications.

"Partnership is like dancing with a bear . . . you don't sit down until the bear sits down."



Sitting left to right: Howard Kimpton; Ken Crawford; Gary Poulsen; Alan Cannizzaro; and Marc Thyrring. Standing left to right: Dave Maslanka and Natalie Klein.

INDIANAPOLIS AIRPORT VISITS AFTIL

On 23 January 2001, a high-level site evaluation team of Indianapolis International (IND) Airport Authority officials, project engineers, and air traffic control representatives visited the Airway Facility Tower Integration Laboratory (AFTIL), ACT-221, for an evaluation of prospective runway threshold changes and new taxiway layouts.

The IND project began as a typical tower siting task in May of 2000. At that time, the FAA and IND Airport Authority mutually agreed on a new tower location and height. During their first visit, the site evaluation team identified an issue with the visibility of the approach end of runway 32. A corner of the existing FedEx sorting facility was partially blocking the view from the new tower cab location. Since that time, the IND Airport Authority has been negotiating with airport users, the FAA, and FedEx to re-design the problem area and reach a consensus among all interested parties.

In December 2000, ANI-440 requested the AFTIL provide support to the IND Airport planning process by modeling prospective changes to the airfield. On January 11, Aerofinity (IND Engineering Contractor) asked the AFTIL to display five potential runway 32 area designs that were under consideration. Each of these layouts contained versions of FedEx parking plans, runway threshold variations, and modified taxiway configurations. The ANI-440 engineers needed the AFTIL to demonstrate these airport changes by January 22, only 11 days after the airport configuration plans were transmitted. The AFTIL was equal to the task. On January 22, all airport modifications were in place and a comprehensive simulation of aircraft movement to and from runway 32 had been created.

The Evaluation Team consisted of representatives from FedEx, BAA IND (IND Airport Management), Aerofinity, ANI-440, AGL-510, and the IND control tower (Management, Supervisor, and NATCA). Throughout the day, the team evaluated all airport models with an arrival and departure flow of DC-10, B-727, and Fokker FK-27 aircraft models. The AFTIL presentation allowed team members to determine the extent of shadowing that would hamper

operations due to the location of the FedEx building and aircraft parked on the FedEx ramp. During the simulation activities, team members discussed the pros and cons of each of the pre-developed airport models.

After an initial evaluation, team members requested the AFTIL staff to modify the FedEx parking plan once again. Specifically, they wanted to replace six B-727 aircraft models with DC-10 aircraft models and rotate a parking spot by 90-degrees. These changes to the airport file were implemented within one hour of the request and made available for an additional evaluation. After this evaluation, team members requested the AFTIL to prepare a video recording showing modifications to the runway threshold distance, touchdown points, taxiway layout, and a simulated traffic flow of more than 24 departing and 18 arriving aircraft. These were extensive modifications that could not be created immediately. The IND Airport was modified, a simulation was developed and a recording of the movement was made within a day and sent to the IND team members.

The IND project illustrates the support the AFTIL routinely supplies to airports, FAA ANI, and air traffic control organizations. The AFTIL's unique ability to design, develop, simulate, and explore airport modifications assists airport and air traffic control officials in solving real-time airfield siting, construction, and ATC procedural issues.



A SAFETY MINUTE

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

Give Your Hand Tools a Helping Hand



Some may be cracked, others may have broken handles, and a few are bent and twisted.

Yet, the thing that they all have in common is that they are still being used.

What are we talking about? Damaged hand tools. I realize that hand tool safety is not at the top of your list of things to think about. However, labor statistics are pointing to a growing trend of accidents both at the workplace and at home due to defective hand tools. With that fact in mind, we pose the question to you "how safe are your

hand tools?"

To assist you in evaluating your hand tools we have listed five main safety points below. These points are recommended by the Hands Tool Institute and should be applied when using the following tools: pliers, hammers, screwdrivers, wrenches and a variety of tools labeled as cutting edge tools.

Safety Points

1. Always use appropriate eye protection (safety goggles).
2. Use the right tools for the job.
3. Properly position the tool to avoid repetitive stress-type of injuries.
4. Service tools regularly by following manufacturer's recommendations.
5. Don't use a tool that is damaged.



These five points would seem to be rather simplistic, yet many hand tool injuries occur because one or all of these points were not followed. As the title of this article suggests, "Give Your Hand Tools A Helping Hand" -- take the time today to check your hand tool inventory for defects. From a safety standpoint, it's not worth losing a body part like an eye or finger due to a defective tool!

Working Safely Is No Accident!



TSP CHANGES

Recent changes in Thrift Savings Plan (TSP) laws will allow participants to save more, save earlier, and save differently in two new funds. You can make changes during the TSP open season beginning May 15, 2001; most new elections will be effective in July 2001.

TSP participants can increase their contributions by 1 percent per year. In 2001, FERS employees may contribute up to 11 percent of their basic pay; CSRS employees may contribute up to 6 percent.

By January 2006, the percentage cap will be eliminated completely, although contributions will be subject to the IRS annual deferral limit (\$10,500 in 2001).

New employees can contribute to TSP during the first open season of their employment, although agency matching funds won't kick in until the following open season.

TSP will accept rollovers from qualified retirement plans and IRA's that were set up to accept distributions from qualified retirement plans. This benefit will be

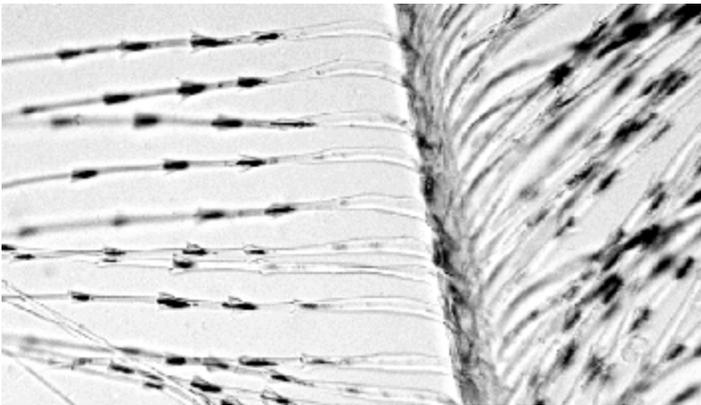
available to participants in mid-2001.

Employees can invest in two new funds beginning May 2001: the Small Capitalization Stock Index Investment (S) Fund and the International Stock Index Investment (I) Fund. This is in addition to the C, F, and G Funds currently available.

For more information about TSP and recent changes, visit the TSP website at www.tsp.gov.

KNOWING BIRDS BY A FEATHER

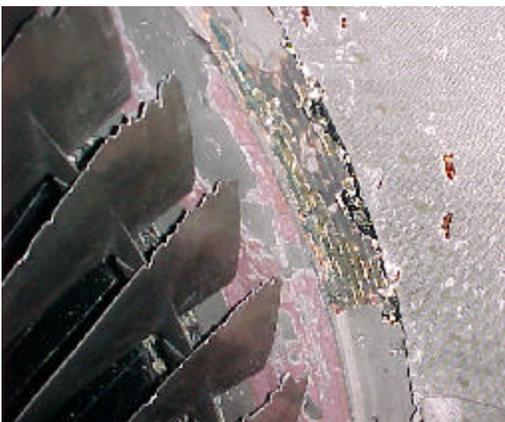
As part of the Wildlife Strike Mitigation research, the FAA (AAR-410) is supporting the development of advanced bird identification techniques at the Smithsonian Institution located in Washington, DC. Positive bird identification is typically performed using bird remains and bird feathers and comparing these against one of the world's largest database of bird feathers maintained by the Smithsonian Institution. These capabilities were fully utilized to determine one of the possible causes of a real-time event that occurred in late summer of 2000 and that was widely reported by the news media.



The nodes and internodes of a feather barbule. (a feather "strand").

Incident at LAX

On August 27, 2000, a KLM Boeing 747 departed from the Los Angeles International Airport with 449 on board. The departure path passes over Dockweiler State Beach located at the end of runway 25 R. Soon after take-off, 500 feet AGL, two distinct loud bangs were heard and fire was observed coming



Piece of the engine found on the ground.

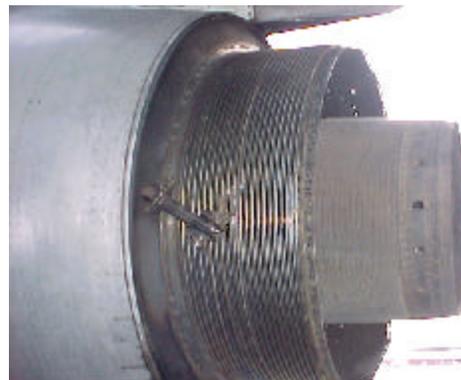
out of the #3 engine.

Witnesses reported seeing parts of the engine falling off. The outer cylinder of the engine exhaust nozzle landed on

the beach about 35 feet from people. The flight crew declared an emergency, dumped 166,000 lbs. of fuel and returned safely to the airport.

Identification of Remains

First news reports theorized that the incident might have been caused by a bird strike. However since no bird was observed nor any bird carcass found on the ground, the theory of a bird strike was discarded by the news media after a few days. During the NTSB investigation however, small amounts of debris resembling feather down and bone fragment were indeed found. These remains were sent to the Smithsonian Institution and were positively identified as being those of a Western Gull, a species with a mean body mass of 2.25 lbs. It is noteworthy that the damaged engine (GE CFS-50E2) is certified to withstand a 4-lb bird ingestion with no uncontained failure.



Damages incurred by the fan blades.

Such events illustrate the practical applications of the research conducted under the Wildlife Strike Research Mitigation program. As

far as bird identification is concerned, current efforts are under way to develop a database of DNA samples from the most commonly struck birds, and it is envisioned that in the future, DNA sequencing will be used, when necessary, to positively identify bird remains.



A rear view of the missing engine nozzle.

WOMEN'S HISTORY MONTH

March is Women's History Month and this year's theme is "Women of Courage and Vision." To celebrate, the Center hosted a number of events. Perhaps you were able to attend one of the following:

Monday, March 5 -- Opening Ceremony for National Women's History Month

Tuesday, March 6 -- Rowan Panel Discussion on "Women of Courage and Vision - Shattering the Glass Ceiling"

Wednesday, March 7 -- KSAO Workshop

Tuesday, March 13 -- Improving the Process: Women Entrepreneurs in Technology by Dianne Bloodworth, President of BIT Inc.

Wednesday, March 14 -- FAA Panel Discussion

Thursday, March 15 -- Video: Fly Girls, with introduction by Dot Buckanin

Tuesday, March 20 -- Access Training, with trainer Rosanne Weiss

Wednesday, March 21 -- Luncheon for Women's History Month sponsored by WJHTC FWP

Thursday, March 22 -- Putnam Advantage College Savings Program Investment Seminar

Thursday, March 22 -- The Engineering Workplace - Is It Conducive to Women? by Dr. Beena Sukumaran, Prof. of Civil Engineering at Rowan University

Tuesday, March 27 -- IDP Workshop with trainer Patty Dollin

Tuesday, March 27 -- Closing Ceremony for National Women's History Month and Wonder Woman Award Presentation



Jackie Cochran

Since the beginning of aeronautical history, women have been an ever present force as supporters, inventors, and pioneers. Do you know the accomplishments of these women in aviation?

Jackie Cochran
Bessie Coleman
Eileen Collins
Wally Funk
Jane F. Garvey
Mae Jemison
Anne Lindbergh
Florence Lowe
Shannon Lucid
Valentina Nikolayeva-
Tereskova

Beryl Markham
Geraldine Mock
Amelia Earhart
Harriet Quimby
Hanna Reitsch
Elinor Smith
Sally Ride
Louise Thaden
Evelyn "Bobbie" Trout
Katherine Wright

To learn who these women are and why they are important to aeronautical history, go to the website <http://library.thinkquest.org/21229/history.htm>.



Harriet Quimby

FAA COE STUDENT OF THE YEAR

On March 16, FAA Administrator Jane Garvey presented Dr. Tasha Innis, Center of Excellence for Operations Research, the FAA COE Outstanding Student-of-the-Year award. This designation is being awarded for the first time this year.

Dr. Innis received Ph.D. from the University of Maryland in applied mathematics in December 2000. Her dissertation, "Stochastic Models for Determining Airport Arrival Capacity Distributions," addresses an essential problem in air traffic management of national concern: the quantification of airport arrival capacity uncertainty. In carrying out her research, she became a member of the Collaborative Decision Making team and interacted extensively with both the FAA and the airlines. The FAA's Free Flight Phase I Office used the intermediate results of her research in "An Operational Assessment of Collaborative Decision Making in Air Traffic Management."

Dr. Innis has made scientific presentations on her work at several professional meetings, including recent national meetings of the Institute for Operations Research and the Management Sciences, and the Society of Industrial and Applied Mathematics. While at the University of Maryland, she taught several undergraduate mathematics courses for which she received outstanding teaching evaluations. She was an active member of the Black Graduate Students in Applied Mathematics and Statistics association, and was instrumental in its receiving the University of Maryland's "Golden Geese" Award for its mentoring and tutoring program. Upon completing her studies, Dr. Innis accepted a faculty position at Trinity College.

Dr. Innis is one of more than forty students studying and conducting aviation research through academic and industry partnerships established through the Air Transportation Centers of Excellence. In addition to Operations research, the FAA has Centers dedicated to Pavement and Wildlife research, Airworthiness Assurance, and is planning on establishing a new Center for General Aviation research this year. For further information regarding FAA Centers of Excellence, contact **Patricia Watts**, Program Director, at (609) 485-5043.

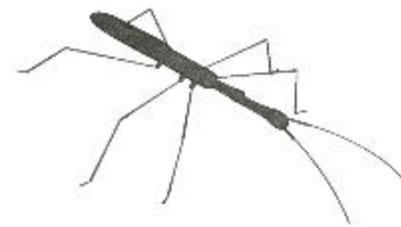
BUG OFF!

Some 200 new computer viruses are reported every month, and more than 50,000 digital bugs are known so far. So make sure you're protecting your computers at home and at work. Here's how:

- Check new programs and files before you open them. Never open attached files from unknown sources. And always run an antivirus program to check software.
- Deal with a virus at the first sign of infection. If you run regular virus checks, you should be able to catch a virus before it spreads. A good precaution to take is to use an automatic virus-detection software and another antivirus program.
- Update your antivirus software regularly. Experts advise that you update the software every month for your home computer and every week for corporate systems. Many antivirus programs have updates that can be downloaded from the Web.

Periodically back up your files. Copy your important files to floppies or zip drives. If a virus does get through, you'll have your most important documents on hand.

--adapted from the *World & I* magazine



CFC CLOSEOUT



The Center's Combined Federal Campaign (CFC) turned out to be a huge success this year. The campaign collected a total of \$121,633. This amount set a record for the most ever collected at the Tech Center, and exceeded our goal of \$80,000 by over 50 percent.

This was only accomplished because of the hard work of a dedicated group of key people and volunteers that ran the many activities that raised substantial amounts of money. A heart-felt thank you to all of those people and to all of you who contributed your hard-earned cash. A special "thanks" to the NAFEC Association for their generous contribution to help defray the expenses of the campaign.

The Coast Guard unit stationed at the Tech Center and Air National Guard unit also made significant contributions. Oscar Ernst Jr., Area Chair of Atlantic County South Jersey CFC and Glen Ann Stoll and Todd Sullivan of the United Way of Atlantic County are also recognized for their guidance and support throughout the campaign.

Some of the activities held to raise money for CFC were the: ACT-300 pretzel sale; ACT-50's bagel bash; ACT-1's ice cream sundae sale; ACT-10's parking spot raffle; AOS-300's "Bean the Boss" activity; ACT-600's sub sale; ACT-500's run-walk race; ACT-510's bake sale; ACT-30's "Pie the Boss Contest;" ACT-300's Time Share condo raffle; ACT-200's raffle for a stay at the Claridge Casino with dinner; ACT-400's 50/50 raffle; and AAR-400's chile cookoff. The Run-Walk Race, coordinated by ACT-500's **Joe Richie** produced \$2,162 -- the most funds raised of all activities.

Anne Harlan, and the CFC coordinators, **John Wiley** and **Sheila F. Smallwood**, would like to thank all of you who contributed to such a worthy cause.

BILL CURBY REMEMBERED

On March 6, **Paul Polski** (AAR-500) officially dedicated the Secure Conference Room in the Aviation Security Laboratory, in memory of **Bill Curby**. Bill's wife and son attended the short ceremony. Bill spent nearly ten years with the FAA working in the Trace Detection Program. During that time, Bill was instrumental in helping to develop trace standards as well as a walk-thru explosives detection portal. He was a dedicated scientist who developed over 100 patents. He was loved and respected by all who worked with him.



From left to right: Paul Polski, and Bill Curby's wife Laurie and son, Matt.

AAR-500 HOSTS INTERNATIONAL DELEGATIONS

AAR-500 recently hosted delegations from Africa and Japan. On February 26, senior civil aviation officials visited from four African countries. The guests also included Angela Conley, Africa Desk Officer, Office of International Aviation, and Justine Koumba, Special Assistant to FAA Representative in Africa, FAA Office in Dakar, Senegal, West Africa. On March 1 a Japanese delegation toured the Aviation Security Lab. The visitors included: Yoichi Toda, Specialist, Office of Crisis Mgmt., JCAB; Toshimitsu Yangimoto, Chief, Airport Security Section, JCAB; Yoshifumi Murase, Asst. Director, Security Division, Nat'l Police; Takashi Wada, Director, Aviation Security and Risk Management, JAL; Hideo Fukui, Manager, Security & Emergency Response, ANA Airlines.

COLLABORATING WITH NASA



On January 30 through February 1, the Tech Center, in collaboration with the Special Projects Office for Research, Engineering and Development (ACT-206), hosted a successful workshop with NASA's Aviation System Technology Advanced Research (AvSTAR) Virtual Airspace Simulation Technology (VAST) Project Personnel. The AvSTAR initiative is a new research program being planned by NASA in partnership with the FAA.

The VAST concept has been defined as a crucial component of the AvSTAR program. VAST has been chartered to provide an environment to evaluate candidate operational concepts in an adaptable Air Traffic Management (ATM) environment with a "never before achieved" level of fidelity for the early phases of research.

The VAST mission is to provide an environment that will allow for a "seamless integration of National Simulation facilities into a virtual validation environment that enables rapid prototyping of future ATM concepts and high-fidelity human-in-the-loop demonstrations." The VAST team is responsible for defining requirements and preliminary designs, demonstrating and testing initial VAST simulation capabilities, completing the VAST capability, and validating the VAST capability for National Airspace System (NAS) real time simulations.

Although VAST will not become available in time to address the near term needs of the FAA, existing facilities and resources that are currently available will be leveraged to handle those needs while the VAST system capabilities are defined and validated. It is envisioned that the current infrastructure will be used as the foundation for VAST. The FAA AvSTAR committee has recommended that VAST simulation capabilities be developed to support Free Flight Phase 2 tools and advanced tools, and that level of fidelity requirements drive the complexity of VAST.

The workshop introduced the VAST team personnel to the wide variety of existing simulation, modeling, and test capabilities available at the Center. Tech Center technical and support organizations demonstrated their capabilities, which provided a forum for open discussions and the exchange of ideas. As an enhancement to the briefings, the VAST personnel received tours and demonstrations of: the Airway Facilities Tower Integration Laboratory (AFTIL); Human Factors Laboratory, Integration and Interoperability Facility (I2F); National Satellite Test Bed; FAA Flight Test Program; Weather and Radar Processor (WARP)/ Integrated Terminal Weather System (ITWS) Aviation Capacity Enhancement (ACE)/ Information Display System (IDS); Standard Terminal Automation System (STARS); Oceanic, Operational and Supportability and Implementation System (OASIS), Traffic Flow Management Laboratory; Target Generation Facility (TGF); and Imaging Technology Center.

This successful workshop provided an introduction and overview of the wide variety of technical capabilities available at the Tech Center and will be the foundation for developing future working relationships and work opportunities with NASA. A special thanks goes to all participants. It proved to be a mutually beneficial technical exchange.

MASS CONTRACT AWARDED FOR TEST AND EVALUATION

The Tech Center recently completed a major procurement effort for acquiring long term test and evaluation services. These services will be provided through the Multiple Award Support Services (MASS) vehicle. Five 10-year contracts with \$200 million ceilings have been awarded in the full and open business competitive category to: ACS Government Solutions Group, Inc. of Rockville, MD; Computer Sciences Corp. of Rockville, MD; Federal Data Corp. of Pleasantville, NJ; Raytheon Technical Services Company of Egg Harbor Township, NJ; and Titan Systems Corp. of Billerica, MA.

The Tech Center provides a full range of testing and evaluation services for FAA systems. These systems are essential components of the current and future air traffic control (ATC) system. The ATC system comprises many domains, including the enroute, terminal, oceanic, traffic flow management, weather and flight service station environments. The ATC system also encompasses the FAA's communications, navigation and surveillance programs. The Technical Center routinely supports all these elements, and the MASS contractors will play a major role in helping the Technical Center continue to supply these essential services.

"The MASS contract award is a major commitment to some of the FAA's best test and evaluation

contractors," said Director **Anne Harlan**. "It certainly reinforces the Technical Center's preeminence as the nation's foremost aviation research, test and evaluation site."

As part of the overall MASS effort, contracts were previously made in two other competitive business categories. In the socially and economically disadvantaged business category, Hi-Tech Systems, Inc. of Egg Harbor Township, NJ, and Joseph Sheairs Associates, Inc. of Medford, NJ, each were awarded 10-year, \$100 million contracts. In the small business category, 10-year contracts valued at about \$100 million each were awarded to: Dimensions International of Alexandria, VA; Computer Technology Associates, Inc. of Bethesda, MD; and Basic Commerce & Industries, Inc. of Moorestown, NJ.

MILEAGE REIMBURSEMENT RATES INCREASE

The General Services Administration has increased the mileage reimbursement rate for employees who use their own vehicles on government business.

The reimbursement increases from 32.5 to 34.5 cents per mile for a private vehicle; from 88 to 96.5 cents per miles for a private aircraft; and from 26 to 27.5 cents per mile for a motorcycle.

WEB CALCULATOR HELPS COMPUTE RETIREMENT

You can estimate your retirements, future Thrift Savings Plan balances, and social security using a new internet tool.

The "FirstGov for Seniors" web site provides a retirement calculator for federal employees at www.seniors.gov/fedcalc.html or at www.opm.gov.

With this calculator, you can compute an estimate of your CSRS, CSRS Offset, or FERS retirement benefits -- normal, early or disability -- as well as an estimate of future TSP savings and social security benefits.

The model is designed for all federal employees, including those in occupations with special retirement provisions, such as air traffic controllers.

To use the calculator, you will need your social security number, your spouse's (if married) social security statement, your TSP statement, and a recent pay stub.

The model can be used to consider various retirement scenarios. Since the calculator only provides an estimate, it is recommended that you schedule an appointment with the benefits office prior to retiring.

Although FirstGov for Seniors is geared toward senior citizens, federal employees also might find useful information on health, consumer protection, education, retirement planning, and other subjects.

The Social Security Administration created and maintains this site.

GOVERNMENT TRAVEL CHARGE CARDS

Citibank began reissuing the individual Government Travel Charge Cards on March 28. Employees who are 36 days past the initial due date and are currently suspended from using their card will not be automatically reissued a new card. The agency currently has over 1300 employees with past due accounts.

The GSA SmartPay Government Travel Card Program through Citibank is designed to enable business travel efficiently with a minimum of paperwork. The success of the program depends, in part, on the prompt payment of the monthly statement/invoices. To promote timely payment and minimize card usage disruption, the GSA contract provides a detailed outline of the Delinquency and Suspension/Cancellation process. This outline can be found in section C 36 and C 37 of the Master Contract. To better prepare cardholders to meet the payment requirements of this program, the following is a chronology of the delinquency notification process.

EVENT 1: Cardholders authorize charges for official business travel against their Citibank Travel card. A statement listing their transactions is generated and sent to the cardholder on a monthly basis. Receipt of the statement/invoice will be approximately five days after the statement is generated. Payment in full must be remitted by the indicated due date.

EVENT 2: If payment is not received by the due date, a new

statement is issued with a message informing the cardholder they are past due and payment has not been received for previous transactions. The cardholder is now considered past due.

EVENT 3: If payment is not received by the 15th day after the initial due date, a letter is sent to the cardholder indicating the account is past due and payment should be made. The account is 15 days past due and two notifications have been sent to the cardholder.

EVENT 4: If payment is not received by the 25th day after the initial due date, a pre-suspension letter is sent to the cardholder requesting payment within 5 days to prevent suspension from use of the card. The account is 25 days past due and is in pre-suspension status.

EVENT 5: If payment is not received by the 36th day after the initial due date, the card is suspended and a suspension letter is sent to the cardholder. Additionally, a third statement/invoice has been sent to the cardholder indicating the account is still past due. The account is 36 days past due. If payment is received for the entire past due amount, suspension is removed once the payment is posted to the account and normal card use resumes.

EVENT 6: If payment is not received by the 90th day after the initial due date, a pre-cancellation

letter is sent to the cardholder. At this point, a late charge of 2.5% will be assessed. This is calculated on a monthly basis going forward against the balance that is past due. The account is 90 days past due and in pre-cancellation status. Full payment of the past due amount must be paid to prevent cancellation of the account. A cycle statement/invoice is mailed to the cardholder indicating the amount past due.

EVENT 7: If payment is not received by the 101st day after the initial due date, the account is cancelled. Payment of the full balance is required to include the current charges and the past due amount. The cancelled account status and days past due will be reported to the appropriate credit bureaus. The account will not be reopened.

Throughout a card's delinquency stages, Citibank's Collection personnel will make attempts to contact the cardholder by telephone to make payment arrangements. Additionally, delinquency, pre-suspension/pre-cancellation and suspension/cancellation reports are provided to the Agency/Organization Program Coordinators. Should an account reach 181 days past the initial due date, the account will be charged-off and assigned to an outside collection agency. This may result in the collection agency filing for a judgement against the cardholder or garnishment of wages.

IAAP COMES TO THE CENTER



Did you know that there's a newly created chapter of the International Association of Administrative Professionals (IAAP) at the Tech Center?

The IAAP is a professional organization that strives for excellence. Our mission is to promote and train our profession, develop expertise, enhance the administrative career image, and set the standards for the field. Personal satisfaction and development are the goals.

The Center's chapter is open to administrative assistants, secretaries, office administrators, managers, receptionists, clerical staff, and all other administrative professionals.

The IAAP provides member advantages such as: cutting edge educational resources; opportunities to develop leadership skills and strengthen the image of the profession in the global community; up-to-date information on industry trends; occasions to gain personal visibility and recognition; chances to network with colleagues; and reduced rates on educational materials/courses. The IAAP will also enable interested administrative professionals to get certified in the best business practices of accounting standards, business law knowledge, and management skills with a Certified Administrative Professional (CAP) certification.

The Center's IAAP Chapter installation date is May 3 at 9 a.m. in the atrium area. Please stop down and join us. We would love to have your support. For additional information, contact **Pat Lui**, x7025; **Mary Granese**, x6705; or **Nancy Matthews**, x5222.

A HEARTY THANKS



Carleen Genna-Stoltzfus, Community Outreach Program Manager (ACT-70), sends a heartfelt thanks to all who served as judges at the local science fair. Carleen says that "you have praised, encouraged, and shared your knowledge with these students and should be very proud of yourselves! Thanks for your continued support of our Community Outreach Program.

Arthur Rann Elementary

Rosanne Weiss
Christ Medina

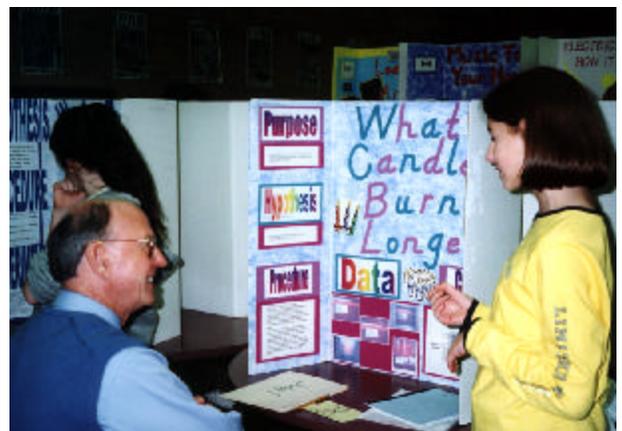
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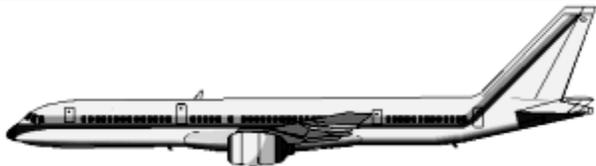
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A GROWING INDUSTRY



At the FAA's 26th Annual Commercial Aviation Forecast Conference today, Secretary of Transportation Mineta discussed with aviation leaders the challenges facing an air transportation system that continues to expand rapidly into the new millennium. The secretary based his remarks on FAA Aerospace Forecasts Fiscal Years 2001-2012, which, released today, predicts annual U.S. passenger levels to soar to more than one billion by 2010.

"Commercial aviation will continue its tremendous growth rate over the next decade, further underscoring our nation's reliance on this vital form of transportation," Secretary Mineta said. "Of course, guaranteeing the safety of the travelling public is and always will be our number-one responsibility. However, working together to close the gap between demand and the capacity of our transportation infrastructure is a central challenge for us in the aviation community." The FAA forecast is released annually and provides a statistical prediction of aviation levels over the next 12 years.

The report provides extensive historical and forecasting data for commercial air carriers, regional/commuter airlines, general aviation, the military, and cargo airlines. According to FAA

predictions, the total number of domestic passengers on U.S. air carriers is expected to increase from 604.1 million in 2000, and grow 3.6 percent per year to 927.4 million passengers in 2012. In addition, U.S. air carrier international enplanements are projected to increase from 54.6 million in 2000 to 108.4 million in 2012, a growth of 5.9 percent each year for continued total annual enplanement levels well over the one billion mark. Furthermore, the nation's fleet of large air carrier jets with 60 or more seats is expected to grow from 4,417 aircraft in 2000 to 6,313 aircraft in 2012, an annual increase of 3 percent.

Outpacing the large air carriers, regional commuter airline enplanements are forecast to increase from 79.6 million in 2000, and grow 5.7 percent a year, reaching 154.1 million in 2012. The most stunning growth rate is projected to occur in the regional jet fleet, with an expected rise from 569 aircraft in 2000 to 2,190 aircraft in 2012, an annual increase of 11.9 percent.

The cargo fleet is also expected to increase from 1,073 aircraft in 2000 to 1,760 aircraft in 2012, an increase of 4.2 percent a year. It is projected that aircraft operations at FAA air traffic control centers that handle en-route operations will increase from 46 million in 2000 to 61.7 million in 2012.

Given the projected increases over the next 12 years, the FAA is working with the aviation industry to develop a comprehensive plan of action that will provide solutions to both near- and long-term capacity challenges.

Administrator Garvey, who introduced Secretary Mineta at the agency's forecast conference, said, "The FAA is aggressively taking on the challenges of addressing our expanding airspace system needs for both the long and short term. However, to be successful in this undertaking, we must continually work with the airlines, the airports, and the entire aviation community. Partnership is key." The FAA's efforts to modernize the air traffic control system include replacement of new computer systems and software at its facilities, programs to unleash the benefits of satellite navigation, development of equipment on board aircraft to increase critical flight and weather information for pilots, as well as programs to provide operators maximum flexibility to fly more timely and fuel-efficient routes.



STAYING INFORMED

You can now get to the VOICE web page through the FAA intranet at 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.

JUST FOR FUN

An Advertising Glitch

Nike has a television commercial for hiking shoes that was shot in Kenya using Samburu tribesmen. The camera closes in on the one tribesman who speaks, in native Maa. As he speaks, the Nike slogan "Just do it" appears on the screen. But Lee Cronk, an anthropologist at the University of Cincinnati, says the Kenyan is really saying, "I don't want these. Give me big shoes."

Said a Nike spokeswoman: "We thought nobody in America would know what he said."

--adapted from the Wall 'O Shame Web site,
quoting a Forbes article

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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