



U.S. Department
of Transportation

**Federal Aviation
Administration**

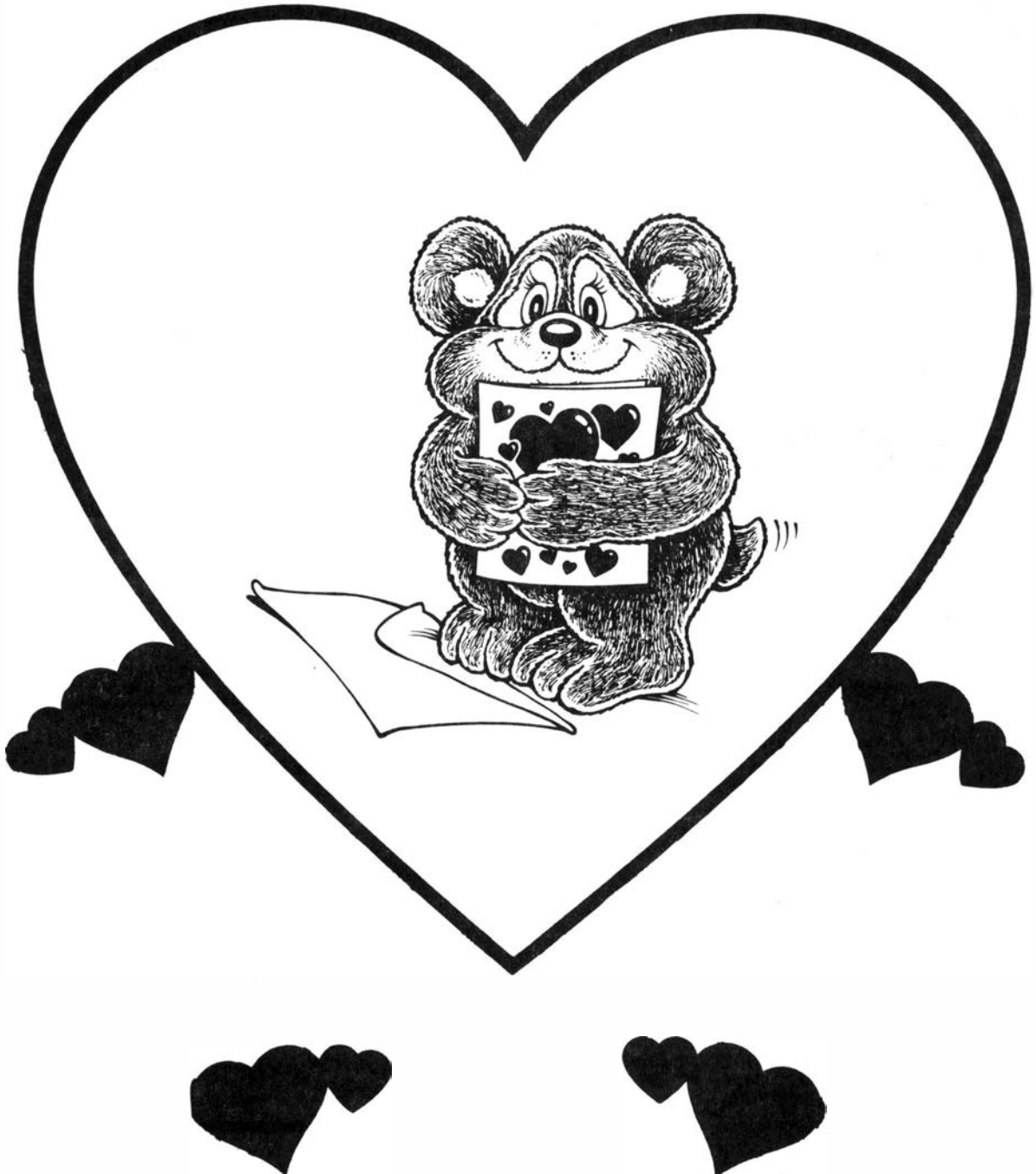
intercom:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

JB
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February 1987

87-02



People and awards

** SPECIAL ACHIEVEMENT AWARDS **

Mark Smith, air traffic control specialist (ATCS), Juneau Tower

Ruth A. Hart, ATCS, Ketchikan FSS

** ON-THE-SPOT-AWARDS **

John P. Lawrence, lead civil engineer, AAL-451

Ynocencio (Gary) Monseratt, maintenance mechanic, AAL-451A

** 25-YEAR SERVICE PIN **

John Key, ATCS, Barrow FSS

** 15-YEAR SERVICE PINS **

Conrad Suckow, ATCS, Ketchikan FSS

Howard Smith, realty specialist, AAL-620

Verne B. Braman, supervisory electronics technician, Juneau Sector Field Office

Keith W. MacGregor, maintenance mechanic, Juneau Sector Field Office

** RETIREMENT **

Donald Otto, ATCS, Homer FSS

** TRANSFERS/PROMOTIONS **

Tim Ryan, ATCS, Nome FSS, resigned from FAA to go into private business

Robert W. Drewes, ATCS, Bethel FSS, transferred to Anchorage FSS

Carla Follett, selected as supervisor of the Acquisition and Utilities Section, AAL-58B

Larry Fosson, ATCS, transferred from Cordova FSS to Juneau FSS

Phill Shutt, new cartographer, ZAN-AT

Pete Huskey, new ATCS, ZAN-AT

Rex Young, selected as contract specialist, AAL-55B

Guard technicians

Effective November 14, 1986, Public Law 99-661 allows credit under the Civil Service Retirement System (CSRS) for pre-January 1, 1969, service as a national guard technician. Please contact Jean Pershall, AAL-16, 271-5804, for additional information.

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If you have questions, suggestions, or complaints, please call the Editor at 271-5293.

Here he is...



Clark Horton was recently selected as the Planning-Appraisal Officer, AAL-4.

Born and raised in Coushatta, Louisiana, Horton has been a resident of Alaska for 31 years.

He was in the navy from 1950 to 1953, serving with Fighter Squadron 72 during the Korean War. He later joined the army, ending his active military duty in Alaska in 1957.

Horton began his federal career with the National Weather Service (NWS) in 1957. He worked in the Logistics Division of the NWS for 10 years at headquarters in the Alaskan Region, primarily in supervisory contracting positions.

In 1967 Horton transferred to the FAA where he worked in the Management Analysis Division, AAL-60, until 1973. From June 1973 through January 1978, he worked in the Logistics Division as branch manager for Procurement, AAL-55. During this time he received the FAA Administrator's Superior Achievement Award (honorary award).

At the time Horton was selected to be the Planning-Appraisal Officer, he was again working in the Management Systems Division as a management analyst.

Horton obtained his bachelor's degree in Business Administration, majoring in management and marketing. He received his masters in Business Administration with an emphasis in managerial economics. Both degrees were obtained from the University of Alaska, Anchorage.

Horton is also a member of the Alaska State Guard.

IRS tax tip

Approximately 5.4 percent of the nation's workforce hold more than one job. The majority of these doubly employed individuals pay social security tax on wages from both jobs.

Those who worked for two or more employers during 1986 and received wages totaling more than \$42,000 should check to see if they are entitled to a credit for excess social security tax withheld, according to the IRS.

Social security tax withheld in excess of \$3,003 can be applied as a credit against income tax only if the individual had more than one employer.

IRS notes that those who file joint returns may not add the social security tax withheld from a spouse's income to the amount withheld from his or her pay to determine the credit.

Workers who had only one employer and had more than \$3,003 withheld may not claim the excess as a credit against their income tax. The employer should adjust this over-collection, the IRS explains.

Medical notes -

hypothermia

by: Mary Grindrod
AAL-300

In winter, especially in a northern climate such as ours, we are likely to hear of a few cases of hypothermia. Some predisposing factors are old age, lack of adequate housing, drug overdose and alcohol ingestion. These are among the causes for hypothermia.

Hypothermia also occurs in healthy young people after prolonged exposure to cold due to incapacitating trauma or cold water immersion. It can also be caused by a lack of proper preparation for outside work details.

Some of the signs and symptoms of hypothermia are not specific and may be overlooked. Mental confusion, impaired gait, lethargy and combativeness are early signs, particularly in the elderly. Shivering may be a clue to the diagnosis, but hypothermic patients whose body temperature is lower than 92 degrees F may not shiver or even feel cold to the touch.

Some of the villains that rob you of your body heat are:

(1) **Alcohol.** Drinking before going outside may make one feel warmer, but in fact it expands the surface blood vessels and will increase the loss of body heat.

(2) **Smoking.** Nicotine decreases the blood supply to the extremities. Also, when you inhale through the mouth you lose warm air. But when you breathe through the nasal passages it will help warm up frigid air before it reaches the lungs.

(3) **Wet skin or clothing.** Moisture, including perspiration, increases the loss of body heat.

(4) **Wind.** Wind removes the insulating layer of air your body has warmed around itself. We should all be aware of the wind chill factor.

(5) **Exposed hands, feet and head.** Remember, as much as 70 percent of your body heat can escape through these areas.

(6) **Inactivity.** Exercise generates heat. Running when the temperature is 0 degrees can keep you as warm as walking briskly when it is 40 degrees or standing still when it is 65 degrees.

(7) **Tight clothing or boots.** Tight clothes leave no room for trapped warm air, which acts like an insulation.

Many of our employees have to travel to remote sites in very cold weather and need to be aware of the proper protection for very cold weather conditions. Never underestimate the weather conditions. It is better to be well prepared than to freeze off a few fingers or toes. Cold weather can be acrippler, even a killer, to the ill-equipped or unprepared.

Footwear and handwear are the primary problems in cold weather work. Proper handwear for cold climate work should include insulated liners that can be removed from the outer shell and dried at the end of the work day. People get into trouble when the liners become wet and retain perspiration within the lining and are difficult to dry out. Damp clothing of any kind will lose body heat up to 27 times faster than dry clothing in the cold weather.

With footwear, a problem may arise when the laces of insulated boots are tightened enough to restrain the flow of blood to the feet.

... continued ...

New regs adopted

Safety features of cold weather clothing should include high visibility against snow background during hours of darkness, low electrostatic voltage accumulation, and fire and melt retardancy. Of course, the clothing should be comfortable, lightweight, non-absorbent and soil-resistant. Several layers work better to insulate the body. The clothing should be durable and resist abrasion, snags, tears and chemical spills.

The FAA has adopted new regulations upgrading the airworthiness and performance standards for future commuter airplanes. The rules create a new commuter category for airplanes with up to 19 passenger seats and a maximum takeoff weight up to 19,000 pounds. It will affect all such aircraft for which a type certificate is sought, after February 17.

Generally, the new regulations bring the airworthiness and performance standards for commuter aircraft closer to the ones in effect for large passenger aircraft. For example, the engine fire detection and extinguishing standards are comparable to those required for large aircraft. The flammability standards for cabin interior materials also are upgraded and the performance requirements strengthened to comply with the recommended ICAO standards.

The action amends the small aircraft certification standards of Part 23 of the FARs to include the special commuter category which will be comparable in many ways to the Part 25 transport aircraft standards.

DOT drug testing

At the time this Intercom went to print, the date for the drug testing program within the FAA was still scheduled to begin on February 15. The program will be run as previously noted in past Intercoms and other means.

The drug testing program Secretary Elizabeth Hanford Dole has proposed for DOT employees in critical safety and security positions is tentatively scheduled to start in May. What affect it will have on the FAA program is still not known, as the DOT's program is still in "draft" form.



Dave Morse (left), manager, Airway Facilities Division, presented Letters of Commendation to **Jim Browning** (next to Morse) and **Leon Greenlund** (next to Browning), both electronic technicians in AAL-452, and **Wendell Nelson** (right), supervisory electronics technician, AAL-452 for their work in the retooling of the Shemya operations to the Anchorage Air Route Traffic Control Center.



Susan House, air traffic control specialist, Anchorage Flight Service Station, recently received the Administrator's Award for Excellence in Equal Employment Opportunity (EEO). Twelve FAA employees from Washington headquarters and the field were honored at the 10th Annual Administrator's EEO Awards ceremony on January 30. Congratulations, Susan.

1986 a safe year

According to the National Safety Transportation Board's (NTSB) preliminary figures, 1986 was one of the safest years in aviation.

First, not a single passenger fatality was recorded by the major U.S. scheduled and non-scheduled airlines during the year. Secondly, NTSB said that commuter airlines last year had the lowest total and fatal accident rates since the Board began tabulating separate commuter statistics in 1975. Finally, air taxi operators also improved their safety record in 1986 and general aviation had the lowest numbers of total and fatal accidents ever.

The only fatal accident involving a major U.S. carrier last year was the crash of a Southern Air Transport cargo plane at Kelly Air Force Base in San Antonio, Texas, on October 4. All showed an improved fatal accident rate for the fourth consecutive year. Also, the 2,568 total accidents, 466 fatal accidents and the 1.53 fatal accident rate per 100,000 flight hours were new record lows. The 958 fatalities was one more than in 1985 but included the 82 victims of the Cerritos, California, collision between a private plane and an Aeromexico jet.

2 year extension

Secretary Elizabeth Hanford Dole plans to send proposed legislation to Congress early in the current session to extend the airport and airways programs for two years beyond the current September 30, 1987 expiration date. "I will propose a two-year, \$10 billion extension of the current program, but with increased trust fund support for operations, while other options for providing service to aviation are being considered," said Dole.

Diners Club card

Due to new limits on travel advances, FAA management is encouraging all eligible employees to apply for a Diners Club charge card. Eligible employees in this case refers to anyone who anticipates traveling once a year, including making a permanent change of station.

The new limits are reflected in revisions to the Department of Transportation Travel Manual. Under the changes, advances for non-card holders now will be restricted to 70 percent of anticipated travel expenses, instead of the previous 80 percent. Also, travel advances for both card and non-card holders will be \$25 a day with a minimum allowable advance of \$50 unless a lesser amount is justified in writing. In other words, generally one will not be able to get an advance for a one-day trip without special authorization.

One excepted category to the new limits may be air traffic students at the FAA Academy. DOT/FAA is concerned that the changes will work a hardship on these individuals and has asked the General Services Administration to allow them to receive 100 percent travel advances. Pending a decision from GSA, they will continue to collect travel advances at the 80 percent rate.

IRS tax tip

Waiting for a tax refund check? If **10 weeks** have passed since filing a tax return and no refund check has arrived, the IRS has an automated telephone service for taxpayers to use. For details see Tele-Tax in the instructions for Form 1040 or Forms 1040EZ and 1040A. You should allow **10 weeks** from the date of filing before using this service.

Federal Employees' Retirement System

from: AAL-16B

When and how much can I contribute to the new Thrift Savings Plan?

The new Federal Employees' Retirement System (FERS) that went into effect January 1, 1987, provides three levels of benefits based on Social Security, a modified civil service pension, and earnings from investments in the optional thrift savings plan. The FERS law says that employees may contribute up to 10 percent of base pay to the thrift plan, with a maximum 5 percent match from the government for FERS employees. However, the new tax law has limited employee contributions to such thrift plans to \$7,000 even if that is less than 10 percent of the individual's salary. Because of that limit, the maximum employee contribution this year will be \$7,000 and the maximum government matching contribution will be \$3,500.

Next year the maximum contribution rate will be adjusted in accordance with "antidiscrimination" rules of the tax code. Under these complex rules, the maximum contribution for all workers (public or private) is determined by the amount of participation by lower-income employees in the plan. Under IRS rules, "lower paid" are those people making \$50,000 a year or less. Thus, if the lower income federal workers do not contribute the maximum amount to the thrift plan this year (10 percent of salary), the contribution rate for everybody will be trimmed next year.

Only workers who are fully covered by the FERS system can contribute the maximum amount to the thrift plan and get matching government contributions. Everybody who was hired by the government since the end of 1983 and has less than five (5) years of civil service on January 1, 1987, is automatically covered by

FERS. Workers who were hired before 1984 will have the option, beginning in July 1987, of joining the new plan or remaining in the Civil Service Retirement System (CSRS). Those who elect to stay in the CSRS will be allowed to put only 5 percent of base pay into the thrift plan, with no match from the government.

Employees who are fully covered by FERS can put in the maximum amount, 10 percent or \$7,000, and get a 5 percent match from the government. Fully covered FERS employees who do not elect to put money into the thrift savings plan will still have 1 percent of their salary invested for them by the government.

For a FERS employee earning about \$32,000 a year and contributing the maximum (10 percent), he/she would have an account worth about \$4,800 at the end of the year, before any interest or earnings. That includes a \$3,200 contribution from the employee and \$1,600 from the government.

Neither amount will be considered part of gross income. Taxes on the investments will be deferred until the individual retires or withdraws the money. That gives the employee a maximum tax deduction of 10 percent and amounts to a 5 percent tax-deferred pay raise from the government.

PL 99-335, FERS, prescribes two open periods yearly for investing or changing your investment in the thrift savings plan. The Office of Personnel Management is still putting together regulations and has not advised us of the date for the first open period.

If you have any questions, please contact Jean Pershall, AAL-16B, at 271-5804.

Around the region

Congratulations to **Paul Wegrzyn**, manager, AAL-52, on his recent appointment to the Resources Subcommittee of the Management Improvement Committee, Federal Executive Association. This subcommittee will identify resources available and suggest methods to improve resource functions.

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It has been reported, on good authority, that a severely over-grossed, fish hauling bald eagle, belly and claws heavily laden with rotting silver salmon, stalled upon landing in Yakutat recently, taking out all the power lines which supply the FAA Flight Service Station for an hour. It took most of the hour to unravel the eagle from the wires. The eagle was released from custody and issued a citation for improper pilot technique and exceeding the limits of its design.

* * * * *

Congratulations to **Phyllis Villwock**, AAL-55A, upon receiving her Associate of Arts degree in Business Administration from the Anchorage Community College in December.

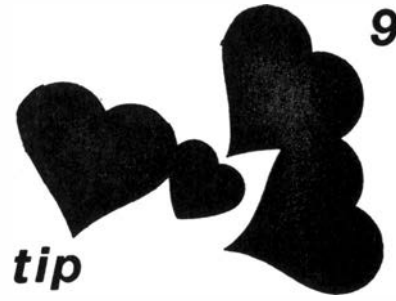
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William Griffin, Fairbanks Flight Standards District Office, (FSDO-61), was recently designated as an airline transport pilot examiner. Congratulations.

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As of January 6, 1987, the **Northway FSS** returned to 24 hour operation. Users in the Northway and Tok areas have expressed their delight and appreciation that the FSS has gone back to full-time operation sooner than was expected.

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IRS tax tip

Taxpayers who are enrolled in job-related self-development courses of study may be able to deduct education expenses, the Internal Revenue Service says.

To qualify, the expenses must meet at least one of two specific guidelines. Taking the course of study must be mandatory to remain employed: for example, a teacher required to take a course to retain a teaching position. If not, the course must be helpful in maintaining or improving skills which are required in one's present position: for instance, a television repairman taking a course to keep up with the latest technologies.

However, the cost of other educational expenses are not deductible. Expenses for education that prepares one for a new trade or business, such as a journalist studying law, may not be deducted, even if the education is required or beneficial in the taxpayer's present employment. Similarly, the expense for study to help meet the minimum educational requirements for a current position is not an allowable deduction: for example, a full-time engineering student who has a part-time job in a minor engineering capacity.

Educational expenses include amounts spent on tuition, books, supplies, laboratory fees, similar items, and certain travel and transportation costs. Educational expenses other than travel and transportation are itemized deductions and should be listed on Schedule A (Form 1040) as miscellaneous deductions. Travel and transportation are deducted as adjustments to income using Form 2106, Employee Business Expenses.

Facts about Fire



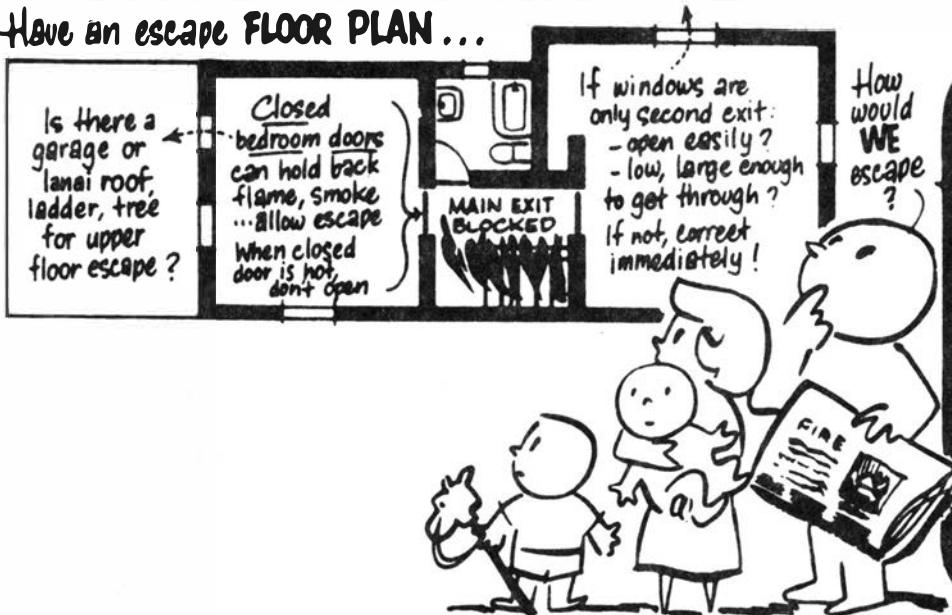
Make it a Family Affair...

Be sure *everyone* knows what to do, who will look after infants, what route to take under any circumstance.

HOLD DRILLS!

Check your home every night before retiring.

Have an escape FLOOR PLAN ...



ESCAPE RULES...

1. Get everybody out fast . . . as planned. Don't stop to dress or save valuables. In heat or smoke, stay low. Air is clearest near the floor.
2. Then call the Fire Department.
3. Have the family meet at an agreed assembly point.
4. Never re-enter a burning house.

"Fire Feeds on Careless Deeds!"