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FAA Part of Drug-Busting Team

By Fred Farrar

Phil Williams, one of the specialists at the Miami IFSS, credits the TECS II computer with reducing the station's work involved in keeping the Customs Service informed of incoming offshore flights.

As flight service specialists work in the automated Miami International Flight Service Station, the TECS II computer in the right foreground is used to send information on incoming flights to the Customs Service to help interdict drug smugglers.

In its part of the battle to stem the flow of drugs into the south Florida area, the U.S. Customs Service is aided by a fleet of aircraft equipped with such sophisticated detection devices as forward-looking infrared radar that sees in the dark and three "Fat Albert" radar balloons looking down from high above the routes favored by the smugglers.

Ranking right along with these in importance, say Customs officials, is the help the Customs Service gets from two Federal Aviation Administration facilities in the area—the Miami International Flight Service Station (IFSS) and the Miami Air Route Traffic Control Center.

"Without the FAA down here, we don't exist," says Gene Wilcox, radar branch chief at the Customs Service's Air Operations East at Homestead Air Force Base south of Miami. "You folks own the airspace, and without your cooperation, we'd be in big trouble. Your people at the Flight Service Station and at the Miami Center not only make our job possible, they make it a lot easier."

At the international flight service station, an automated FSS in a modern new building at the Tamiami Airport on the eastern edge of the Everglades, manager John Mangialetto says, "We're glad to help. We're a busy facility, providing in excess of one and a quarter million flight services a year. But we think that the Customs Service and the other law-enforcement agencies involved in curbing the drug traffic are entitled to all the help they can get."

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The assistant manager of the Public & Employee Communications Division, Mr. Farrar is a former Washington correspondent for the Chicago Tribune.

Feeling Fit

What Did You Say?

A variety of illnesses and aging can cause hearing loss, but excessive noise in the modern environment is a leading cause and at an earlier age. Sometimes the noise is inflicted on us, but often we inflict it on ourselves with little recognition of the gradual and irreversible damage we are doing.

If you know you are going to be exposed to excessive noise—while hunting or on a firing range or around some recreational vehicles, for example—wear ear protectors. Wear the protective equipment required on the job and have your hearing checked periodically if frequently exposed to loud noise.

Stereo headphones, which have proliferated with the popularity of pocketable radios and tape recorders, can be especially damaging when the concentrated sound is played at high volume levels—100 decibels or more. Such equipment should be played at normal conversational levels, or about 65 decibels.

Another device that may be hazardous to your hearing is a cordless telephone if its ringer is in the earpiece. If you put the ringing telephone to your ear before switching a button, you may be jolted with a sound level of 125-135 decibels. If this type of telephone is yours, take extreme care to keep it out of reach of children who can't be relied on to switch off the ringer.

Noise can fatigue you and make you irritable while starting you on the road to irreversible hearing loss. Sound advice is: Quiet your environment. ■

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Secretary of Transportation
Jim Burnley
FAA Administrator
T. Allan McArtor
Assistant Administrator—Public Affairs
Kathleen Harrington
Manager—Public & Employee Communications Div.
John G. Leyden
Editor
Leonard Samuels
Art Director
Eleanor M. Maginnis

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John Clabes—Aeronautical Center
Paul Stencke, Sr.—Alaskan Region
Robert Raynesford—Central Region
Kathleen B. Bergen—Eastern Region
Morton Edelstein—Great Lakes Region
Mike Ciccarelli—New England Region
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Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Anthony Willett—Technical Center
Barbara Abels—Western-Pacific Region

Drugs

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How the station helps is by letting Customs, which is a part of the Treasury Department, know when aircraft are coming in to the Florida area from offshore, their identification and their destination.

It also assigns each aircraft a discrete transponder code that Customs can use to track an individual aircraft on radar if it wants to.

The IFSS gets the information on the aircraft from the flight plans that all aircraft flying in the Air Defense Identification Zones (ADIZ) off the Florida coasts are required to file. The requirement was imposed by FAA in 1982 at the request of Customs to enable it to keep better track of the aircraft coming into the country through Florida.

The IFSS transmits information from the flight plans to a computer located in the Washington, D.C., area called TECS II (which rhymes with Tex Two and stands for Treasury Enforcement Communications System, second iteration).

The computer then retransmits the information to Customs units that have a need for it, such as the Customs inspectors at the aircraft's port of entry destination or the Customs people hovering over radar scopes at the Miami Center.

Thus, they can make sure that the aircraft goes where the flight plan says and take appropriate action when there is a deviation. Inspectors then can be on hand to check the aircraft when it lands.

The computer also can compare the aircraft registration number, or N-number, with a list of N-numbers of suspect aircraft that is stored in its memory and flash an alert when it gets a match. That airplane then gets Custom's undivided attention.

Customs also maintains a list of N-numbers for which it wants the IFSS to be on special alert. This list is available in a keystroke on each specialist's video display terminal, and Customs is the first to be told when a flight plan is filed under one of those numbers.

Merle Anderson, an FAA employee for 26 years and a flight service specialist at Tamiami since 1970, confirms that the Customs Service's requirements do increase the station's workload but says that "It's a job that has to be done."

Phil Williams, another specialist who has been at the station for five years, says it could be worse and at one time was. "That was before we got the TECS II computer and we had to relay all the information by phone. This way it's a lot easier," he notes.

The Customs Service's forward-looking infrared radar picks up the image of a drug-smuggling aircraft making a contraband drop over Florida at night.

Light Twins—The Coke Smuggler's Choice

Law enforcement authorities report that more cocaine is brought into this country by general aviation aircraft than by any other form of transportation.

The Drug Enforcement Administration says that of the 69,000 kilograms of cocaine seized in 1987—compared with 42,500 in 1986—38 percent came in on general aviation aircraft.

Of the rest, 22 percent came in on private boats, 21 percent on commercial vessels, 14 percent by overland vehicles and five percent on commercial aircraft.

With marijuana, which is a lot bulkier, it's a different story. Of the 1,069,695 kilograms seized in 1987, 71 percent came in on private boats compared to only five percent on general aviation aircraft.

DEA figures also show that the smugglers favored light twin-engine general aviation aircraft over all others. It said that 64 percent of the aircraft seized for drug smuggling in 1987 were light twins, with the Piper 26 Aztec and the Piper 31 Navaho being the most popular. ■

And from TECS II, we go to 3C (which stands for Command, Control and Communications) in a cramped room in the basement of the Miami Center.

It is from here that Customs radar operators, along with their counterparts from the Coast Guard, use data from FAA radars and the three "Fat Albert" balloons not only to track suspect aircraft but also to vector their own aircraft in hot pursuit of drug smuggling planes.

The "Fat Alberts," which are officially known as Aerostats, were originally put up by the Air Force to look down on and spot low-flying aircraft that might be missed by conventional radar antennas. One is at Patrick Air Force Base near Cape Kennedy, one is in the Bahamas, and one is in the Florida Keys.

The mix of services available through FAA facilities could be seen on one recent afternoon. The people in C3 at the Miami Center were talking to a Coast Guard Falcon jet that was orbiting off the southern coast of Haiti, waiting for an aircraft that was expected to try a smuggling run. As they waited, another aircraft—not the one they were looking for—came into view heading north, and the Coast Guard radioed its N-number to C3 as a matter of course.

The C3 crew entered the number into their TECS II terminal, got back a "no match" response, and the Coast Guard went back to waiting for its original quarry.

Later, as they were running short of fuel, the Coast Guard pilot reported that they were "heading for Provo" (Providentiales in the Caicos Islands, north of Haiti) to refuel and asked for someone to give them the weather there. C3 replied, "Contact the Miami Flight Service Station on 118.4."

Wilcox, the Customs radar chief, says that C3 started out as a very modest venture indeed. "It began with somebody having some information on a potential drug flight and his boss saying, 'Go up to the FAA and watch it on radar.' Then we had people up there looking, in effect, over the controllers' shoulders on a permanent basis.

"Then the FAA trained some of our people as radar operators—but not as controllers—and then we got C3 and our own radar displays."

Customs calls its radar operators "Detection Systems Specialists," and they and their Coast Guard counterparts talk only to their own airplanes. They coordinate their aircraft movements with the FAA's controllers religiously.

"The FAA's air traffic control system exists to keep planes apart," Wilcox explains, "whereas C3 exists to bring planes together—to put our aircraft as close to the tail of a smuggler's plane as possible.

"And a lot of times, this is done at night with our pilots using the forward-looking infrared radar—which uses infrared energy instead of radio beams and gives a real-time picture—to make sure exactly how close they are to the 'bandit.'

"So if we're going to be chasing a smuggler through the Miami TCA, for example, or any other controlled airspace, we coordinate with air traffic control very, very carefully."

Although Miami is the place where the cooperation between Customs and the FAA is the most intense, it is not the only place where the two agencies work together. Customs agents, for example, are also stationed in the Houston, Texas, and Albuquerque, N.M., centers, although not to the extent that they are in Miami. Other centers along the southern border—Los Angeles and Jacksonville, Fla.—also work with Customs in setting up intercepts of suspect aircraft.

The towers at El Paso, Texas, and other airports along the Rio Grande River do much the same thing.

And eight other flight service stations—at El Paso, Conroe, McAllen, and San Angelo, Texas; Tucson and Prescott, Ariz.; De Ridder, La.; and San Diego, Calif.—have TECS II terminals they use to provide flight plan information to Customs, just as Miami does.

All in all, it is a partnership of note—and merit. ■

The Customs Service flies these Cessna Citations, among other aircraft types, in pursuing airborne drug traffickers.

Making It Tough To Be a Drug Smuggler

The FAA recently took two regulatory actions to further assist the Customs Service in its war against drugs and has enlisted its inspectors and private pilots throughout the country for service in the battle.

The agency issued a final regulation requiring anyone flying in any ADIZ (Air Defense Information Zone) to file a flight plan before doing so, make periodic position reports and have the transponder on, if the aircraft is so equipped. This expands the area covered from south Florida to all U.S. coastal waters.

The FAA also issued a Notice of Proposed Rulemaking that would require an operating altitude-reporting transponder on any aircraft operating in an ADIZ.

Both actions are in response to requests from the Customs Service.

The agency also issued an Action Notice to FAA inspectors that encourages them, while on their regular inspection rounds, to look for telltale signs that an aircraft could be engaged in drug trafficking. If the inspectors find any such signs, they would be expected to inform appropriate law-enforcement agencies.

In addition, FAA Administrator Allan McArtor was one of several leaders in the aviation community to sign a proclamation asking the nation's private pilots to keep a similar lookout for possible drug-smuggling aircraft.

The others were John Baker of the Aircraft Owners and Pilots Association, Ed Stimpson of the General Aviation Manufacturers Association, Paul Poberezny of the Experimental Aircraft Association, Jonathan Howe of the National Business Aircraft Association, Larry Burian of the National Air Transportation Association and Arnold Stymest of the National Association of State Aviation Officials. ■

People

Aeronautical Center

■ **Robert H. Barnes,** section supervisor, Battle Creek, Mich., Flight Inspection Field Office (FIFO), promotion made permanent.

■ **Quentor T. Duren,** group supervisor, Aeromedical Certification Branch, Civil Aeromedical Institute, promotion made permanent.

■ **Wallace L. Emory,** manager, Examinations Standards Branch, Regulatory Support Division.

■ **Leo D. Fantin,** unit supervisor, Battle Creek FIFO.

■ **Reba A. Henson,** chief, Program Support Staff, Aeromedical Certification Branch, Civil Aeromedical Institute, promotion made permanent.

■ **Eller C. Heyn,** manager, Washington Liaison Staff, Office of the Director.

■ **Henry R. Kluge,** shift supervisor, Aircraft & Avionics Maintenance Section, Aircraft Services Branch, Aircraft Maintenance & Engineering Division, Atlantic City, N.J., promotion made permanent.

■ **William T.J. Waldrop,** supervisor, Engine Accessory Shops Section, Aircraft & Aviation Maintenance Branch, Aircraft Maintenance & Engineering Division, promotion made permanent.

Alaskan Region

■ **Forest Barber,** manager, Fairbanks Airway Facilities Sector Field Office (AFSFO), North Alaska AF Sector.

■ **Edward L. Clair,** manager, Anchorage AFSFO, South Alaska AF Sector.

■ **Charles W. Goldsberry,** manager, Kenai AFSFO, South Alaska AF Sector, from the Juneau AFSFO.

■ **Edward M. Kiss,** manager, North Alaska AFSFO, North Alaska AF Sector.

■ **Robert B. Snoddy,** assistant manager for technical support, North Alaska AF Sector.

■ **George H. Williams,** area manager, Anchorage International Airport Tower, from the Phoenix, Ariz., TRACON.

■ **Darrel L. Zuke,** assistant manager for program support, North Alaska, AFS.

Central Region

■ **Orval T. Aakhus,** area supervisor, Wichita, Kan., Automated Flight Service Station (AFSS), from Manhattan, Kan.

■ **James D. Barton,** aviation safety inspector (Operations), St. Louis Flight Standards District Office (FSDO).

■ **Ronald E. Cathcart,** systems engineer, Olathe, Kan., Airway Facilities Sector.

■ **David R. Chaffee,** assistant manager, National Communications Center, from the Columbia, Mo., AFSS.

■ **William Cravens,** aviation safety inspector, Kansas City, Mo., FSDO.

■ **Delbert W. Herrman,** aviation safety inspector, Kansas City FSDO.

■ **Lawrence A. Herron,** manager, Wichita Aircraft Certification Office, promotion made permanent.

■ **Patricia A. Hickman,** manager, Program Support Staff, Facilities Establishment Branch, Airway Facilities Division.

■ **Leslie G. LeMaire,** area supervisor, Kansas City, Mo., ARTCC, from Southwest Region's Investigations and Evaluations Div.

■ **John P. Nimmo,** manager, Scottsbluff, Neb., Airway Facilities Sector Field Office (AFSFO), Grand Island, Neb., AF Sector, promotion made permanent.

■ **Billy G. Peacock,** manager, Traffic Management & Airspace Branch, Air Traffic Division, from the Wichita Tower.

■ **Charles W. Seger,** supervisor, Operations Planning Section, Program and Planning Branch, AF Division.

■ **Nicholas J. Xidis,** manager, Wichita AF Sector, from El Paso, Texas, AFS.

■ **Mark W. Zielezinski,** area supervisor, Sioux City, Iowa, Tower.

Eastern Region

■ **Timothy A. Anderson,** area supervisor, Washington ARTCC, promotion made permanent.

■ **Charles P. Bailey,** area supervisor, New York ARTCC, promotion made permanent.

■ **John Capozucca,** area supervisor, New York ARTCC, promotion made permanent.

■ **Jeffrey Clarke,** area manager, New York TRACON, Garden City, N.Y.

■ **Marian F. Clemens,** unit supervisor, Allegheny County Flight Standards District Office (FSDO), W. Mifflin, Pa.

■ **Emmet J. Cook,** area supervisor, Pittsburgh, Pa., Flight Service Station (FSS), promotion made permanent.

■ **Marcos Costilla, Jr.,** manager, Washington ARTCC Airway Facilities Sector, from the Madrid, Spain CAAG.

■ **Thomas W. Garnier,** unit supervisor, Clarksburg, W. Va., Airway Facilities Sector Field Office (AFSFO), Charleston, W. Va., AF Sector, promotion made permanent.

■ **Craig J. Gosnell,** area supervisor, Pittsburgh FSS, promotion made permanent.

■ **Daniel Hanlon,** area supervisor, Washington National Airport Tower, promotion made permanent.

■ **Carroll A. Jones,** area supervisor, North Philadelphia Airport Tower, promotion made permanent.

■ **Richard J. King,** area supervisor, Washington National Airport Tower, promotion made permanent.

■ **Thomas W. Lee,** unit supervisor, Trenton, N.J., AFSFO, Tri-State AF Sector, promotion made permanent.

■ **Gary J. Muller,** area supervisor, New York ARTCC, promotion made permanent.

■ **Robert L. Mulligan,** assistant manager, traffic management, Washington ARTCC, promotion made permanent.

■ **Edward D. Sabol,** assistant manager, Harrisburg, Pa., AF Sector, from the Empire AF Sector.

■ **Alan H. Siperstein,** supervisor, Program Planning and Evaluation Staff, Safety Analysis & Management Branch, Flight Standards Division, promotion made permanent.

■ **Herbert A. Stead,** systems engineer, New York TRACON AFSFO, Metro New York AF Sector.

■ **Frank Turko,** unit supervisor, Allegheny County FSDO.

■ **Bernard G. Williams, Jr.,** area supervisor, Erie, Pa., Tower, promotion made permanent.

Great Lakes Region

■ **William H. Conn,** manager, Bloomington, Ind., Tower, from Indianapolis.

■ **John C. Converse,** area supervisor, Detroit (Mich.) Metro Tower.

■ **Stephen L. Diedrich,** assistant manager for technical support, Environmental Engineering Section, Operations Engineering Branch, Airway Facilities Division, from the Michigan AF Sector.

■ **Gordon C. Fries,** area supervisor, Green Bay, Wis., Automated Flight Service Station (AFSS), from the Wausau, Wis., FSS.

■ **Benjamin D.R. Green,** manager, Columbus, Ohio, Airway Facilities Sector Field Office (AFSFO), Ohio AF Sector, from the AF Division.

■ **John T. McGowan,** supervisor, Resource Management Section, Maintenance Operations Branch, AF Div., from Chicago AFS.

■ **H. Binney Rowland,** unit supervisor, Detroit Flight Standards District Office (FSDO), promotion made permanent.

■ **John H. Whitehurst,** area supervisor, Lansing, Mich., AFSS, from Decatur, Ill.

■ **Norman Willis,** area manager, Green Bay AFSS, from the Jackson, Mich., FSS.

■ **Donald L. Wurschet,** manager, Springfield, Ill., AFSFO, Illinois AF Sector.

■ **Stephen J. Zampardo,** area supervisor, Ann Arbor, Mich., Tower, from the Willow Run Tower, Detroit.

New England Region

■ **John A. Butler,** assistant manager, Manchester, N.H., Tower, from Boston Tower.

■ **Anthony C. Cinquegrana,** assistant manager, traffic management, Boston ARTCC.

■ **Mario A. Gonzalez,** area supervisor, Bradley Tower, Windsor Locks, Conn., from the Boston Logan Tower.

■ **Carl R. Gray,** manager, Lebanon, N.H., Tower, from the Air Traffic Division.

■ **Ronald E. Johnston,** area manager, Bradley Tower, from Hartford, Conn.

■ **Gary S. Lopez,** manager, Plans, Programs & Evaluation Branch, Flight Standards Division, promotion made permanent.

■ **Glenn W. Michael,** assistant manager, quality assurance, Boston ARTCC.

Northwest Mountain Region

■ **Thomas E. Anderson,** group supervisor, Seattle, Wash., Aircraft Evaluation Office, promotion made permanent.

■ **Robert J. Berkley,** security specialist, Seattle Civil Aviation Security Field Office.

■ **Robert M. Bielek,** section supervisor, Denver, Colo., Airports District Office (ADO).

■ **Gerald F. Dunn,** manager, Great Falls, Mont., Automated Flight Service Station (AFSS), from the Sacramento, Calif., FSS.

■ **Nance P. Earley,** supervisor, Colorado Section, Denver ADO.

■ **Kenneth J. Erdman,** group supervisor, Long Beach, Calif., Aircraft Evaluation Office.

■ **Halbert L. Johnston,** group supervisor, Establishment Branch, Seattle, Airway Facilities Division, from Denver.

■ **Douglas J. Knapton,** manager, Missoula, Mont., Tower, from Boise, Idaho, Tower.

■ **Jerry R. Kraft,** assistant manager for automation, Seattle ARTCC.

■ **Laurie L. Ledeman,** supervisor, Operations Program Section, Program and Planning Branch, Airway Facilities Div.

■ **Bernadine B. Molen,** unit supervisor, NADIN Sector Field Office, Salt Lake City, Utah, from the Salt Lake City ARTCC.

■ **John H. Potts,** unit supervisor, Establishment Branch, AF Division.

■ **Dannie F. Ross,** assistant manager for training, Seattle ARTCC, from AT Division.

■ **Joseph C. Thompson,** unit supervisor, Salt Lake City ARTCC AF Sector.

■ **Susan J. Underwood,** section supervisor, Employment Branch, Human Resources Div.

■ **Thomas C. Wimber,** assistant manager, Denver AFSS, from the Air Traffic Div.

Southern Region

■ **Jeffrey W. Abbott,** area manager, Raleigh, N.C., Tower, from the Panama City, Fla., Tower.

The information in this feature is extracted from the Personnel Management Information System (PMIS) computer. Space permitting, all actions of a change of position and/or facility at the first supervisory level and to branch manager in offices are published. Other changes usually cannot be accommodated because there are thousands each month.

■ **Bert J. Barnett,** area supervisor, Miami, Fla., ARTCC, from headquarters' Air Traffic Operations Service.

■ **Anthony Borden,** manager, Ft. Myers, Fla., Tower, from the New York TRACON.

■ **Freddie O. Bruner,** manager, Opa Locka, Fla., Tower, from the Miami Tower.

■ **Thomas D. Cassady,** area supervisor, Chattanooga, Tenn., Tower, from the Jacksonville, Fla., Tower.

■ **Lebo S. Centanni, Jr.,** unit supervisor, South Florida Flight Standards District Office (FSDO), Miami, promotion made permanent.

■ **Frank C. Cheskey,** area supervisor, Hebron, Ky., Tower, from the West Palm Beach, Fla., Tower.

■ **Andra G. Diggs,** area supervisor, Tampa, Fla., Tower, from West Palm Beach Tower.

■ **James R. Dooly,** manager, Chattanooga Airway Facilities Sector Field Office (AFSFO), Atlanta, Ga., Hub AF Sector.

■ **Percell Duckett,** assistant manager, Memphis, Tenn., ARTCC AF Sector, from the Miami ARTCC AF Sector.

■ **William T. Duncan,** section supervisor, Mid-South FSDO, Atlanta, promotion made permanent.

■ **Cecil L. Hall,** area supervisor, Charlotte, N.C., Tower, from Greer, S.C.

■ **Douglas L. Harrison,** area supervisor, Orlando, Fla., Executive Airport Tower.

■ **William L. Horton,** area supervisor, Meridian, Miss., Tower, from Dothan, Ala.

■ **Noah M. Johnson,** area supervisor, Raleigh Tower, from Fayetteville, N.C.

■ **Steven W. Low,** unit supervisor, Electronic Establishment Engineering Branch, Airway Facilities Division.

■ **George H. Lumsden,** systems engineer, Atlanta ARTCC AF Sector.

■ **Harvey M. Mayer,** assistant manager for technical support, Atlanta ARTCC AFS.

■ **Samuel W.B. McLurkin, Jr.,** assistant manager for training, Raleigh Automated Flight Service Station (AFSS), from the Myrtle Beach, S.C., FSS.

■ **Johnnie C. Merrill,** manager, Jacksonville AFSFO, Jacksonville Hub AF Sector, promotion made permanent.

■ **Tilton C. Meuninck,** assistant manager for automation, Atlanta International Airport Tower, from the Air Traffic Division.

■ **Rubert E. Nobles,** manager, Atlanta ARTCC AF Sector, promotion made permanent.

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■ **Peter W. Peterson,** manager, Compensation Branch, Human Resource Management Div.

■ **William R. Price,** area supervisor, Raleigh Tower, from Standiford Field, Louisville.

■ **Charles B. Siceloff, Jr.,** section supervisor, South Florida FSDO, Miami, promotion made permanent.

■ **Carlentine Singletary,** unit supervisor, South Florida FSDO, promotion made permanent.

■ **Charles A. Underwood,** area manager, Raleigh Tower.

■ **George W. Weimar, Jr.,** assistant manager for training, Atlanta ARTCC.

Southwest Region

■ **Covin C. Bennett,** manager, New Orleans, La., Airway Facilities Sector Field Office (AFSFO), New Orleans AF Sector, from AF Division.

■ **Ashley G. Blackman, Jr.,** unit supervisor, Shreveport, La., AFSFO, Little Rock, Ark., AF Sector, from El Paso, Texas.

■ **Marilyn G. Cox,** unit supervisor, Electronics Engineering Branch, AF Div.

■ **Garvis L. Davis,** manager, San Antonio, Texas, AFSFO, San Antonio AF Sector, from the Laredo, Texas, AFSFO.

■ **Thomas Gassert,** assistant manager, Fort Worth, Texas, ARTCC AF Sector.

■ **Patrick J. Gilday,** team supervisor, Dallas-Fort Worth Flight Standards District Office (FSDO).

■ **James W. Haire,** assistant manager, plans and programs, Albuquerque, N.M., ARTCC, from the Albuquerque Tower.

■ **Don L. Isbell,** unit supervisor, Andrews, Texas, AFSFO, El Paso AF Sector.

■ **Roger W. Lindelow,** manager, Fort Worth ARTCC AF Sector, from Albuquerque ARTCC AF Sector.

■ **Gary A. McKenzie,** area supervisor, Roswell, N.M., Tower.

■ **Stanley M. Miller,** assistant manager for training, Albuquerque Automated Flight Service Station, from Gallup, N.M., FSS.

■ **Thomas G. Patterson,** unit supervisor, Tulsa, Okla., AFSFO, Oklahoma City AF Sector, from San Antonio AF Sector.

■ **Robert G. Rightmer,** manager, Beaumont, Texas, Tower, from Houston, Texas.

■ **Michael L. Smith,** area supervisor, Riverside Tower, Tulsa, from Lubbock, Texas.

■ **Francis R. Spaulding,** assistant manager for technical support, Austin, Texas, AF Sector, from headquarters' Systems Engineering Service.

■ **Walter L. Tweedy,** area supervisor, Dallas Tower, from the Dallas-Fort Worth Tower.

■ **James P. Ward,** area supervisor, Gallup FSS, from the Conroe, Texas, AFSS.

■ **Cecil F. Womack, Jr.,** manager, Lafayette, La., AFSFO, New Orleans AF Sector, from the El Paso AF Sector.

Technical Center

■ **Alfred L. Adkins,** technical program manager, Systems Requirement & Advanced Technology Branch, Systems Division, promotion made permanent.

■ **Joseph J. Brady,** technical program manager, Advanced Automation Systems Branch, Engineering Division.

■ **Joseph C. Brown,** technical program manager, Advanced Automation Systems Branch.

Washington Headquarters

■ **John M. Broderick,** manager, Military Operations Branch, Operations Division, Air Traffic Operations Service, promotion made permanent.

■ **Philip A.J. Canal,** manager, A-76 Program Branch, Management Analysis Division, Office of Management Systems.

■ **Earl E. Cook,** unit supervisor, International Field Office, Frankfurt, Federal Republic of Germany, promotion made permanent.

■ **Michael A. Gillis,** unit supervisor, Investigations Branch, Investigations & Security Division, Office of Civil Aviation Security.

■ **Herbert Goldstein,** programs officer, Airspace System Analysis Division, Associate Administrator for Advanced Design and Management Control.

■ **Alfred H. Hodges, Jr.,** manager, Avionics Branch, Aircraft Maintenance Division, Office of Flight Standards, promotion made permanent.

■ **Douglas W. Kay,** manager, Network Engineering Program, Telecommunications Management & Operations Division, Systems Maintenance Service.

■ **William P. Kochis,** chief, NAS Transition and Support Staff, Associate

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Retirees

AERONAUTICAL CENTER
David B. Eidson
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John L. Sadlski
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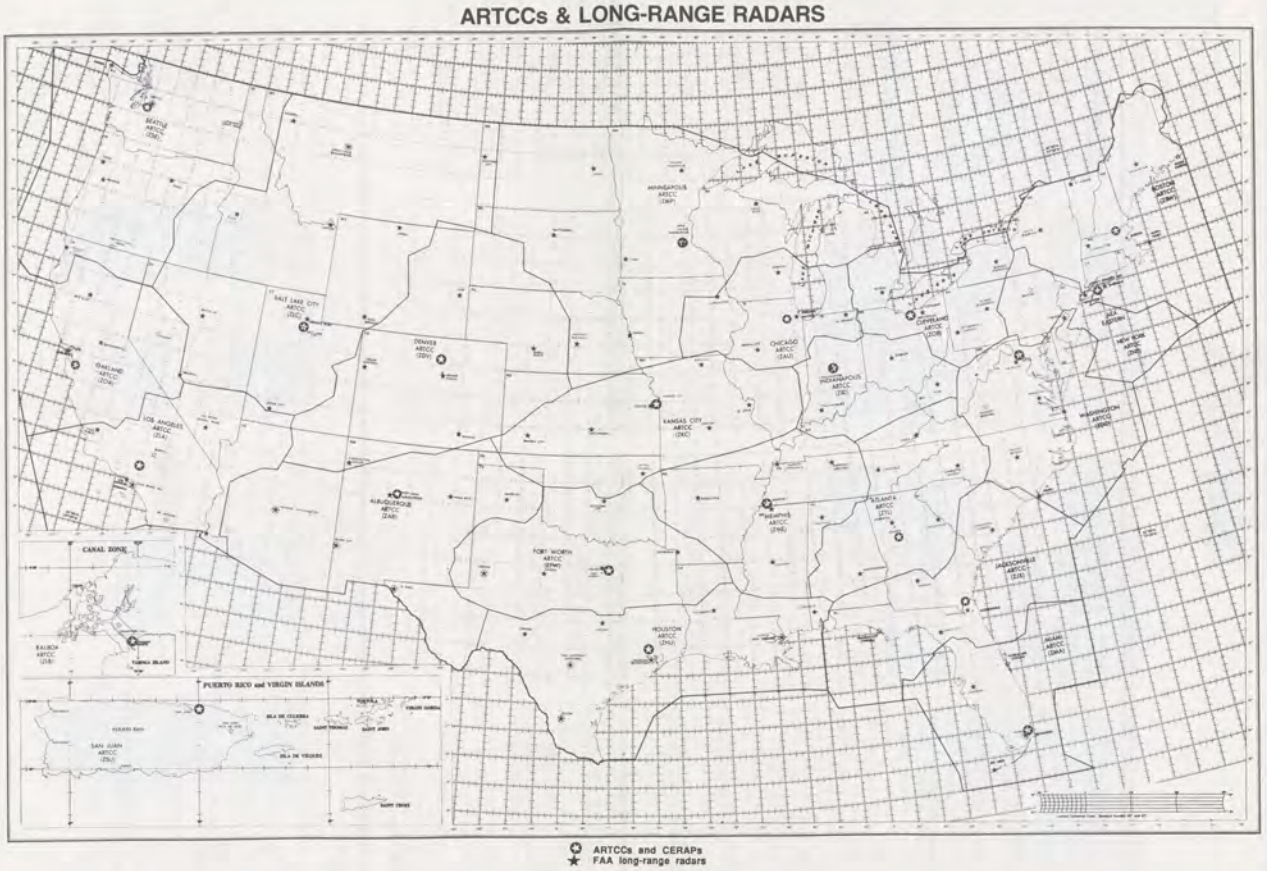
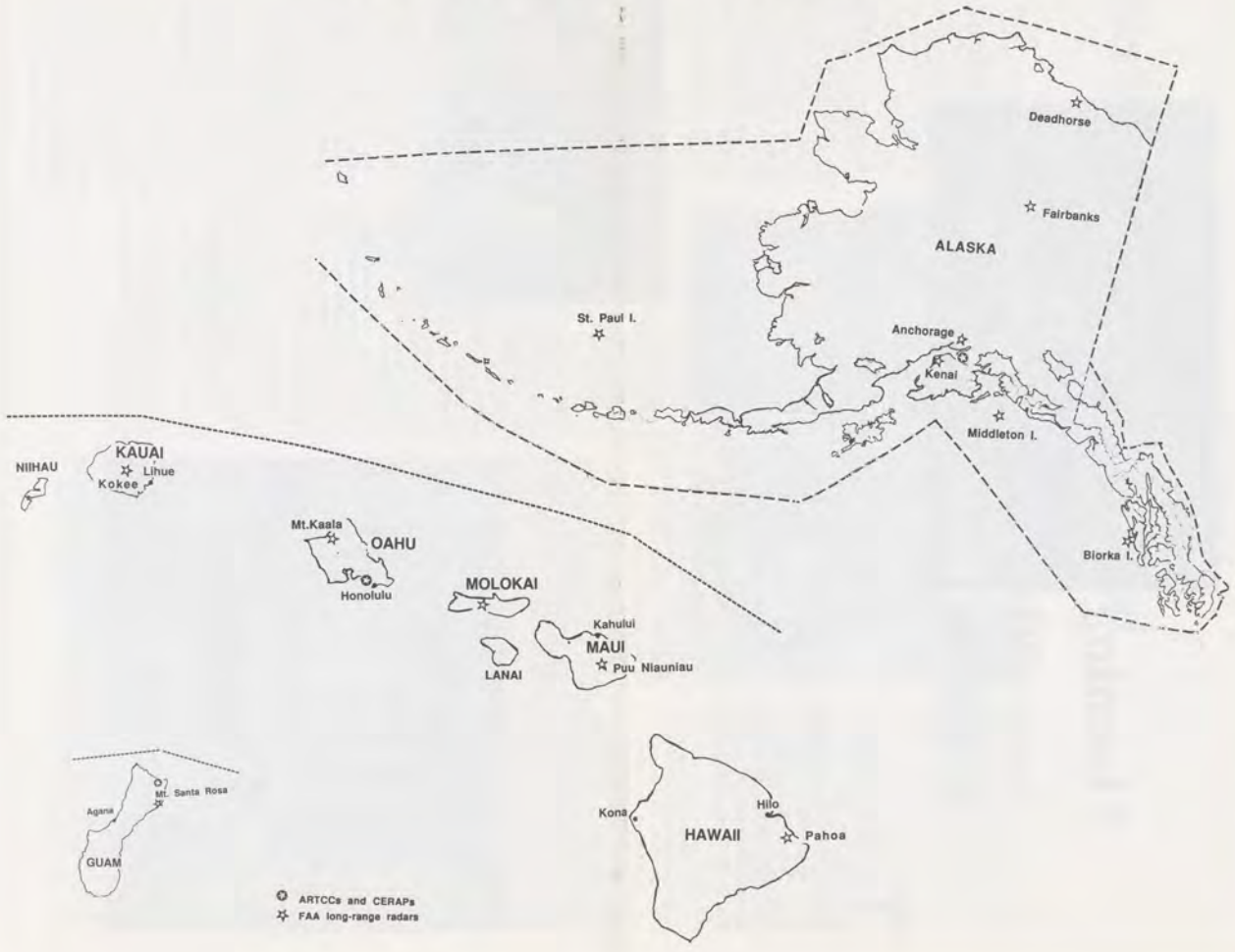
Hayes R. Colton
David R. Duel
Robert D. Fendon
Richard L. Gicking
Merwin M. Hayes
Donald H. Maat
George H. Mankey
Theodore R. Mills
Gary A. Neigle
Twila L. Parli
Joann P. Pianfetti
Joseph J. Reindl
Fritz E. Sperling

ARTCCs & LONG-RANGE RADARS



PACIFIC AREA ARTCCs & LONG-RANGE RADARS



Opening an Aviation Door

By Roland Herwig

A guesthouse garden in Beijing, in the Peoples Republic of China.

The Chinese philosopher Lao Tzu said "A journey of a thousand miles must begin with a single step." The U.S. and the FAA have taken that step to advance the cause of aviation in the Peoples Republic of China.

In 1985, Administrator Engen and two teams of specialists visited China to establish long-term technical cooperation. Late this spring, Mr. Engen and Jack Milavic, a specialist in aviation safety with the Aviation Standards National Field Office's (ASNFO) Pilot Examiner Standardization Section, went to China as part of a U.S.-organized international aviation safety delegation. This month, Administrator McArtor will travel there to establish a liaison office in Beijing.

The journey is well under way.

Milavic's trip was part of the People-to-People program and at the invitation of Engen. As such, it was at Milavic's own expense.

"A prerequisite of the Chinese government," he explained, "was that the delegation be made up of technical people active in their fields of experience. Admiral Engen, the leader of the delegation, wanted someone who was current in pilot training, standardization certification and accident prevention. I was very honored to receive that invitation."

Milavic's ASNFO job deals with just those areas—with an emphasis on the human factors involved—and normally takes him around the world. This was his first trip to China, however.

He found that China is about 10–15 years behind the United States in aviation, but they are intent on establishing a firm foundation for this industry. "Their concept of a firm foundation is education, which is what they are putting in place," he said.

"Although their education system in aviation may be archaic according to our standards, if they continue to accelerate at the rate we observed, in 10 years—15 at the most—they'll be a world leader in aviation."

The theme of the meeting was aviation safety. The delegation—the first of its kind to visit China—had hoped to get directly into the subject but had to settle for just opening a dialogue—an important first step.

"No, we didn't accomplish everything we wanted to, said Milavic. "I think all of us felt we needed more time for meetings with them. We couldn't just rush in there and hope to see the fruits of our endeavors in under three weeks." In fact, the delegation found time a problem as it presented some technical papers on safety, which suffered from lengthy translations.

The delegation found the Chinese anxious to address the human factors of safety first, such as crew training, rather than equipment or air traffic.

The delegation landed in Beijing and went on to Shanghai, Chengdu and Kunming, which gave it a chance not only to tour but meet people on all levels—both in the extremely crowded cities and in the countryside, where most live as they have for centuries. Bicycles were abundant everywhere, outnumbering cars 25 to one, Milavic estimates. He found the people very open and hospitable, and officials encouraged the delegation to ask any and all questions, including political ones.

The typical day began at 6 a.m. After 30 minutes to an hour for breakfast at the hotel or guest house, meetings would run from 7:00 or 7:30 to 11:00 or noon. Following a one- to two-hour, 17- to 23-course lunch, the visitors would reconvene with Chinese officials as a group or in subgroups until 4:30 or 5:30. The evenings involved formal dinners until 9:30 or 10:00.

After dinner, delegation members would go back to their lodgings and meet, gather their notes, discuss what had been accomplished that day and prepare for the next day.

"The Chinese have expressed a desire to continue our relationships and communications," Milavic said, "and I have invited various people to visit us.

"We expanded our knowledge and relations not only with China but with other nations as well because of the multi-national makeup of the delegation and our shared experience." ■

When not conducting official business, Milavic was meeting people on this People-to-People trip, conducting lollipop diplomacy with the younger generation with a supply he brought with him.

At the Civil Aviation Authority of China's Flying College of Chengdu, Sichuan Province, ASNFO's Jack Milavic (second from left) confers with former FAA Administrator Donald Engen. Chinese at the table include Mr. Poo (fifth from left), the ranking host CAAC official. At left is the Norwegian representative.

A member of the Public Affairs staff at the Mike Monroney Aeronautical Center, Mr. Herwig is a former public affairs officer with the U.S. Air Force.

There's Power in New Blood

By Holly Baker

Ellis Peopples wrinkled his nose. "Cooperative education program?" he sniffed. "Yeah, I'll tell you about my cooperative education program. I pushed a broom in an Atlantic City [N.J.] restaurant. I didn't have access to such a program, but I sure wish I had. These kids today are working on computers and advanced avionics. All I had was a bucket and some warm water."

Peopples, now the manager of the Technical Center's Information Resources Branch in Management Systems, is referring to an "earn while you learn" program offered by the Human Resource Management Division. It allows students to gain on-the-job experience while still in college—six months on the job and six months of classes.

Because the Technical Center is the FAA's scientific research test center, it must develop and maintain a "brain trust" of talent in engineering, computer sciences and related fields, according to Donna Baker, manager of the cooperative education program. It's this program that keeps fresh blood coursing through the center's system, and it has helped increase the representation of minorities and women at the center.

The co-op program began in 1959 and has brought the Technical Center some of its top talent (see box). In 1988, some 68 students—including 35 minorities and 24 women—are participating at both graduate and undergraduate levels. Fifteen universities have gotten involved, from the University of Arizona to the University of Puerto Rico and Virginia Polytechnic Institute, as well as Embry-Riddle Aeronautical University.

To participate, students must be enrolled in approved curriculums at qualifying educational institutions. The program is conducted in accordance with precise schedules and detailed written agreements between FAA and colleges and universities. Depending upon their work and academic experience, students may carry GS-2 to GS-11 grades.

A tuition assistance program was initiated last fall. To be eligible, a student must maintain at least a 2.8 grade point average. Travel reimbursements also are offered for students coming to the center and returning to school.

Baker has interviewed prospective co-op students from all over the country. "We're not just looking for students with the highest grade-point average but individuals with ambition, drive and interest; it's a combination of factors.

"It takes a lot of searching to find a good match between our needs and theirs," she adds. "So far, our technical divisions have been happy with the students we've placed."

Tom Christian agrees. He's the manager of the Human Resource Development Branch, which oversees the co-op and aviation-education programs. "One of the reasons for the success of the program is the support given by management," he said. "Many Technical Center managers have come through the program themselves and recognize its worth.

"The co-op program is valuable because it gives us a new shot of enthusiasm at the outset and then perhaps a new engineer or programmer who may be with the FAA for a career," Christian adds. "Young, enthusiastic people have a lot to contribute and bring new academic thought."

Rodger Mingo, manager of the Human Resource Management Division, also points out that the co-op program offers many minority students access to a high-technology environment they normally wouldn't have had and helps the students transition from the academic world to the workaday world.

Overall, the program is very successful, says Baker. ■

Arthur Conkright, a new electronics technician in the Technical Center's Hardware Engineering Branch, tests a circuit. Recently graduated from Atlantic Community College, he had been a cooperative education student at the center.

A public affairs specialist at the FAA Technical Center, Ms. Baker's last story in FAA World was on aviation security: "A Dangerous Matching of Wits."

Some Students Who Stayed

Lori Adkisson, Stockton State Col., 1986—physical scientist, Flight Information Systems

John Aschenbach, Drexel U., 1972—electronics engineer, Systems Requirements and Advanced Technology

Jack Bernstein, Drexel U., 1964—senior electronics engineer, Test Management

Dave Blake, Drexel U., 1981—aerospace engineer and project manager, hidden in-flight fires

Lou Bona, U. of Detroit, 1964—manager, Technical Facilities Division

Mike Brandewie, U. of Detroit, 1961—manager, Engineering Division

Patty Dollin, Atlantic Comm. Col., 1981—secretary to the director

Sheila Franklin, Central State U., 1984—mathematician, Air Traffic Control Systems

Marty Holtz, Drexel U., 1965—manager, Systems Division

Carl Jezierski, Drexel U., 1975—technical program manager, traffic alert and collision avoidance system

Gene Kharg, U. of Detroit, 1960—program manager, fuel safety

Donna Land, Atlantic Comm. Col., 1979—analyst, Management Analysis

Olethia Lawson-Brown, Prairie View A&M U., 1984—mathematician, Air Traffic Control Systems

Jeffrey Livings, Pratt Institute, 1980—technical program manager, Mode S

Teresa Luccheni, Atlantic Comm. Col., 1980—management analyst, Information Resources

Lynn Miller, Atlantic Comm. Col., 1981—secretary, Engineering Division

Bob Parsel, Drexel U., 1963—manager, Guidance and Airborne Systems Branch

Al Rehmann, Drexel U., 1977—technical program manager, airborne data link systems

Maureen Riley, Atlantic Comm. Col., 1984—secretary to the deputy director

Pete Saraceni, Drexel U., 1977—project manager, digital systems validation

Russ Spadea, Drexel U., 1972—manager, Air Traffic Control Systems Branch

Stephen Stratot, Drexel U., 1975—electronics engineer, Systems Requirements and Advanced Technology

Bill Swansen, Drexel U., 1970—manager, Secondary Surveillance Systems Branch

Kim Taylor, Central State U., 1984—mathematician, Operations Research and Analysis

Jack Townsend, Drexel U., 1965—electronics engineer, Guidance and Airborne Systems

John Wiley, Drexel U., 1968—technical program manager, maintenance automation and cable loop

Anthony Willett, Seton Hall U., 1979—public affairs officer

Ralph Yost, Atlantic Comm. Col., 1977, Pratt Institute, 1981—project manager, computer tactical information distribution system

Your Vote Counts!

The reform of the Hatch Act doesn't seem likely this year. Although federal employees are not allowed to participate fully in the election process because of this law, the most important aspect of enfranchisement is available to all: The vote.

Unfortunately, far too few Americans take this right seriously and exercise it. In the last presidential election, fewer than 53 percent of eligible voters voted. That constitutes rule by minority, since only about one-quarter of the electorate decided the election!

Fifty to 60 percent of older Americans—retirees—vote. That's nothing to be proud of, but it's a far cry from the 17 percent of the 18- to 25-year-olds who did in 1986.

Apathy is the greatest danger to democracy, more than communism or any other ism. It also revokes those persons' right to complain, since they didn't help determine the course of events about which they are now dissatisfied.

Some citizens are preoccupied with their own activities—too busy to bother voting. Some, focused on a single issue, argue there is little to choose between candidates, although it's not likely the candidates have identical positions on all issues. And many argue that their one vote is of no consequence in the election. All are "cop outs."

It's not that every single vote always has dramatic consequences, but you never know.

- One vote sealed the fate of Charles I of England in 1649, and he was executed.
- One vote made Oliver Cromwell Lord Protector of England in 1653.
- One vote brought California into the Union in 1850.
- One vote in 1868 saved President Andrew Johnson from impeachment.
- One electoral vote elected Rutherford B. Hayes in 1876.
- One vote switched France from a monarchy to a republic in 1876.
- One vote in the House of Representatives led to Prohibition.
- One vote elected Adolph Hitler leader of the Nazi Party in 1923.
- One vote in the House of Representatives kept the Selective Service draft just before Pearl Harbor.
- One vote per precinct would have elected Nixon instead of Kennedy.
- One vote elected a mayor of Oklahoma City.
- One vote reelected Congressman Frank McCloskey of Indiana.

November 8 is election day. Vote! ■

This article is adapted from Retirement Life, *National Association of Retired Federal Employees, and the* Oklahoma Observer.

An Annual Gaucherie?

This was the First Annual Austin (Texas) Ugly Tie Contest, which proves that a lot of people are packrats and/or are confident that even bad styles will recycle. The winner of a T-shirt was Gary Birdwell of the RAPCON, whose tie was recommended to be permanently retired from competition. Participants include (from the left, standing) Alvin DeVane, Kip Manard, Bill Levisay, John Delgado, Birdwell, John Baum, Ron Nichol, Lloyd Riley, Tim Wollenburg, Paul Bennett, Mike Kennedy and (seated) Paul Diffenderfer, Bob Andrade, Bob Prater, Susan Morgan and Jim Davis. Be thankful this photograph isn't appearing in color.

One can get some sense of scale of the global communications antenna about to be raised at the Los Angeles ARTCC from the figure of the technician half-way up.

Communications supervisor John Gardner checks out the equipment in the Los Angeles Center's basement "screen room."

Los Angeles ARTCC systems engineer Ralph Dunham gets the feel of the NARACS operating console in the center's control room.

Getting the Word Out

By Donald Cline

It looks like a deep, deep fringe television antenna—the biggest you ever saw, but it's not.

The 100-foot-high directional antenna that was raised next to the Los Angeles ARTCC at the end of spring is part of a project to establish a high-frequency radio network capable of global communications.

The National Radio Communications System (NARACS), an $82.4 million program, will permit world-wide communications in the event of a natural or national defense emergency. Similar systems are being installed at all ARTCCs, national and regional Emergency Operating Facilities, some flight inspection field offices and some military facilities.

The highly directional antenna is equipped with a rotor and a Digital Encryption Standards voice-scrambling system to ensure secure communications. There will be an operational console in the center's control room, but the primary console will be in a specially constructed "screen room" in the basement where it will be immune from High Altitude Electromagnetic Pulse that can be caused by a nuclear detonation. ■

Mr. Cline is an area supervisor at the Los Angeles ARTCC.

Photos by Donald Cline

People

continued from page 5

Administrator for Development and Logistics.

- **Louis H. McCaughey,** manager, International Procedures Branch, Procedures Div., Air Traffic Operations Service.
- **Rufus Smith,** manager, Accounts Payable Branch, Accounting Operations Division, Office of Accounting.
- **William J. Southerland, Jr.,** manager, Airport Safety and Compliance Branch, Airport Safety and Operations Division, Office of Airport Standards.
- **John H. Timmerman,** manager, Control Systems Branch, Automation Software Div., Air Traffic Plans & Requirements Service, from the Technical Center.
- **Gene A. Wong,** manager, Airport Systems & Technology Branch, System Technology Division, Advanced System Design Service.

Western-Pacific Region

- **Duane R. Amann,** area supervisor, Metropolitan Airport Tower, Sacramento, Calif., from the Phoenix, Ariz., TRACON.
- **Eduardo Arriola,** unit supervisor, Establishment Engineering Branch, Airway Facilities Division.
- **Fred T. Berry, Jr.,** manager, El Monte, Calif., Tower, from Ontario, Calif.
- **Robert V. Blanton,** aviation safety inspector, Riverside, Calif., Flight Standards District Office (FSDO).
- **Pamela Burger,** manager, Chino, Calif., Tower, from Palm Springs, Calif.
- **Robert D. Burns,** area supervisor, Phoenix TRACON.
- **Donald M. Cline,** area supervisor, Los Angeles ARTCC, promotion made permanent.
- **Ronald F. Debelak,** manager, Stockton, Calif., Tower, from the Air Traffic Div.
- **Robert A. Edwards,** unit supervisor, Oakland, Calif., FSDO.
- **Randall L. Eicher,** area supervisor, Oakland ARTCC, promotion made permanent.
- **Debra A. Elmore,** area supervisor, Ontario Tower, from Edwards AFB.
- **Charles E. Enkerud,** assistant manager for training, Oakland ARTCC.
- **John G. Fisher,** manager, Reno, Nev., Tower, from the Air Traffic Division.
- **Philip L. Huff,** area supervisor, Phoenix Tower.
- **Howard Irwin,** area supervisor, San Diego Automated Flight Service Station (AFSS), from the Riverside, Calif., FSS.
- **Charles E. Keen,** area supervisor, Los Angeles ARTCC, promotion made permanent.
- **Roland W. Kersting,** area supervisor, Honolulu, Hawaii, ARTCC, promotion made permanent.
- **Winslow Lim,** unit supervisor, Oakland FSDO.
- **Hobart Martin,** manager, Lancaster, Calif., Airway Facilities Sector Field Office (AFSFO), Los Angeles AF Sector.
- **James R. Miller,** assistant manager, plans and procedures, El Toro Marine Corps Air Station TRACON, Santa Ana, Calif.
- **Gary P. Munnell,** area supervisor, San Francisco Tower.
- **Lorraine S. Nealis,** area supervisor, Los Angeles ARTCC.
- **John R. Nicholson,** area supervisor, Prescott, Ariz., AFSS.
- **Kenichi Nomura,** area supervisor, Honolulu ARTCC.
- **James H. Panter,** assistant manager, El Toro MCAS, from the Reno Tower.
- **Cheryl L. Petersen,** supervisor, Contract & Acquisition Management Section B, Contract & Acquisition Management Branch, Logistics Division.
- **Gary L. Prock,** area supervisor, Prescott AFSS, from the San Diego AFSS.
- **Mont E. Strickler,** supervisor, Contract & Acquisition Management Section A.
- **Alvin I. Toll,** manager, Airworthiness Branch, Flight Standards Division.
- **Lawrence G. Tonish,** area supervisor, San Diego AFSS, from Hawthorne, Calif.
- **Phillip T. Vigil,** area supervisor, Santa Barbara, Calif., FSS, from Riverside AFSS.
- **Irvin Vodovoz,** assistant manager for training, El Toro MCAS.
- **Elmore M. Wigfall,** assistant systems engineer, Los Angeles ARTCC AF Sector, promotion made permanent.

Federal Notebook

HEALTH PLAN STICKER SHOCK

Most employees are aware of the hefty increases in Federal Employee Health Benefit Plan premiums coming in January. Employee premium boosts will average 26 percent, while those for retirees will rocket 41 percent.

Examples of the range in national or union plans are Blue Cross-Blue Shield high family option, up to $174.77 biweekly from $105.35; Alliance Benefit Plan high family, $105.50, down from $127.50. Obviously, there are more plans increasing premiums than reducing them.

Health maintenance organizations are sometimes cheaper and many of their increases are smaller this year. HMOs are local organizations, so the premiums will vary according to where you live.

Careful shopping during the NovemberDecember open season and making tradeoffs in coverages, however, could push the amount of increase down from the averages.

LIFE INSURANCE COSTS TOO HIGH

Based on a General Accounting Office proposal, the National Federation of Federal Employees has asked the Office of Personnel Management to reduce the salary growth assumption in the life insurance program, which improperly hikes rate increases, and to eliminate an unjustified four percent surcharge on employees that pays for the program's unfunded liability.

In addition, the House Government Operations Committee is expected to seek legislation to stop the government from paying risk fees of $850,000 to life insurance underwriters, which boost employee premiums.

CAUTIONARY TALES

* A federal employee who does not schedule annual leave in the "exigencies of public business" may not have the leave restored, says the Comptroller General in decision B-229228. A verbal request or other informal notification to your supervisor is not enough, "even where extenuating circumstances may exist." With the end of the year approaching, it's getting late to formally schedule your use-or-lose annual leave.

* If you accept a downgrade because you're afraid if you don't, you'll be fired, it's not involuntary and an adverse action, according to the U.S. Court of Appeals for the Federal Circuit. You can't appeal such a reassignment to the Merit Systems Protection Board (MSPB) unless it was made under government duress.

* Reversing a former position, the MSPB ruled that an agency may discipline an alcoholic employee for misconduct, short of dismissal, even if he is undergoing rehabilitation.

AGENCIES GET MORE CONTROL

Final regulations have been issued by the Office of Personnel Management permitting agencies to make appointments to GS-11 and above at higher-than-normal pay rates for superior qualifications, to waive time-in-grade and permit an employee to be promoted up to three grades for hardship or inequity and to develop intensive training programs to substitute for time-in-grade requirements, as long as trainees are not permitted consecutive accelerated promotions.

FEDERAL BUILDINGS GET RADON TESTS

The General Services Administration will conduct three-month tests of the 6,800 federally owned or leased buildings for radon gas. A product of the decay of radium in the soil, radon is a colorless, odorless and tasteless gas that can seep into buildings. In sufficient concentrations, it can cause lung damage and lead to cancer.

CHILD CARE ON A ROLL

Since the initial push last fall, GSA has opened 24 child care centers in federal buildings. Four more are set to open early this fiscal year and another 15 to 20 are expected to debut in 1989. GSA provides the space and overhead costs. The centers are managed by a committee of agency officials and employees at each site, which hires a contractor to operate the facility. The costs are funded by tuition paid by parents.

TRAVEL ALLOWANCES UP

Sixty percent of the GSA survey sites in the U.S. under the Lodgings-Plus per diem system are now covered by higher rates. Meals payments have gone up by $1 to $26 or $34 daily (regardless of actual expenses). In low-cost areas where Lodgings-Plus does not apply, rates have gone up $6 to $66 per diem.

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