

AOS-520 ACHIEVES AN iCMM FIRST!

The Communications Systems Engineering Support Branch (AOS-520) recently achieved a significant milestone within the FAA integrated Capability Maturity Model (iCMM). **AOS-520 is the first FAA organization to be appraised at Maturity Level 3.**

Certification at iCMM Level 3 means that the AOS-520 organization has well defined processes, that are repeatable, planned, tracked, and institutionalized. A team of FAA personnel and international CMM experts conducted the appraisal.

Operational Support Program Director (AOS-1), **Gregg Dvorak**, and AOS-500 Division Manager, **Frannette Bourne** sponsored this achievement. The Assistant Administrator for Information Services

(AIO) **Arthur Pyster** provided the independent assessment team to conduct the Formal Appraisal Method (FAM) of AOS-520. The AOS-20 staff at the Center, managed by **Vincent Tran**, provided direction to AOS-520 in pursuit of this major milestone. **Brian Peters**, AOS-520 Acting Manager, led the organization to Level 3.

The FAM started on April 22 and concluded on May 1. Because this was the first Level 3 appraisal in the FAA, the FAA assigned both of its lead appraisers, **Michael Virga** (AOS-20) and **Larry Labruyere** (TRW/AIO), to the appraisal. On May 1, **Larry Labruyere** presented the results to the sponsors, managers, and the AOS-520 organization.

The success of the AOS-520 organization truly

Continued on page 6



FREEZING FOR FAA IN FLORIDA



In April AAR’s **Jim White, Chris Dumont, Ed Pugacz, and ACX’s Dale Dingler, Ron Meilicke, and Ernie Pappas** traveled to sunny Florida to do some research on deicing aircraft. Spring break in Florida, not a bad gig—warm, sunny, temperatures in the 80s. The perfect trip? But wait, it’s snowing and the temperatures have dropped to 5 below zero. What’s up with that?

Instead of soaking up the rays outside, this dedicated team spent 14 hours a day inside the world’s largest environmental chamber—the McKinley Climatic Laboratory at Eglin Air Force Base. Their mission was to help the Air Force and industry to develop “cleaner” ways to deice aircraft.

So, for a full week during Spring break, the



weather, at least for these FAAers, was one day at 27 degrees fahrenheit with an ice storm, another at 5 below zero

with another 1/4 inch of ice, a third day in a snow storm and 27 degrees fahrenheit, and a day of more

snow and 5 below zero.

During their winter week in Florida, Jim White and Chris Dumont

worked with Air Force and industry researchers undertaking a series of airplane and helicopter deicing



tests. They looked at standard glycol, forced hot air, sorbitol-based fluids, and infrared. Chris Dumont worked long hours beside the Corps of Engineers researchers to take careful and exhaustive measurements of ice and snow characteristics.

Ed Pugacz spent the week looking at the performance of ice detection systems. Dale Dingler and Ron Meilicke shot over 50 hours of video, using 4 cameras. They shot from every conceivable angle, including vantage points 70 feet above the floor through snow and ice. Ernie Pappas shot over 500 high resolution digital images of every apparatus and test procedure. Dale, Ron, and Ernie spent 12 hours a day inside a subzero chamber lugging heavy and awkward equipment across slippery floors and up icy platforms to document every aspect of every test. This permanent time-coded record of events is the most important aspect of data collected during the entire effort.



SALLY RIDE COMMUNITY SCIENCE FAIR



Did you know that in 4th grade, the number of girls and boys who like math and science is about the same, but by 8th grade, twice as many boys as girls show an interest in these subjects?

The FAA encourages educational outreach efforts to help America's young people sustain their interest in these subjects throughout their academic and professional lives. On May 11, the FAA supported the National Capital Science Festival, which was held at George Mason University, Fairfax, VA. Patricia G. Smith, Associate Administrator for Commercial Space Transportation (AST-1), Shelia Helton-Ingram (AST-100), Shawana Morrison (AAR-200), Camilla McArthur (AST-200), **Carleen Genna-Stoltzfus** (ACT-4), Michael Poisson (Philadelphia, ATC), and Belinda Bender (aka Air Bear) (AGI-6), staffed the FAA booth.

This festival was held to encourage middle school girls to nurture attitudes that deepen their rela-

tionship with mathematics and science so that it will be vibrant and relevant to them throughout their lives and to consider careers in these fields.

Keynote speaker, Sally K. Ride, former NASA astronaut, who in 1983 became the first American woman in space, began the program by sharing memories of her formative years and experiences that led her to a career in space. "There are many really cool opportunities for you in careers in space," Ride told her audience of approximately 500 girls and their parents.

Highlights of the day included: an opportunity to meet Sally Ride; twenty-three hands-on, creative, and fun science, math, and technology workshops for girls; five helpful workshops for parents and educators showcasing such topics as "hands-on family science;" and a street festival filled with fun, science demonstrations, and music.

At the FAA booth, the girls were given plenty of educational learning tools, such as balsa wood gliders, stickers, and fact sheets on the Wright Brothers and commercial space transportation, aviation-focused CD-ROMs, and connect-the-dot booklets. They also had a good time assembling paper airplanes that they attempted to "fly" through a hoop and land on a runway.

Ride, 50, started the Sally Ride Science Club last year to encourage middle school girls to pursue studies in science and math and has hosted similar festivals across the country. In addition, through her company, Imaginary Lines Inc. of San Diego,

California, Ride started an online club for girls that she hopes will eventually form local chapters nationwide. Membership in the online club, at www.sallyride-club.com, is \$30.

If you are interested in supporting the FAA's educational outreach efforts, contact Carleen Genna-Stoltzfus at (609) 485-6515.



THE OPERATIONAL EVALUATION PLAN: FAA'S ROADMAP FOR IMPROVING CAPACITY

(Thanks to **Jacqueline Rehm** (ASD-100) for submitting this article. This is condensed from a longer version, written by Jacqueline and Mike Harrison, published in January-March 2002 issue of *The Journal of Air Traffic Control*.)

The FAA and the aviation community have developed the Operational Evaluation Plan (OEP), built upon free flight, that is designed to meet the capacity demands of the aviation system for the next several years. FAA and aviation industry representatives have identified a collection of National Airspace System (NAS) improvements that include decision support tools, flight deck automation, weather prediction tools, airspace changes, new runways and operational procedures that will maintain safety, increase capacity, and manage delays. OEP improvements are consistent with the NAS architecture that identifies services and capabilities to transition to free flight.

The OEP is a 'living' document that will mature over time. Updates will occur as decisions are made, risks are identified, or new solutions to operational problems are identified as a result of research and development efforts. The most current version of the OEP, version 4.0, contains schedule adjustments necessary as a result of the terrorist attacks of September 11. New security requirements and temporarily reduced passenger demands dictated modifications to the OEP that are set forth in Version 4.0.

The FAA is now working with our research partners to identify and update the OEP. OEP staff have defined a methodology for collecting and cataloging new candidate solutions that will be included in Version 5.0, scheduled for release in December 2002. The latest plan, as well as briefings and other documentation, can be found on the OEP website at <http://www.faa.gov/programs/oep/>.

Critical to the success of the OEP is continuing coordination and cooperation with the aviation community. The RTCA Free Flight Steering Committee has accepted the role of facilitator and coordinator of industry alignment and commitment to the OEP.

OEP initiatives focus on four core problem areas, called quadrants, including arrival/departure rates, en route congestion, airport weather conditions, and en route severe weather. Each quadrant is composed of Solution Sets, representing commitments to operational changes.

OEP solutions focus on results and measurable benefits. For each Solution Set, a FAA executive, also known as a Primary Office of Delivery or POD, is assigned to coordinate agency and industry efforts with support from cross-agency teams responsible for delivering significant elements of these outcomes. The FAA has aligned activities, budgets, and schedules to achieve the OEP objectives. Associate Administrator for Research and Acquisitions Charles Keegan has responsibility for the coordination and oversight of the OEP. The OEP team, composed of senior FAA executives, meets weekly to resolve policy issues and engage aviation community leaders in key decisions.

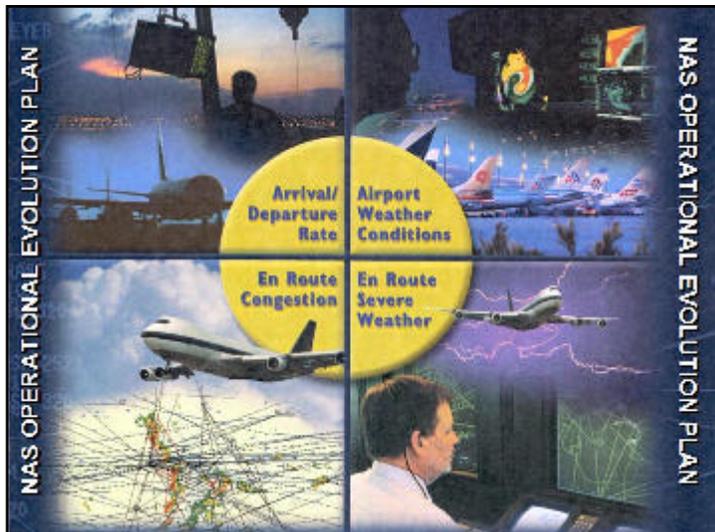
The Evaluation Approach

During development of the OEP, team members made a proposal to conduct a series of analyses, including fast-time modeling and human-in-the-loop simulations to measure performance of the future NAS with OEP improvements in place.

The aim of full-scale modeling and simulation is to support the development of operational procedures, identify and mitigate potential human factors issues, resolve integration and interoperability issues, and determine optimal airspace configurations to deliver capacity benefits.

In the end-to-end demonstration of the full set of OEP improvements, it is envisioned that all of the controller tools would be in place, procedures would be written that emulate expected operations, airspace changes would be in effect, and various levels of avionics equipment would be addressed. Users would undergo prototype training as a means of determining end state training requirements.

The addition of new runways would be included,



along with their associated procedures, and the assumptions about traffic load and fleet mix would be based upon the expected configuration for the future NAS. Aviation system users and service provider organizations would participate fully in the design and demonstration.

Lessons Learned

As a result of ongoing collaboration with NASA through the Interagency Air Traffic Management Integrated Product Team (IAIPT) and with participation from CAASD, industry, and academia who support NAS modernization programs, we have learned the necessity of going beyond an organizational stovepipe approach in the development of research concepts to address the interoperability of multiple tools.

As more tools and technologies become available to controllers and pilots, it is imperative that their multiple and sometimes overlapping capabilities, as well as their impacts on human performance, be identified and fully understood. We have also learned that it

is important to conduct research simulations and operational evaluations within the parameters of intended operational usage to realistically portray, and reasonably analyze, the impacts on

operator workload and performance.

Building upon lessons learned, the objectives for a full-scale simulation of OEP improvements were developed and include the following: establish a NAS baseline against which improvements can be measured; integrate procedures that use ATC tools and avionics; assess safety of OEP changes to the NAS; measure cockpit and controller workload and performance with future traffic scenarios including tools, avionics, and runways that are planned to be available; identify risks to realizing OEP outcomes; identify disconnects, conflicting guidance, or other integration issues between ATC and flight deck tools and associated pilot/controller procedures; and identify issues regarding the evolving roles and responsibilities between pilots and controllers.

It is also critical to build controller and pilot confidence in the future NAS. Aviation industry representatives fully support a full scale simulation and demonstration of OEP improvements.

Approach

Researchers at the Tech Center recently undertook an effort to identify assets to accomplish fast-time modeling and human-in-the-loop simulations as envisioned by the OEP development team. They identified a number of laboratories and capabilities across the nation that can be connected to produce simulations of a flight day.

While a number of lab infrastructure enhancements will be identified early to allow for system upgrades and testing, it is obvious that a wealth of resources exist in several different organizations. These include: air traffic controller, tower, and flight simulation capabilities at the Technical Center; integration facilities for Free Flight Phase 1 and 2 at FAA headquarters; Air Traffic Control System Command Center traffic management capabilities at AOC Net; flight simulators at the FAA Aeronautical Center in Oklahoma City; NASA Ames and Langley flight and ATC (e.g. tower) simulation capabilities; DOD simulators at selected military locations and Airline flight training simulators.

Using an iterative approach, research questions will be sorted so that some can be resolved by modeling, some by analysis, and still others by a combination of fast-time and human-in-the-loop simulations. We will build scenarios by adding airports and airspace, and linking them based upon chosen city pairs from the benchmarked airports and connecting airspace. Pilot and controller teams will be trained on the use of new technology, new procedures,

OEP (CONT.)

and evolving operations in different airspace structures. Future NAS scenarios would be developed to measure workload and performance, and identify interoperability issues as well as unexpected consequences.

For the full mission simulation of the future NAS, slated for fiscal year 2005, our focus will be on system-wide operational issues, not limited to a more traditional approach in which a particular problem, procedural change, or

technology enhancement is evaluated. We envision considerable stakeholder involvement to help define experimental assumptions, structure research questions, and identify issues and concerns.

Summary

The OEP requires the active and committed participation of industry and government. To ensure success of the OEP, FAA will work closely with representatives from NASA and DOD, as

well as the entire aviation community, including airlines, airports, manufacturers, service providers, pilots, controllers, and passengers. FAA will adjust and align its resources as needed to evaluate and measure capacity benefits and assure a full understanding of human factors issues associated with OEP improvements.

ICMM (CONT.)

lies with all the members of the integrated team composed of FAA, Progressive Systems Engineering Incorporated (PSEI), Harris Corporation, and Technology and Management Associates Incorporated (TMA), personnel. This certification demonstrated

that a government organization could attain the same level of efficiency and effectiveness as industry.

Congratulations!

COE OUTREACH EFFORTS INCLUDE ACHS STUDENTS

The Centers of Excellence (COE) program continues its support of outreach efforts in various ways. This year **Qaadiir Williams** and **Nick Andre**, Atlantic City High School (ACHS) graduates, earned fully-funded scholarships to attend Florida Agricultural and Mechanical University (FAMU). Additionally, the COE program is funding the development of a new aviation curriculum at FAMU as well as a camp program that will begin this month. COE industry partner, Boeing, is providing matching funds as well as other assistance in support of the aviation camp program.

Qaadiir Williams and **Whitney Hopkins**, a junior at ACHS interested in attending FAMU and consider-

ing a possible future career in aviation medicine or chemistry, visited the Tech Center on May 31. During their visit, **Chris Seher**, acting Deputy Director of Aviation Research (AAR-2), told them that the FAA is striving to create more diversity representation on our management team. "A key first step is to start our outreach efforts earlier and target bright students with an interest in working for the agency." Chris Seher's intention is to use the COE partnership between FAMU and ACHS and other COE outreach efforts to help change these circumstances.

This summer, Qaadiir Williams will be on a rotational assignment in AAR-400 as a co-op student. Initially, he will be assigned to **Dr. Xiaoqong Lee** and **Dr. Richard Lyon**. Hopkins will be employed later

FIRST COE FOR GA RESEARCH ADVISORY COUNCIL MEETING

On May 7, the FAA Center of Excellence for General Aviation Research (CGAR) held its first Research Advisory Council Meeting at the General Aviation Manufacturers Association Headquarters (GAMA) in Washington D.C.

Council attendees included Ron Swanda from GAMA, Melissa Bailey from Aircraft Owners and Pilots Association (AOPA), Jay Evans from National Business Aircraft Association (NBAA), Paul Fidduccia from Small Aircraft Manufacturers Association (SAMA), and Doug MacNair from the Experimental Aircraft Association (EAA).

The meeting not only provided an opportunity for COE members to discuss resource needs and research projects with the FAA, but also provided a forum for the members to get to know one another and to develop effective working relationships.

Dr. Steven Hampton of Embry-Riddle Aeronautical University (ERAU) opened the meeting by providing an overview of the Center, its purpose, and available resources. **Dr. Patricia Watts** (FAA COE program director) then spoke about the history and purpose of the FAA Centers of Excellence program and the need for industry and academic support and involvement in aviation research.

Mr. **Peter Sparacino** (FAA CGAR program manager) high-

lighted the Center of Excellence for General Aviation current research projects, which include Measurements of Icing Conditions in Western Atlantic Stratocumulus, Ethanol as a Fuel for General Aviation, and Evaluation of Gravel Runway Surface Conditions and Their Effect on Aircraft Performance during Winter Operations.

Pete also highlighted some future initiatives the COE plans to undertake. These include establishing a Special Emphasis Outreach Program at the University of Alaska that will work with industry and government to develop and promote diversity in the technical and managerial workforce of the State of Alaska. This will create opportunities for Alaskan Native high school students to gain early exposure to careers in aviation.

Florida A&M University and the University of Alaska, Anchorage, both CGAR member universities, will be hosting a new aviation summer camp for high school students. Other proposed initiatives are a GA/vertical flight program, revalidating GA airport standards, and an assessment of an engineered material arresting system in an arctic environment.

Mr. Robert Wright (AFS-800 manager) described the changes in general aviation flight operations and the subsequent impact on system safety and flight training. He indicated that this may be a possi-

ble subject for future research that CGAR should consider, and handed out a white paper he had drafted on the subject. Mr. Bill Shultz (GAMA representative) spoke on the environmental and economic factors affecting the continued availability of tetra ethyl lead fuel and the subsequent effect on aviation. The Council agreed that industry groups would meet on a later date to determine continued support of alternate fuel research.

Mr. Gary Church (Aviation Management, president, and ERAU CGAR Advisory Council member) requested feedback from the council on ways to improve the flow of information through the CGAR website. Council members recommended that the website host a bulletin board to support discussions on proposed research. Dr. Hampton requested that a Research Advisory Board Chairman be appointed. Mr. Ron Swanda (GAMA) volunteered for a two-year period and was appointed by the other members of the board.

The CGAR website can be found at: (<http://www.cgar.org/>). For additional information on the COE program, contact Dr. Patricia Watts (AAR-400) at patricia.watts@faa.gov, (609) 485-5043.

DID YOU KNOW? INTERESTING NJ FACTS



It's summer vacation time, and just in case you're planning to see NJ this summer, here are some facts and figures you might find interesting.

- New Jersey has the highest population density in the U.S. An average 1,030 people per square mile, which is 13 times the national average.
- New Jersey has the highest percent urban population in the U.S. with about 90% of the people living in an urban area.
- New Jersey is the only state in which all the counties are classified as metropolitan areas.
- North Jersey is the car theft capital of the world, with more cars stolen in Newark than any other city, including the 2 largest cities, NYC and LA put together.
- New Jersey has the densest system of highways and railroads in the U.S.

—Picturesque Cape May holds the distinction of being the oldest seashore resort in the United States and one of the most interesting.

—New Jersey has the most diners in the world and is sometimes referred to as the diner capital of the world.

—North Jersey has the most shopping malls in one area in the world with seven major shopping malls in a 25 sq. mile radius.

—New Jersey is a leading industrial state and is the largest chemical producing state in the nation.

—New Jersey has the largest petroleum containment area outside of the Middle East.

—New Jersey has 108 toxic waste dumps, which is the most in any one state in the nation.

—The Passaic River was the site of the first submarine ride by inventor John P. Holland.

—Jack Nicholson, Bruce Springsteen, Bon Jovi, Redman, Das EFX, Naughty by Nature, Sugar Hill Gang, Lords of the Underground, Jason Alexander, Queen Latifa, Shaq, Judy Blume, Aaron Burr, Alexander Hamilton, Whitney Houston, Eddie Money, Frank Sinatra, Grover Cleveland, Woodrow Wilson, Walt Whitman, are all New Jersey natives.

—The first Indian reservation was in New Jersey.

—New Jersey has the tallest water tower in the world.

—Two-thirds of the world's eggplants are grown in New Jersey.

—The first baseball game was played in Hoboken.

—The first intercollegiate football game was played in New Brunswick, in 1869. Rutgers College played Princeton. Rutgers won.

—The first drive-in movie theatre was opened in Camden.

—Tourism is the second-largest industry in New Jersey.

—The honeybee, *apis mellifera*, is the New Jersey state insect.

—Modern paleontology, the science of studying dinosaur fossils, began in 1858 with the discovery of the first nearly complete skeleton of a dinosaur in Haddonfield, New Jersey. The Hadrosaurus is the official New Jersey state dinosaur.

—Software and software related companies account for nearly 2,700 companies in New Jersey.

NEWS FROM AROUND THE CENTER

Unsung Hero—Patricia

Reichenbach: Last month's *Intercom* on page 21 titled "Security Video Wins Industry Award." That article mentioned the many contributions made by Galaxy Scientific as well as numerous FAA and industry contributors to this production. However, we forget to mention a key AAR-500 employee that made this video a reality. Patty's assignment was to make a video that described the mission of the Aviation Security Research and Development Division, and she did an outstanding job. Patty became the editor, organizer, and overall coordinator of this extensive effort, providing advice to contractors on a daily basis and gaining approval and access to the various airports and facilities. This type of behind the scenes work sometimes goes unnoticed, but Patty's colleagues want to ensure that her work does not go unrecognized.

ACB-800 ISO 9001 Surveillance

Audit: The Quality Management Office (ACB) tells us that Wayne Blazek, an external ISO 9001 auditor conducted ACB-800's one year surveillance audit on May 14 and 15, and found the Quality Management System to be suitable, effective, and in compliance with the ISO 9000:1994 standard. There were no non-conformances (problems) identified in any of the areas audited. ACB reports that "Wayne indicated that we have an exceptional quality system that is well documented and effective. He also

noted that based on his review of our quality system we are set up for an easy transition to the ISO 9001:2000 standard. He estimates that we are about 80% in compliance with the new requirements."

ACB would like to thank everyone for their support and commitment to maintaining and improving our quality management system. In particular, thanks to the following employees who were audited in their respective functional areas: **Carolyn McKinney-Bobo; Beth Burkett; Shirley Rogers; John Wilkes; Wanda Harris; Russ Atwood; Dan Haubrich; Derrick Manka; Jake Fowler; Mike Wiley; Tom Bratton; Paul Wardell; Debbie DiStefano; Fran Ramsey; Ken Schweiker; George Deluca; Tony Rodriguez; Robin Ladd; Robin Peterson-Brown; Patrick Trench; Del McCoy; and Jamel Davis.**

AAR-500 Welcomes New

Employees: Barry Masters (AAR-510) is working with the Checkpoint Vector and Human Factors program. Barry was raised in the New Jersey shore area. He received his undergraduate degree in Electrical Engineering from Hampton University, VA, in 1994. Upon graduation, Barry was commissioned as a Communications-Electronics Officer in the U.S. Army. During this time, Barry spent more than six years leading teams engaged in the installation, operation, and maintenance of corporate communications networks, voice and data information sys-

tems, services, and resources.

After honorably serving his country, Barry was hired as a Systems Engineer for the Airway Traffic Systems Division of the Titan Systems Corporation.

Valerie Lively (AAR-510) is working with the Aviation Security Technology Integration Program. She received her B.S. in Computer Science from Central State University in Wilberforce, OH, in 1994. During her sophomore year, she began working at the Tech Center as a cooperative education student. After graduation, Valerie was hired as a permanent employee for the Oceanic Branch in the ATC Engineering & Test Division. She received a Master's in Software Engineering from Monmouth University in 1999. Also in 1999, Valerie did a 120-day detail in the Information Security Infrastructure Division (AIO-400) in Washington, DC, assisting in developing policies, procedures and methodologies for the FAA Information System Security Program. In 2000, Valerie did a year-long detail in the Information Technology Branch (ACT-550), as an Information Security Specialist working on network intrusion devices, firewall system administrating, and serving as a point of contact for Tech Center Computer Incident Handling. Upon returning to the Oceanic Branch, Valerie was the Security Test Lead for the Oceanic Branch.

ACX-60 WINS PRESTIGIOUS TELLY AWARD



Judging for the 23rd Annual Telly Awards has been completed and the winners have been notified. The Advanced Imaging Division (ACX-60) has been named as a recipient of this prestigious award for "Zero Tolerance for Harassment," a 12-minute video produced in conjunction with the

FAA's Accountability Board.

This video is currently being used at every FAA facility to inform employees of the FAA's zero tolerance for harassment of any kind and the FAA Accountability Board's oversight responsibilities. Examples of inappropriate harassing behavior are

illustrated through a series of stylized dramatic vignettes shot in black and white with no sets and minimal props with opening and closing remarks from Barbara J. Smith, director of the Accountability Board at the time of production.

"Zero Tolerance for Harassment" is the fifth Telly Award recipient produced by the Advanced Imaging Division, managed by Pat Mabis.

The Telly Awards was founded in 1980, to showcase and give recognition to outstanding non-network and cable TV commercials. Now in its 23rd year, the Telly Awards has become a well known, highly respected competition for people who create commercials, films and videos. The Telly has become one of the most sought-after awards in the TV, commercial, and video industry. The Telly statuette has even appeared on the set of many prime-time TV shows, such as *Thirtysomething*, *Murder, She Wrote*, *Newhart*, *News Radio*, and most recently in the movie *What Women Want*.

To find out more about the Telly Awards you can visit the website at www.telly.com.

NATIONAL TRANSPORTATION WEEK ESSAY CONTEST WINNERS

The Center's National Airspace System Simulation Branch and the Aviation Education Program sponsored the Center's sixth annual essay contest in recognition of National Transportation Week this spring. The theme of this year's essay was "Transporting America More Safely and Securely."

The contest was open to all students in grades sixth through eight grades in public, private, and charter schools, as well as home schooled students in the Greater South Jersey Area. This year five counties with over 150 districts were contacted and sent materials through a new data base developed at the Center.

After the deadline of May 17, the thirteen judges determined the first and second place winners from the three grades through a predetermined merit-based

process. **Carleen Genna-Stoltzfus**, Aviation Education Coordinator and **Adam Greco**, Air Traffic Domain Director, visited the individual schools to present plaques to the winning students and to discuss topics relevant to aviation. **Barbara Harris-Para** administered the mailing, the essay readings, and the evaluation process.

The names of the winners of the 2002 National Transportation Contest are as follows along with their schools and instructors.

Sixth Grade:

First Place: Evan Beattie, Bayville Middle School, Ms. Glenn

Second Place: Clarie-Ann Henriques, Brigantine North Middle School, Ms. McLaughlin

OUTREACH (CONT.)

this year as a high school intern also working under Dr. Lyon in the Chemistry Lab, AAR-440.

Ainsley Robson, a student at Embry Riddle Aeronautical University (ERAU) is also working this summer as a co-op student in the Chemistry Lab.

In addition to the scholarship and intern program, AAR-400 is also starting a 7-day summer aviation camp for high school students. The camp, a combined FAMU, FAA Aviation Education Career (ACE) Camp, and COE effort, is designed to familiarize minority students with aviation related studies and potential job opportunities in the FAA and industry. The camp will take place during the last week in June. The agenda will include FAA speakers from Southern Region and the Technical Center. In addition to FAMU campus activities, tours of the Naval Air Station at Pensacola, the NASA Kennedy Space Center, and the ERAU campus in Daytona Beach will be conducted.

Dr. Ron Lofaro (AAR-400) will be providing on-site assistance in Florida to ensure the programs and the students participating in them will benefit from a successful start. Ron has assumed a two-year COE assignment on the FAMU

campus in Tallahassee. He is working closely with Center of Excellence for General Aviation Research Co-Director, Dr. Venkitaswamy Raju, to develop the new programs and to provide close oversight and guidance to students.

Under the direction of Professor Leonard Kirk, the University of Alaska - Anchorage (UAA) is also developing a new COE/ACE camp program as part of COE outreach efforts that will be targeting Native Alaskans. This program, also funded by Chris Seher and co-sponsored by industry partners, is intended to familiarize high school students in remote areas with degree and certificate programs at UAA and with job opportunities in the field. The 2-year program is designed to certify students to be aircraft mechanics and prepare them to return to their communities and serve the aviation industry. Should the students decide to continue their studies instead, the credits will transfer to a UAA Bachelor's Degree program.

The Anchorage camp agenda will be coordinated with the FAA Regional Office in Anchorage, the FAA ACE Camp Program Office, the new UAA ROTC Program, and

the Centers of Excellence Program Office.

Other initiatives in Alaska include preliminary discussions with the President of Ilisagvik College, in Barrow, Alaska, Dr. Edna MacLean, and the FAA Regional Office in Anchorage, the Flight Service Station (FSS) in Barrow, Fairbanks, and Anchorage that will focus on training Native Alaskans to be pilots, mechanics and possibly to serve the FSSs throughout the state.

According to **Dr. Patricia Watts**, FAA's COE Program Director, "It is critical that we direct scarce resources to support efforts that result in outcomes that benefit the agency, the local communities, and the individual students if we are to truly make a difference."

The COE Program Office has formed a team of representatives from the FAA Regional Offices and Washington Headquarters to assist in the '03 planning of ACE camps at other COE partner universities throughout the country.

Organizations interested in using FAA COE Program resources or the national COE research network may contact Patricia Watts at (609) 485-5043.

COMING NEXT MONTH

The July issue of *Intercom* will feature full coverage of the Tech Center Awards Ceremony.

ESSAY CONTEST (CONT.)

Seventh Grade:

First Place: Samantha Braid, D'Ippolitto School
(Vineland), Ms. Vena

Second Place: My Vu-Ohio Avenue School, Mr.
Darden

Eight Grade:

First Place: Leric Lemons, Hammonton Middle
School, Ms. Grasso

Second Place: Laura Byrnes, Hammonton Middle
School, Ms. Grasso

A huge "Thank You" for the following individuals
who served as the judges for the contest:

Mary Rozier-Wilkes

Lee Dixon

Ella Terrell

Bruce Slack

Lillie Nowell

Leonora Richardson

Bob Engiles

Joe Goodwin

Lana Haug

Carleen Genna-Stoltzfus

Carolyn Pokres

Cindy Hogan

Barbara Harris-Para

William J. Hughes
Technical Center
Intercom

Editor:
Terry Kraus

Contributors:

Holly Baker
Therese Brennan
Stan Ciurczak
Bill Dawson
Tina Fabrizio
Carleen Genna-Stoltzfus
Adam Greco
Annette Harrell
David Hess
Paul Lawrence
Bob Marks
Jason McGlynn
Ernie Pappas
Patricia Watts
Jim White
Laurie Zaleski

For any questions,
comments, or ideas,
please contact
Intercom's editor at
(202) 267-3854

The WJHTC *Intercom* is
available in color on-line at:
<http://www.tc.faa.gov/intercom/intercom.htm>

MARK YOUR CALENDARS

The 8th Annual ARA Awards Ceremony has
been rescheduled for
October 17 at 10 a.m. in the USDA
Jefferson Auditorium.

DON'T FORGET

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