

## SEEING STARS



Actor Harrison Ford recently flew his Bell 407 to the Tech Center to do some pro-bono on-camera work for the FAA. He taped the introductions for two training and awareness videos and the Runway Safety Program Web site ([www.faa.gov/runwaysafety](http://www.faa.gov/runwaysafety)).

Ford is an avid pilot. In addition to his Bell B407, Ford owns and flies a Cessna Grand Caravan, Husky AV1B, Cessna TU206 Skywagon, turbocharged Bonanza BE36, Beaver DH-2, and a Gulfstream 4SP. Ford ferries the aircraft between airports at Jackson Hole, WY, (Spring/Summer) and Teterboro, NJ (Fall/Winter).

Ford received his first pilot's certification on 1997. He is certified for airplane single-engine land/private pilot and rotorcraft-helicopter/private pilot. He is currently working on obtaining an instrument rating. He has approximately 1,200 hours of flight time.

King Schools in San Diego and the FAA's Aeronautical Center in Oklahoma City are producing the videos. One video focuses on vehicle operator safety the other covers airport markings and signs.

FAA's Runway Safety Office thanks the following for making Ford's help a reality:

- **Bob Marks**, Imaging Technology Branch Manager (ACT-73) for producing and directing the shoot along with his video crew of **Dale Dingler** and **Frank Merlock**.
- FAA Ops Manager **Dave Maslanka** (ACT-600), who, along with Bob Marks, quietly pulled off the video shoot with out thousands of autograph seekers.
- Karla Towe, the Van Nuys FSDO Safety

Program Manager, for taking the initiative and pursuing Certified Flight Instructor (CFI) Steve Stafford with the idea of creating such an opportunity.

- Steve Stafford, one of Harrison Ford's CFIs and a longtime friend, for the confidence and vision to carry Karla's great idea to Ford.
- Tory Kauffman, FAA's Office of the Chief Counsel, for providing the necessary legal advice and approval.
- Laura Shepherd-Madsen of the FAA Aeronautical Center Video Production Team for crafting the initial scripts.
- John and Martha King at King Schools in San Diego for their production.
- and, of course, Harrison Ford, for his time, talents, and resources.



## AAR-500 WINS PRESTIGIOUS AWARD

The Aviation Security Human Factors program has received *Aviation Week & Space Technology's* Technology Innovation Award for a new computer imaging system designed to improve security screener performance at the nation's airports. The FAA received the award for the Threat Image Projection (TIP) system jointly with Rapiscan Security Products of Hawthorne, CA, and PerkinElmer Instruments of Long Beach, CA.

While TIP technology is sophisticated, its operation is simple. TIP can project computer-generated images of hundreds of guns, knives and bombs onto the screens of security checkpoint X-ray machines to keep screeners alert and to test their skill at detecting dangerous objects. The system injects threat images at random into real bags going through the X-rays and into images of bags created by TIP. When a screener detects a threat and hits the button to stop the suspect bag, TIP flashes a congratulation message and records the screener's performance. TIP also records missed threat images.

As **Eric Neiderman** (AAR-510), TIP project lead explains, "All of the civil aviation security technologies being used worldwide have one thing in common - the ultimate decision about whether a bag will be placed on a plane results from the mind of a human. As the terrorist threat to civil aviation evolves, future improvements in aviation security must be accomplished by adopting innovative, proactive methods of enhancing screener contributions to overall security system effectiveness. Continued improvements in aviation security accordingly require innovative interventions to further enhance person-machine performance."

The new system not only will help train screeners and keep them more alert, it also will allow companies to monitor each screener's performance. Those who need retraining in detecting specific items can be removed and retrained, while those who have general difficulty in detecting threat images could be shifted to other responsibilities, such as operating hand wands or trace detectors. TIP also will give the FAA objective data for measuring the screening companies'

performance. Under a proposed rule expected to become final next year, companies would lose FAA certification to perform security at the airports if their screeners do not meet FAA detection standards.

The AAR-500 team developed this novel technology by entering into cooperative research partnerships with 9 major U.S. air carriers and three X-ray machine manufacturers, and by conducting collaborative research with the United Kingdom. The ultimate result was development and deployment of a cost-effective, innovative system, rigorously tested in cooperation with industry, and certified by the FAA, that meets national security needs.

This July, the FAA announced three contracts worth a total of up to \$120 million to Rapiscan, PerkinElmer, and Heimann Systems of Pine Brook, NJ, that would allow the agency to purchase up to 800 TIP-installed X-ray machines from each vendor. The agency has already purchased and begun installing 476 TIP-installed X-rays at airport security checkpoints. Over the next three years, the FAA expects to replace every X-ray machine at every airport in the country with new TIP-installed X-ray machines, for a total of more than 1,200 units.

Congratulations to FAA's TIP team, AAR-510's: **Eric Neiderman; Michael Snyder; Joshua Rubinstein; Michael Barrientos; Susan Morgan; Melissa Dixon; and Brenda Klock.**



From left to right: Eric Niederman, Michael Lavitt, and Mike Barrientos.

## CENTER PERSONNEL RECOGNIZED FOR SATELLITE NAVIGATION CONTRIBUTIONS

During a recent visit to the Tech Center, Hal Bell, the deputy Global Positioning System Product Team Lead, conducted an all-hands meeting with the Center's Satellite Navigation team. At this meeting, he recognized the contributions made by a number of Center people to the FAA's satellite navigation efforts.

He presented an intricate pewter dish from the government of Singapore to the team who conducted a wide area satellite navigation demonstration at Changi Airport. The team, led by **Tom Dehel**, included **Luci Holemans**, **Kristy Pham**, **Joan Grellis**, **Frank Lorge**, **Joe Sheftic**, **Jean-Christopher Geffard**, **Keith Behel**, **Larry VanHoy**, **John Tatham**, **John Koegi**, **Joe Campbell**, **Frank Persello**, and **Khanh Vu**. This demonstration, flown by the Center's B-727 (N-40), was done in conjunction with the Asia Pacific Economic Council (APEC) Forum.

The dish, which is displayed



in the operations area of building 301 (that's where you wait for the shuttle), is inscribed: "In appreciation to FAA N-40 crew and NSTB staff for 1st WAAS-based CAT 1 precision approach in Asia/Pacific Region flown at Singapore Changi Airport May 5-7, 1999 APEC Forum for the Civil Aviation Authority of Singapore"

Bell also presented special achievement awards from the Product Team. **Cliff Mackin**, **John Warburton**, and **Victor Wullschleger** received awards for their achievements in the Local Area Augmentation System project. **Bill Wanner** and **Tom McHugh** were recognized for their

contributions to the Wide Area Augmentation System acquisition. **Barry Billmann** received an award for his leadership in the implementation of Satellite Navigation in the National Airspace System and his work with ICAO.

Earlier in the year, **Tom Dehel** and **Frank Persello** also received special achievement awards from the FAA's office for International Research and Acquisition. Tom and Frank were recognized for their work in the National Satellite Test Bed (NSTB) and the conduct of flight demonstrations in Singapore, Iceland, Italy, and Chile.

While it is always gratifying to be recognized and rewarded for a job well done, these achievement awards are particularly special. Organizations outside of the Tech Center have shared their always-small award budgets with Center people. This is a truly meaningful recognition of their hard work, accomplishments, and dedication to the FAA's mission.



## ACT/CAASD LEADERSHIP OFFSITE

On October 3 senior officials from the Tech Center and MITRE's Center for Advanced Aviation System Development (CAASD) held their third offsite at the Center.

They had their first offsite on December 7, 1999, at CAASD's New Jersey office. To strengthen the partnership, the group decided to meet at each home site location and share the functions and roles of each organization with the employees.

The second offsite was held on March 22, 2000, at the CAASD's Washington, DC, office. There, Tech Center representatives heard a presentation on the MITRE/CAASD history, sponsoring agreement, federally funded research and development center characteristics, the blueprint for CAASD work, and the process for work plan development. The group discussed prior work experiences and developed a plan to strengthen the Tech Center/CAASD partnership.

At the October 3 offsite, the group reviewed specific projects, talked about successes as well as methods to improve the project implementation process. During the meeting, **Dot Buckanin** (ACT-300), stated, "In the course of our projects, MITRE and the Technical Center frequently interact in many ways. Getting together in this partnership enables a smoother

working relationship as well as an exchange of ideas and support."

The offsite provided an opportunity to discuss activities such as:

- Capstone project in Alaska
- FAA Headquarters/Technical Center/CAASD relationships
- Transition of Airspace Controller Tools/Mission-Oriented Investigation and Experimentation (TACT/MOIE) role
- Key intersections to leverage, e.g., User Request Evaluation Tool/Controller-Pilot Data Link Communications (URET/CPDLC)
- Air Traffic Management (ATM)
- Decision Support System (DSS)
- Communications, Navigation, and Surveillance (CNS)
- CAASD laboratories and site.
- National Airspace System (NAS)
- Vision of NAS

During the day, tours were provided to the CAASD team to provide a more detailed look at the work being performed at the Center and an opportunity for the project personnel to meet the CAASD management team. Areas toured included:

- Standard Terminal Automated Replacement System (STARS)
- Display System Replacement

(DSR)

- Weather Laboratory
- Human Factors Laboratory
- Aviation Security Laboratory
- National Airport Pavement Facility
- Full-scale fire safety area.

As a result of the meeting Mike Talotta was identified as the MITRE liaison to the Center. Mike will work with Center organizations, with a focus on identifying potential partnership areas. **John Wiley** (ACT-200) stated, "He believes this partnership will tie the two organizations together in looking at how the agency can do a better job in research."

The following people attended the offsite:

Lillian Ryals, CAASD  
 Frank Petroski, CAASD  
 Gregg Leone, CAASD  
 Urmila Hiremath, CAASD  
 Jim Dieudonne, CAASD  
 John Mack, CAASD  
 Mike Talotta, CAASD  
**Anne Harlan, ACT**  
**Bruce Singer, ACT**  
**Ron Esposito, ACT**  
**John Wiley, ACT**  
**Dorothy Buckanin, ACT**  
**Basilyn Bunting, ACT**  
**Dennis Filler, ACT**  
**Pete McHugh, ACT**

**ATQ ACHIEVES  
A FAA FIRST**

The Office of Independent Operational Test and Evaluation (ATQ) is the first FAA organization to achieve Level 2 of the agency's integrated capability maturity models for organizational process improvement.

The capability maturity models help FAA offices define what they do, how they do it, and what to focus on in the future. Reaching Level 2 means the office has established basic management processes that can be planned and tracked, and are repeatable.

Many FAA organizations and projects have achieved Level 2 in some process areas, but the Office of Independent Operational Test and Evaluation is the first to achieve full Maturity Level 2 as an organization.

The office conducts independent operational test and evaluation on agency systems before they go in-service to make sure they are ready for national deployment.

**Congratulations on  
your great success!**

**A SAFETY MINUTE  
FROM THE  
ENVIRONMENTAL BRANCH  
(ACT-640)**

**Automatic External  
Defibrillator (AED)  
Volunteers**

If you're the type of person who would respond to a life-threatening emergency then we would like to hear from you. The Safety Office is coordinating the effort to get volunteers trained in CPR and the use of AED's. Currently, there are 23 AED devices on order. Prior to their arrival, we wish to conduct training for employees who would take the initiative and respond to a cardiac emergency.

We believe that placing Automatic External Defibrillator's in the hands of volunteer employee's who would respond to a cardiac emergency will greatly increase the chance of survival of a heart attack victim at the Center. In combination with our emergency medical technicians (EMT) who respond to emergencies at the Center, the AED volunteers will bridge the time gap between when the cardiac incident occurred and the arrival of the Center's EMTs.

If you would like to be a part of the Center's AED program you may contact **Paul Lawrence** at the Safety Office, ACT-640, x6360 to enroll in one of the AED training sessions.

**THE BUZZ  
ABOUT CAFFEINE**

Whether in coffee or other products, caffeine works its magic by heading into the bloodstream, where it attaches to receptors in the brain nerve cells. Without the caffeine, those cells would attach with adenosine, a naturally occurring tranquilizer.

But caffeine blocks the adenosine, the blood vessels in the brain constrict, signaling the release of hormones, and the body produces adrenaline. That's why you get that burst of energy and feel more alert and talkative after that first cup.

Check out the caffeine content of some popular drinks and foods—and remember that 200 to 300 milligrams of caffeine a day is considered moderate consumption.

**Coffee** (5 oz. cup)  
brewed ..... 115 mg  
instant ..... 65 mg  
decaf ..... 3 mg  
espresso ..... 40 mg

**Tea** (5 oz. cup)  
brewed, major U.S. brands . 40 mg  
brewed, imported brands .... 60 mg  
instant ..... 30 mg  
iced tea (12oz. glass) ..... 70 mg

**Some soft drinks** (6 oz.) .... 18 mg

**Chocolate**  
milk (1 oz.)..... 6 mg  
baker's ..... 20 mg  
dark, semisweet ..... 26 mg

## EMAIL ETIQUETTE

A Yahoo! survey found that many employees still don't understand the rules of online engagement. Roughly 13,000 respondents scored an average of C- on a quiz that measured how well they understand expressions and conventions used in online communication. So heed these e-mail guidelines to ensure effective and courteous communications:

**Reply.** Like any other business communication, you should always respond to business-related e-mail.

**Make it short.** E-mail is meant to communicate quickly, so keep messages short and to the point.

**Think before you write.** When you're writing an e-mail keep in mind that it can be inadvertently or even intentionally passed on to other people without your consent. And realize that most e-mail is not private.

**Keep the chuckles to yourself.** Next time you feel the urge to forward jokes and otherwise useless information, don't. It's better to ask regular recipients whether or not they would like to receive jokes and other trivial material from you.

**Lower your case.** All caps in an e-mail is equivalent to yelling at someone. That's rarely appropriate behavior.

**Be direct on the subject line.** Don't leave recipients guessing about the nature of your e-mail.

**Go offline.** If it's sensitive news, deliver it in person or at least over the phone. Tone and emotion are hard to relay in e-mail.

## OPEN SEASON WEBSITE

The Office of Personnel Management has launched its Federal Employees Health Plan Benefits annual open season website at <http://www2.opm.gov/insure/01/index.html>. The site includes information about the benefits program. Users can also review health plans by state, download benefit program guides and brochures and use an interactive tool to help narrow plan choices. Open season runs from November 13 to December 11.

## OOPS!

The editor has done it again -- forgotten to thank one of *Intercom's* monthly contributors. Since the beginning, AAR-500's **Therese Brennan** has faithfully kept us updated on her division's monthly activities. And, how do we repay her . . . we delete her name from the contributor's list. Our apologies to Therese, and we promise that we have remedied this terrible oversight. Thanks for your patience and your continued support.

# “IT ALL COMES BACK TO YOU”



This year’s Combined Federal Campaigning (CFC) campaign is in full gear. CFC is the annual fund-raising drive conducted by Federal employees in their workplace each fall. Center organizations have been busy hosting raffles, contests, and other events to help raise money.

Here are some scenes from the campaign. Which ones have you participated in?



## A JOB WELL DONE!



Anne Harlan and Bruce Singer presented on-the-spot awards to **Debbie Waters** (ACT-10) and **Maudie Powell** (ACT-4) at the October 17 staff meeting for participation in the ARA awards ceremony.

## AIRCRAFT HARDENING GROUP TESTING

(Thanks to ACT-52's **Lou Levy** and ACT-51's **Doris Hemling** for submitting this article.)

Boy was it hot in Tucson, AZ - temperatures 101, 104, and a high of 107 one day, and never below 100 degrees the whole time we were out there. Doris Hemling and myself Lewis Levy, were once again invited to attend the testing put on by the Aircraft Hardening group, under the direction of the Aircraft Hardening program manager, **Ken Hacker** (AAR-530).

Yes, it was certainly hot, but those high temperatures didn't stop Technical Center employees **Howard Fleisher, Ray Schillinger, Eric Katz, William Morgan, Nelson Carey, Judy Gallagher,** and Technical Center's Photo Lab Group, **Robert Michael, Mike Gross, Ronald Meilicke, Dale Dingler, Frank Merlock,** and our ever faithful **Ernie Pappas**, who is always prepared with his still camera and was always snapping those candid shots of all the guests who were also invited, along with the support of the US. Army Aberdeen Test Center, US. Navy Naval Surface Warfare Center, the Tucson Police Department's Hazardous Devices Detail Group, and, last but not least, the Tucson Fire Department for doing their job.

We have said this before, but it never stops to amaze us how all of these groups of people communicate with one another under the guidance of Nelson Carey, and with their own vast knowledge, each one an expert in his own professional field, how everything falls into place at the right time. The results are truly amazing. This was our second trip to the desert with everybody, and we still can't believe the team concept they have.

Gee, they even let me (Lou) help to move cameras from one location to another that had been sitting in the hot sun, and, let me tell you, they were not cool to the touch. The AAR employees, along with the photo lab, and the support people, were working in an airplane fuselage that had been sitting in the desert for weeks, maybe months, with only a few fans keeping

the air a little cooler for them while they were setting everything up and getting ready for the tests, but not one complaint for anyone and everyone knowing that there was a job to be done, even joking and teasing with one another while they were hard at work.

We, here at the Center, should be real proud of this very special group of folks, named above, along with their outside support. Unless you see it or are involved you will never understand the importance of these tests. Just imagine a plane on a transatlantic flight and a terrorist has been able to place a bomb in an LD-3 luggage container, (which is really hard to do with these guys around), and thanks to the hard work of our Aircraft Hardening group and our Photo Lab, and all of the other support that they work with, this explosive is contained in the luggage container and the plane lands safely, we owe it all to the guys listed above. Nice feeling, huh?

Once again, we thank you Nelson Carey and Ken Hacker for having us. It was once again a thrill to see these tests and all the hard work that goes into them so that we may have safety in the skies for everyone, whether it be a business trip or just a pleasure trip, it is nice to know we are safe thanks to your dedication.

-- Lou and Doris



## GETTING TO KNOW AAR-550

Did you know that AAR-500 has a branch located in Herndon, VA? AAR created the Security Equipment Acquisition and Deployment Branch approximately a year ago, following an ACS/ARA reorganization of the Security Equipment Integrated Product Team (SEIPT).

**Ken Klasinski**, the SEIPT leader, reports directly to the Director, Office of Civil Aviation Policy and Planning, since ACS has responsibility for the SEIPT's programmatic and technical direction, as well as all interactions with Congress and the aviation community. With the exception of the IPT leader, however, the other SEIPT employees comprise AAR-550; the AAR-550 branch manager also serves as the deputy lead of the SEIPT.

Since it is a part of the Tech Center family, we'd like to introduce you to some of the SEIPT's employees.

**Ken Klasinski**, who has a BS in Business Administration from the University of Dayton, has been a FAA employee for over 21 years, beginning his career as an air traffic controller. He subsequently moved into the program management area, overseeing the research, development, and acquisition of weather programs. Most recently, he served as the surface movement advisor (SMA) product manager in Free Flight Phase 1. In that capacity, he worked closely with airlines and airports to adapt SMA to their needs, and succeeded in delivering SMA hardware and software to airline operations centers and airport ramp towers a head of schedule.

**Roger Cotterill**, the operations lead, began his FAA career in 1972 as a special agent with ACS. He has been involved with agent training as an associate staff member at the FAA training center in Oklahoma City, and has performed a number of special assignments for ACS at headquarters and overseas. He served as the CASFU manager in Cleveland and the technical program lead for the Civil Aviation Security Division in the Great Lakes Region prior to joining the SEIPT. Before joining the FAA, he was an attorney advisor with the Civil Rights Division of the Justice Department and was involved with enforcing

the Voting Rights Act. He has a BA from St. Joseph's in Indiana, and has done graduate work in international relations and attended law school at DePaul University.

**Rodger Dickey**, evaluation lead, has been a FAA employee since January 2000, but has been on the SEIPT since its inception in 1996 as an airports representative. Prior to joining the FAA, he spent 14 years working at the Dallas/Ft. Worth airport, primarily in the Department of Public Safety as a SWAT team leader and supervisor in police special operations. He also was involved in business planning and analysis in support of the airport's executive staff. He is trained as a crash rescue firefighter and EMT/paramedic.

**Ed Ocker**, checked baggage technical lead, joined the FAA in 1992, with 22 years of prior government experience in the Department of Defense. He has an extensive background in test and evaluation and operational deployments of various secure communication and computer systems. Before joining the SEIPT, he worked at the Tech Center as the lead engineer in explosives detection system certification testing, the CTX-5000 airport demonstration project, and the BWI physical security project. He is also trained as an explosives handler.

**Kimberly Branch**, contracting officer, joined the FAA in 1993. She has over 15 years experience in contracting that includes the General Services Administration and the private sector. She is a 1995 graduate of the FAA's Women's Executive Leadership program, and holds a MA in Procurement and Acquisition Management. During her tenure at the FAA, she has served as an airport safety data specialists in Anchorage, AL, and completed the FAA private pilot ground school. She is the recipient of numerous FAA awards, including the 1998 ARA Associate Administrator's Award for Business Excellence, Air Traffic Beacon Interrogator Replacement Program.

**Ken Lauterstein** is the program manager for all of JIL Information Systems' SEIPT support services. He retired from the FAA in 1995 after 26 years of

## OCEAN CITY AIRSHOW

## SHARING THE ATCA EXPERIENCE

Flying high above the clouds on a bright and sunny day getting the airplane ready for hundreds of kids of all ages to see -- that's what **Keith Biehl** (ACT-370) was doing a couple weeks ago. Keith flew the Tech Center's KingAir 200 over to the Ocean City Airport for an airshow that attracted many children and their parents as well as some Center employees, past and present, such as: **Frank Lorge** (ACT-360); **Dot Buckanin** (ACT-300); **Stan Pszczolkowski** (ACT-360) and his wife; **Bruce Singer** (ACT-2) and his grandchild; **John Tatham** (ACT-370); **Frank Impagliazzo** (ACT-370); **John Pallante** (ATQ); **Nick Talotta** (ACT-350) and his wife; **Mary Carpenter** (ACT-370) and grandson; **Jim Morton** (AVN); **Bob Cone**, retired FAA; **Charlene Biehl**, Keith's wife.

Many of the show's visitors even got a chance to sit in the cockpit. The chatter around the airfield was, "Boy, those FAA folks sure are nice, they're the only ones who let you sit in the plane."

Keith and **Jim D'Ottavi** (ACT-360) educated the many visitors on the current research that they are doing with our Flight Test program. Thanks to Charlene Biehl for polishing the aircraft and getting all those bugs off of it, and for sharing these photos with you.

A really **BIG THANKS** goes to Keith and Jim for taking their time on a Saturday (away from their families) so that the Center could be represented at this local airshow.

Picture yourself as a 7th or 8th grader who is trying to decide on what career they'd like to choose. Twenty-five PleasanTech Academy Charter School students had an opportunity to gain insight on various aviation careers at the recent Air Traffic Controllers Association (ATCA) convention. The following exhibitors welcomed these students into their booths and gave them an extensive demonstration on what they provided to the world of air traffic: AAI Corporation; Alenia Marconi Systems; ARINC; CACI; Dimensions International, Inc.; Eurocontrol; FAA Tech Center; JIL Information Systems, Inc.; MITRE Corporation; NAV Canada; Raytheon; and Technology Services Corporation.

**Quentin Taylor**, Computer Intelligence 2 Inc., came up with the idea to reach out to local Atlantic City area students. Once at the convention, **Barry Scott** (AAR-220) and **Karen DiMeo** (ACT-540) gave all the students the Gate-to-Gate CD ROM, produced by FAA/NASA. The CD provides an interactive, behind-the-scenes look at the people and the tools air traffic controllers use to manage air traffic. With support from the Tech Center's Civil Rights Office, Aviation Education Program, and

Visitors Program, Center employees worked together to make an impact on these students. The morning hours were spent at the convention and the afternoon touring the Tech Center.

A heartfelt "thanks" goes out to the others who supported the events throughout the day: ATCA's Norma Hussey, James Crook, and Carol Newmaster; **Richard Newman** (ACT-9); ACT-510's **Larry Rovani** and **Mike Pomykacz**; **Barry Scott** (AAR-220); **Karen DiMeo** (ACT-540); ASD-110's **Charles Rosario** and **Betty Falato**; ACT-70's **Ginger Cairnes**, **Charlie Kern**, and **Karen Sheairs**; **Satish Agrawal** (AAR-410); ACT-221's **Bill Vaughan**, **Bernie Garbowski**, and **John Aschenbach**; **Rodger Bawgus** (RMS); **Quentin Taylor**, **Lou Butler**, and **George Wallace**, Computer Intelligence 2, Inc.; MITRE's Deborah Burch Crossley; **Rita Maddox Hawkins**, Signal Corporation; and Christopher Wilson and Alenia Marconi.



## NUMBER OF FAA UNIONS REACHES 50

On September 12, the FAA certified its 50th bargaining unit -- the NATCA-AIR unit of approximately 530 engineers, flight test pilots, and other support personnel in the Aircraft Certification Service. Since June 1999, there have been 27 new bargaining units certified in the FAA. At that time there were only 23 units that covered 66%, about 33,000 FAA employees.

The FAA unions now cover most of the employees eligible to organize. It is expected that when all the organizing is done and units are certified there will be 53 units nationwide in the FAA.

<b>Union</b>	<b>Bargaining Units</b>	<b>Labor Agreements</b>	<b>Employees Represented</b>
AFGE	14	5	1,300
AFSCME	5	0	2,200
LIUNA	1	1	150
NAATS	1	1	2,400
NAGE	3	1	400
NATCA (AT)	3	1	15,700
NATCA (AF)	5	1	1,350
NATCA (ABA)	1	0	100
NATCA (AIR)	1	0	530
NATCA (ARC)	1	0	500
NATCA (AFS)	1	0	13
NATCA (AAM)	1	0	42
NATCA (ARP)	1	0	286
NFFE	2	2	1,000
NUDAI	1	0	25
PAACE	3	2	400
PASS (AF/AEA)	1	1	7,500
PASS (AVN)	1	1	250
PASS (AFS)	2	1	3,500
PASS (AIR)	1	0	150
PASS (AOP)	1	0	18
<b>TOTAL</b>	<b>50</b>	<b>17</b>	<b>37,500</b>

AFGE - American Federation of Government Employees

AFSCME - American Federation of State, County and Municipal Employees

LIUNA - Laborer's International Union of North America

NAATS - National Association of Air Traffic Specialists

NAGE - National Association of Government Employees

NATCA - National Air Traffic Controllers Association

NFFE - National Federation of Federal Employees

## HIGH TECH SUMMIT

Deputy Center Director **Bruce Singer** represented the Tech Center on one of two panels at the "South Jersey High-Tech Summit," recently held at Rowan University (Glassboro, NJ).

Sponsored by the Courier-Post and Rowan University, the five-hour event drew 265 people interested in regional efforts to make South Jersey more of a high-tech hotbed. The summit was called so that industry leaders, academics, and government agency executives could air ideas on how to increase the number of high-technology businesses in southern New Jersey. Attendees had the opportunity to hear panel discussions and keynote speakers.

Reshaping the region's image is crucial, said keynote speaker Stephen R. Sasala, president of Prosperity New Jersey, which is a statewide, nonprofit group that brings public and private resources

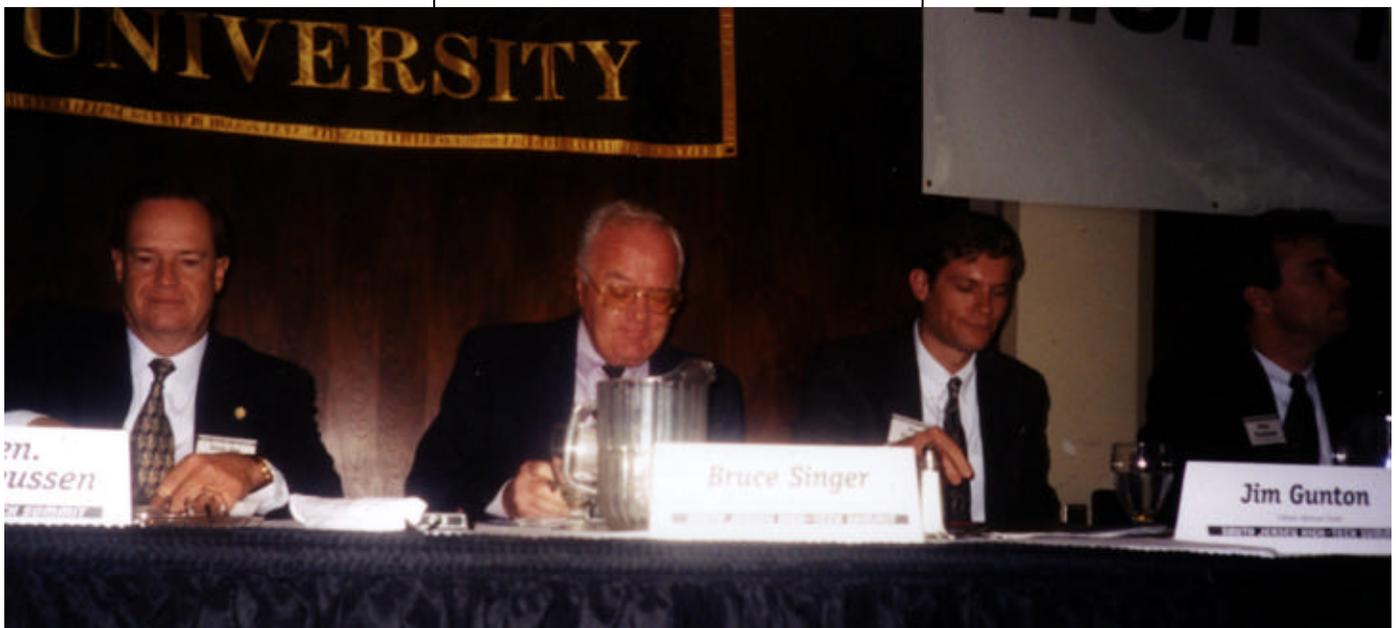
together to spur economic growth. Two things stand in the way of the image makeover, he said: New Jersey's 'rust belt' image and southern New Jersey's agricultural past.

Keynote speaker Vernon George, CEO of Hammer, Siler, George Associates (Silver Spring, MD), said the city of Atlanta has enjoyed great success by using an aggressive campaign to attract talent, and suggested that South Jersey should do the same. The New Jersey Economic Development Authority (NJEDA) has tapped his company to identify 'technical clusters' within the region, in order to pick a good site for the future South Jersey High Technology Centre.

Centrally located in South Jersey, Rowan University plans to continue to serve as a regional catalyst for high-tech development, by offering technical assistance to companies and creating a market

place for high-salaried tech jobs, according to Rowan President Donald Farish. Rowan has received a \$25,000 state grant to conduct a feasibility study on becoming a high-technology incubator, which helps young companies develop business plans, conduct marketing studies and provide office support services. The university also has submitted a proposal to the NJEDA to be the site of the South Jersey High Technology Centre, which will help tech companies in the development of products such as computer hardware and software.

Panelist Caren Franzini, executive director of the NJEDA, said the agency has received 10 submissions that include 20 sites. Franzini said she hopes to narrow the list down to five possible sites by year's end. NJ Governor Christie Whitman set aside \$6 million for the Centre.



## MAKING DREAMS TAKE FLIGHT



The students at the Warren E. Sooy Jr., Elementary School in Hammonton are just beginning a new adventure. They are "Making Dreams Take Flight!" Slipstreams Industries donated a \$10,000 airplane kit to these K-5th grade students. The students are going to build it and then see it fly.

Rick Trader, of In Search Of Eagles, along with John Fortis, a Hammonton Elementary schoolteacher, concocted this brilliant aviation program for the school. A video documentary will be produced that follows the progress of the students as they build the airplane.

The takeoff ceremony was exciting for everyone! Honored guests included: Congressman Frank LoBiondo; Mayor Barbara Berenato; Councilwoman Jeanne Sparacino-Lewis; Councilman Dan Chiofalo; Councilman James Bertino; Tech Center Aviation Education Program Manager, **Carleen Genna-Stoltzfus**; Aviation Education Counselors, **Keith Biehl** and **Pete Sparacino**; Air Bear **Rosanne Weiss**; New Jersey Aviation Education Council member/retired airline pilot, Ray Bertles; Civil Air Patrol's Dr. Ann Walko and Col. Joseph Wolozyn; NJ DOT

Division of Aeronautics Director, Ted Matthews; and many more.

Not only did the students get to rub elbows with these important aviation enthusiasts, they also had a chance to visit many exhibitors including: Tuskegee Airmen, Jerry Iacona - The Rocket Man; Camden County Sheriff Michael McLaughlin and his helicopter; "Cornelius;" Dr. Ann Walko, Eastern Region Civil Air Patrol; Deptford Police Hot Air Balloon; Ultralights; a DC-3 Nose Cone; a Sailplane; a Powered Parachute; and a Jet Engine display.

If anyone is interested in helping with this effort, please contact Carleen Genna-Stoltzfus at 485-6515. It's important to keep the momentum going to expose these kids to aviation as much as possible.



## FORMULATING THE FAA BUDGET

This article continues the series began last month on the federal budget process. This month's focus is on the FAA's internal process for developing a budget proposal. The FAA receives funds from four major appropriations: Operations (Ops), Facilities & Equipment (F&E), Research, Engineering & Development (RE&D), and Grants-in-Aid for Airports (AIP).

There are differences within the FAA as to how budget proposals for these funds are formed. This article will discuss the general process, then concentrate on the Operations appropriation. Future articles will deal with the F&E, RE&D, and AIP appropriations.

The basic process common to all appropriations is determining how much money is needed to run programs 18 months to two years in the future. Some of the groundwork is laid out in the agency's Strategic Plan or Capital Investment Plan (CIP). The Strategic Plan sets agency goals while the CIP calculates specific sums needed over a 20-year period to improve the National Airspace System.

Outside influences are also considered. For instance, the prior year's budget includes projections for funding established by the Office of Management and Budget (OMB). The projections or targets serve as an indication of how much funding the President and OMB have available for an agency. The foundation of the Ops

budget is the level of funding at which each FAA organization operates. The Ops budget is presented as requests for increases or decreases to the current operating budget.

These increases can be categorized as discretionary and non-discretionary. A non-discretionary increase would include such items as the federal pay raise or inflation. A budget with only non-discretionary increases might be called a "current services budget." That is a budget increased only for inflation (including pay raises) that would allow an organization to continue at the same level of effort in the following year.

Discretionary increases are requests for such items as additional positions, travel, or contract dollars that fund new or expanded programs. Decreases occur when an organization ceases a function or was provided funding for a special, limited-duration project.

Currently, OMB collects budget requests in a document known as a budget increase issue paper (BIIP). The BIIP is a tool that helps analyze budget requests in a structured manner. Submitting organizations must identify factors such as: the initiative or work to be accomplished; funds in an organization's base currently devoted to this type of work; the program implications of not funding the requested increase; the relationship to policy goals and objectives; and detailed pricing of the initiative.

Each line of business or staff

office determines how it will collect budget requests within its respective organizations. Individual lines of business collect the requests for their organization and consolidate them into the BIIP format.

Under the Government Performance and Results Act, the agency also has to identify what measurable outcomes will result if the requested increase is approved. In other words, what will taxpayers get for their money. BIIPs are reviewed by the Office of Budget and a committee of agency budget and program personnel. This committee, which represents each line of business and staff office, is called the Operations Resource Management Team, and is chaired by a representative from the Office of Budget.

Over the years, this group has tried a number of approaches to evaluating and ranking the increase requests. The budget requests presented to the resource management team each year are usually far above the targets the agency receives from OMB. The budget submissions are reviewed and ranked by the Operations Resource Management Team and then presented to the Management Board (assistant and associate administrators) who make a final recommendation to the administrator. The administrator determines the final request level that is forwarded to the Department of Transportation for its review and approval.

## AAR-550 CONT.

service, which covered a broad range of activities in aircraft certification, flight standards, policy and planing, and international aviation where he was the senior FAA representative at the U.S. embassy in London. He returned from Europe as a special assistant to ACS-1 and eventually headed the strategic initiatives division where he was responsible for the deployment of an early EDS prototype. Prior to his retirement from the FAA, he worked on a number of special projects, including the GPS Program office, the Operations Program Management Team, and worked on a study to reorganize the Air Traffic Services as a government corporation.

**Fala Khateeb**, the communications officer, graduated from George Mason University with a BA in communications/Public Relations in 2000. She joined the FAA last November. Prior to that, she was a student intern with the SEIPT while completing her degree. As part of her duties with the IPT, she coordinates the SEIPT meetings with the air carriers and airport representatives, and is helping to revise the team's charter, promotional brochure, and leading other outreach efforts. She is helping to better communications between all internal and external team members through her work in setting up and overseeing weekly telecons, emails, bi-monthly meetings, etc.

**Keith Goll**, the checkpoint technology lead, received his BS in electrical engineering from Virginia Tech in 1986. He has worked for the FAA since 1992 supporting technology development and deployment for aviation security. Since 1996, he has been working with the SEIPT. As the checkpoint technology lead, he is responsible for managing the purchase and deployment of explosive trace detection and Threat Image Projection X-Ray units to all airport security checkpoints throughout the U.S. Prior to his involvement with the SEIPT, he was employed in the Technology Integration Division of the Office of Civil Aviation Security., working on projects such as the development of the FAA EDS certification standard, as well as the FAA Aircraft Hardening Program. From 1987 to 1992, he worked as an electronics engineer for the U.S. Department of Defense.

## INTERCOM PHOTO SUPPORT

Since *Intercom's* inception, ACT-73 has been providing graphics and pre-press service support to newlsetter, making it an attractive and useful publication. As *Intercom* has grown, however, so too have the requests for photos.

To better coordinate photo requests, we would like you to work through a single point of contact in the Tech Center Photolab (1F9), **Annette Harrell** at 485-5072. Annette will coordinate photo requests with the program offices to make sure they get what they need and then ensure the appropriate photos get forwarded to *Intercom's* editor. Thanks for helping us serve you better.

## “HANGING” WITH JOHN, LARRY, AND KEITH

Recently ACT pilot's **John Geysler**, **Larry VanHoy**, and **Keith Biehl** spent some time with approximately 25 children from the Vineland Christian & Missionary Church Days off from School Program. Bob Pakosinski (KACY control tower) set up the visit.

When the students arrived, they were divided into three groups to tour the Center's Boeing and AeroCommander planes and the Sikorsky helicopter. The kids were curious about the aircraft and their tour guides, asking a lot of questions about jobs, salary, age requirements, background, what schools to attend (military, community college, four-year regular college, etc.), the value of an engineering or science degree, mandatory retirement ages. The kids were great, and thanks to John, Larry, and Keith had all their questions answered.



## 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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