



U.S. Department
of Transportation

**Federal Aviation
Administration**

B 44
intercom:

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

March 1987

87-03



PWC reunites

The Professional Women Controllers (PWC) is having an official reunion for all **predevelopmentals and coop students** at the PWC convention in Long Beach, California May 1-4, 1987.

Predees and coops (air traffic and airway facilities) from all over the country will help celebrate the first annual reunion. Everyone is welcome - spouses and children and people no longer with the FAA.

For more information write PWC, Susan House, vice-president, 3200 Delta Drive, Anchorage, Alaska 99502, or call (907) 243-7097.

Hotline

FAA CONSUMER

1 (800) FAA-SURE

Toll-free, from 8 a.m. to 4 p.m. Eastern time, Monday through Friday, except holidays.

Consumers may call this number if they have problems with services provided by FAA. Do **Not** call with complaints about airline service.



Checkbook status

When the Alaskan Region began the "Safety Checkbook" program in 1986, FAA employees were very responsive.

From July through October 1986, Frank Cunningham, regional director, received 42 safety checks. But since October there have been only six checks sent in.

Resulting from the checks sent in, there have been 15 pilot counselings, 8 airport deficiencies reported to operators, 5 enforcement actions started. Several one time occurrences have resulted in safety discussions with pilots. On the positive side, two letters commending operations were sent out to the operators and two reports of airports being in good condition were received.

So the program does enhance FAA's mission. But it can only work if you, as an FAA employee, report what you see. Writing a check is an easy way to do this. It also helps in making aviation in Alaska safer for the flying public.

Remember, the program is just as important today as it was when it started. So if you fly, look around, and let the director know what is going on out there. You may be saving someone's life.

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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

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

People and awards

** LETTER OF COMMENDATION **

Leonard Canter, area supervisor,
Deadhorse FSS

** LETTER OF APPRECIATION **

David Calder, air traffic control
specialist (ATCS), Fairbanks FSS

**Stanley Gerlitz, Roberta Austring and
Gordon Jones**, all ATCSs at Kodiak
ATCT

** 35-YEAR SERVICE PIN **

James Schave, automation/operations
specialist, AAL-531

** 25-YEAR SERVICE PIN **

Roy Sam, maintenance mechanic,
Northway FSS

** 15-YEAR SERVICE PIN **

Robert Legg, ATCS, Cordova FSS

** TRANSFERS/PROMOTIONS **

Dan Goodstein, new manager of
Accounts Control Branch, AAL-33

Laura Warrell, new secretary,
Anchorage ATCT

Huvian Gallaway, secretary, South
Alaska Sector, receives promotion

Sharon Laird, secretary, Anchorage
Center, receives promotion

Noel Bernaldo, electronics
technician, transferred to Juneau

Larry Burdick, new electronics
technician, South Alaska Sector

Cynthia (Randy) Meyers, new ATCS,
Nome FSS

Lillian Demoski selected for
position in Acquisition Management
Branch

Bertie Laing, new secretary,
Planning and Programming Branch,
AAL-610a

Cheryl Thompson, new program
specialist, AAL-610

Marsha Steele, new clerk-typist,
Fairbanks FSDO

Gene Wehe, new ATCS, Kodiak ATCT

Jeff Wheeler, ATCS, transferred to
Anchorage FSS

** SUGGESTION AWARD **

Bobby Pedigo, electronics
technician, North Alaska-Airway
Facilities Sector

** RETIREMENTS **

Dave Zeller, AAL-462, after 35 years

Francis Curtin, Middleton Island,
after 30 years

** DEATHS **

Stanley W. Dale, who retired from
FAA in 1980 while at the Airway
Facilities Field Office in Juneau,
passed away on December 5, 1986; he
leaves his wife, Anita, and three
sons

Chandler B. Griggs, who retired from
FAA in 1971 after 33 years of
service, passed away on December 30,
1986; he is survived by his wife
and two daughters

... continued ...

Task Force reviews long term EEO goals ⁴

Dottie Laviolette, travel voucher examiner, and her husband Ernie were in a fatal auto accident in British Columbia as they were returning to Anchorage from Florida; she is survived by a daughter and a son



Joseph Amberger (right in top photo) and Jim Derry (right in bottom photo) each receive a DOT award "in recognition of outstanding contributions during the period of June 14, 1985, through June 13, 1986, to the Enhanced Civil Aviation Security Program initiatives to assure the safety and security of those traveling in air commerce against future criminal acts of terrorists." The award was presented by Director Frank Cunningham.

Administrator Donald Engen has appointed a task force composed of headquarters and regional personnel to determine if the Equal Employment Opportunity (EEO) goals for women and minorities in the agency's Long Range Plan can be achieved by the year 2000.

The task force held its first meeting in Washington, D.C. in January and expects to meet on a regular basis during the upcoming months. Its goal is to provide recommendations, including a national policy on affirmative action and implementation guidelines, to the Administrator at the end of that period.

Task force members are Robert Birdsong, Jr. and Olivia Erikson from Civil Rights; Darlene Kirby, Development and Logistics; Jim Spaulding, Human Resources; Nick Soldo and Alfredia Brooks, Management Systems; Wanda Reyna, Personnel and Training; Joyce Savoy, Aviation Standards; Lynda Deaton, Logistics; Doug Ewing, Great Lakes; Dick Gersley, Air Traffic; Clark Sharpe, Southern; and Cathy Trujeque, Western-Pacific.

Recovering taxes

Employees who were reimbursed for a permanent change-of-station move in 1986 may be able to recover income taxes paid as a result of the reimbursed move. However, the General Services Administration has advised FAA's Office of Accounting (AAA) that payment of these claims will be delayed because changes in the tax rates have necessitated development of a new computer program to compute the claims. In spite of this, AAA advises employees to file claims as soon as possible.

Some answers to retirement questions

by: Jean Pershall
AAL-16B

Q. Will I be eligible to receive a lump sum withdrawal of my retirement deposit when I retire, and if so, how will it affect my annuity?

A. The new Federal Employees' Retirement System (FERS) provides for an election of a lump sum withdrawal of your credit on deposit in the Civil Service Retirement System (CSRS) or FERS upon voluntary retirement. The Tax Equity Act, passed last fall, prevented this lump sum credit withdrawal from being tax free. However, your tax free credit will be refunded to you by having a portion of your lifetime annuity tax free each month.

If you elect to make this lump sum withdrawal at the time of retirement your lifetime annuity will be reduced.

Q. Will I be eligible to receive a lump sum withdrawal of my retirement credit upon retirement?

A. An employee who is entitled to an annuity, other than a disability annuity, after June 5, 1986, may elect to make a lump sum withdrawal of retirement credits unless 1) you have a former spouse who is entitled to a portion of your retirement benefits or a former spouse annuity or survivor benefits under a qualifying court order then you may not elect to receive a lump sum withdrawal; 2) you are married at the time of retirement you then may not elect the lump sum withdrawal unless the spouse specifically consents to the election before final adjudication of the retirement.

Q. How will receiving the lump sum credit affect my monthly retirement check?

A. Lump sum withdrawal of your credits on deposit in CSRS or FERS will result in a reduced lifetime annuity.

To do the calculation if you make a lump sum withdrawal of your retirement contributions you need to know a) the amount you have put into your retirement account, (b) the amount of your monthly annuity, and (c) the "present" value factor (listed below) for your age. Round all figures to the nearest dollar. **The two-step formula is 1) divide your total retirement contributions by the present value factor for the age you retire, and 2) subtract the result from your monthly annuity.** The answer is your reduced monthly annuity after a lump sum payout.

PRESENT VALUE FACTOR FOR YOUR AGE:

50 - 269.0	56 - 229.2	61 - 199.6
51 - 261.9	57 - 222.9	62 - 191.7
52 - 256.0	58 - 216.7	63 - 185.2
53 - 249.4	59 - 210.1	64 - 178.1
54 - 243.1	60 - 204.6	65 - 171.3
55 - 236.0		

Q. What about taxes on the lump sum withdrawal?

A. If you are retiring now and elect the lump sum withdrawal, the whole amount is taxable. The Internal Revenue Service states that lump sum distributions can not be rolled into Individual Retirement Accounts in nearly all federal employee cases. IRS rules forbid such a rollover unless the retiree contributed more than 50 percent of the value of the distribution. So, unless you have already retired and withdrawn more than half the lump sum amount in the form of annuity you will not be able to rollover the balance due into an IRA.

Questions and answers dealing with folks who have already retired will appear in next month's Intercom.

News in brief

Southwest Airlines has paid \$402,000 to settle a civil penalty action resulting from an FAA in-depth inspection of the carrier in 1986. The inspection uncovered several discrepancies which included faulty record keeping, releasing planes to service with improper parts and non compliance with maintenance inspection requirements.

* * *

Eastern Airlines has agreed to pay \$9.5 million in full settlement of enforcement actions arising from violations of Federal Aviation Regulations. Under the terms of the settlement with Eastern, it will pay \$1 million immediately and the rest will be paid by December 31, 1989. The penalty is the result of an in-depth, two-month inspection of the airline conducted under the National Aviation Safety Inspection Program that began in December 1985.

* * *

No less a source of financial advice than the Wall Street Journal is counseling its readers to file the new IRS W-4 withholding form ASAP. Those frightened off by stories of the W-4's now legendary complexity run the risk of seriously underpaying their 1987 taxes, the Journal said. That could leave you owing a bundle come April 15, 1988, and also subject you to additional penalties for underpayment.

* * *

Bridgesport, Connecticut, has paid FAA \$10,000 in full settlement of an enforcement action alleging the city failed to follow approved security procedures at Sikorsky Memorial Airport. Charges involved deficiencies in fire fighting and rescue services and unauthorized vehicles in the air operations area.

* * *

The FAA has certificated the first airline installation of the Mode S transponder. The equipment is installed in a United Airlines Boeing 737 that will be used in the FAA-industry operational evaluation of the Traffic Alert and Collision Avoidance System (TCAS) that is scheduled to begin in May. Known as the Limited Installation Program (LIP), this effort is designed to answer any remaining operational questions about TCAS before its use becomes mandatory.

* * *

There has been some shifting going on recently in top level management. Paul Bohr, former director of the Great Lakes Region, has replaced Ed Harris as the director of the Central Region; Harris recently moved to Washington as Associate Administrator for Development and Logistics. William Pollard, former deputy director of the Southern Region, has replaced Bohr as director of the Great Lakes Region. Arlene Feldman, former deputy director of the Technical Center, is now the deputy director of the Western-Pacific Region, replacing Keith Potts, now the Associate Administrator for Air Traffic.

* * *

In a move aimed at providing increased collision avoidance protection at major airports, FAA will require all aircraft operating in terminal control areas (TCAs) after December 1, 1987, to carry an altitude-reporting (Mode C) transponder.

* * *

During the first year of its new periodic in-depth inspection program, FAA completed comprehensive checks on 19 large airlines and 20 engine overhaul facilities.

* * *

Around the region

Congratulations to **Chrissy Deitz**, daughter of ATCS Dennis Sheehan and Linda Sheehan on recently being named Queen of the Sweetheart Banquet at the McGrath High School.

* * * * *

The **Flight Standards District Office (FSDO-63)** and the **Civil Aviation Security Field Office (CASFO)** recently moved from the Troy Air building into the International Building. The FSDO's **new address** is 4510 W. International Airport Road, Suite 302, Anchorage, Alaska 99502-1088; the CASFO's is 4510 W. International Airport Road, Room 307, Anchorage, Alaska 99502-1088.

* * * * *

Richard Griffith, civil engineer, Safety and Standards Branch, AAL-620, recently completed the Iditaski (from Knik Lake to Skwentna and back) in 75 hours and 52 minutes. He finished the race on Sunday, and lo and behold, he was at work on Monday. Surviving the race is one thing, but actually being able to move after such an ordeal is beyond comprehension. Congratulations, Richard, on not just completing the race, but on being so physically fit.

* * * * *

The information in the "**tax tip**" articles in the past two Intercams was provided by the Internal Revenue Service (IRS). If you have any questions or need clarification on any of the items, you should call the IRS at 261-4231.

* * * * *

Daylight savings time begins April 5, or the first Sunday in April. So if you want to get up on time, be sure to set your clock one hour ahead before going to bed.

Congratulations to the following individuals for being named to the Anchorage Community College **Dean's List** for their academic accomplishments: **John McLaughlin**, air traffic manager, Juneau FSS; and air traffic control specialists **Wayne Cleveland**, **Tom Meisner**, and **Mark Smith**, all controllers at the Juneau Tower.

* * * * *

The fence surrounding Homer Airport has proved effective in keeping moose in the airport area. Apparently the moose find it easier to locate the gate into the airport than find the gate out of the airport. A roundup on horseback by State of Alaska employees was needed to remove moose from the area. Solutions to the problem are being considered by the State.

* * * * *

Cordova hosted the District I Class 3A regional basketball playoffs on February 12, 13 and 14. The Cordova girls took second place in their class. Two of the players were daughters of FAA employees - **Heidi Richardson**, daughter of **PoPo Richardson**, Cordova FSS manager, played guard and **Lesabre Bell**, daughter of electronics technician **Tammie Bell**, played center.

They then moved on to the Alaska State basketball tournament in Anchorage on February 19, 20 and 21. Not only did the girls win the 3A class state championship, but **Lesabre** was also selected as a member of the all-state team.

Congratulations to both of these young girls and their parents.

* * * * *

Have a wonderful **first day of spring**.



Hugh McLaughlin (right), aviation safety inspector, receives a Special Achievement Award from **Al Crook**, manager, FSDO-61.



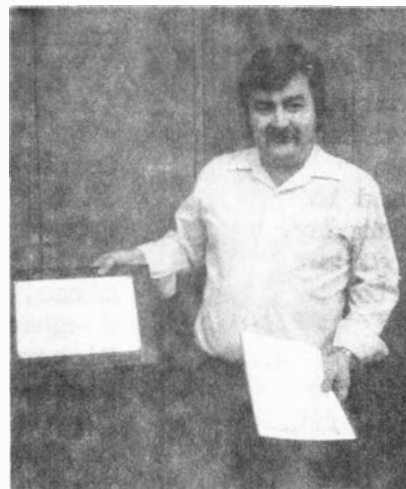
Robie Strickland (right), assistant manager, Airway Facilities Division, presents **Ynocencio (Gary) Monseratt**, maintenance worker, AAL-451A, with a Special Achievement Award for Special Act/Service.



Pat Kerber (right), air traffic controller, Northway FSS, receives a Letter of Commendation from **Ron Glonek**, manager.



Bert Belluomini (left), data systems programmer, AAL-67, receives a Special Achievement Award from **Dick Brindley**, manager, AAL-60.



P. J. Williams, supervisory electronics technician, Fairbanks Sector Field Office, was presented a Special Achievement Award.



Gary Szmyd (right), electronics technician, receives a Special Achievement Award from **John Brister**, assistant sector manager, North Alaska Airway Facilities Sector.

TAX RATE SCHEDULES UNDER NEW LAW (Tax Year 1987)

Married Taxpayers Filing Joint Returns and Surviving Spouses

<i>If taxable income is:</i>	<i>but not over—</i>	<i>The tax is:</i>
<i>Over—</i>		
\$ 0	\$ 3,000	11% of taxable income
\$ 3,000	28,000	\$ 330 + 15% of excess over \$3,000
\$28,000	45,000	\$ 4,080 + 28% of excess over \$28,000
\$45,000	90,000	\$ 8,840 + 35% of excess over \$45,000
\$90,000	—	\$24,590 + 38.5% of excess over \$90,000

Heads of Household

<i>If taxable income is:</i>	<i>but not over—</i>	<i>The tax is:</i>
<i>Over—</i>		
\$ 0	\$ 2,500	11% of taxable income
\$ 2,500	23,000	\$ 275 + 15% of excess over \$2,500
\$23,000	38,000	\$ 3,350 + 28% of excess over \$23,000
\$38,000	80,000	\$ 7,550 + 35% of excess over \$38,000
\$80,000	—	\$22,250 + 38.5% of excess over \$80,000

Single Taxpayers

<i>If taxable income is:</i>	<i>but not over—</i>	<i>The tax is:</i>
<i>Over—</i>		
\$ 0	\$ 1,800	11% of taxable income
\$ 1,800	16,800	\$ 198 + 15% of excess over \$1,800
\$16,800	27,000	\$ 2,448 + 28% of excess over \$16,800
\$27,000	54,000	\$ 5,304 + 35% of excess over \$27,000
\$54,000	—	\$14,754 + 38.5% of excess over \$54,000

Married Individuals Filing Separate Returns

<i>If taxable income is:</i>	<i>but not over—</i>	<i>The tax is:</i>
<i>Over—</i>		
\$ 0	\$ 1,500	11% of taxable income
\$ 1,500	14,000	\$ 165 + 15% of excess over \$1,500
\$14,000	22,500	\$ 2,040 + 28% of excess over \$14,000
\$22,500	45,000	\$ 4,420 + 35% of excess over \$22,500
\$45,000	—	\$12,295 + 38.5% of excess over \$45,000

(Tax Year 1988)

Married Taxpayers Filing Joint Returns and Surviving Spouses

<i>If taxable income is:</i>	<i>but not over—</i>	<i>The tax is:</i>
<i>Over—</i>		
\$ 0	\$ 29,750	15% of taxable income
\$ 29,750	71,900	\$ 4,462.50 + 28% of excess over \$29,750
\$ 71,900	149,250	\$16,264.50 + 33% of excess over \$71,900*
\$149,250	—	28% of taxable income**

* Reflects first 5% surtax.

** Plus lesser of: (a) 28% of sum of personal and dependency exemption or (b) 5% of (taxable income less \$149,250).

HRCs at work

Two of the Human Relations Committees recently met to discuss issues concerning FAA employees and what has been done to correct some of the problems.

The **South Central Umbrella HRC** is represented by the Anchorage ATCT, Merrill ATCT, FSDO-63, Anchorage FSS, SAAFS, Anchorage FIFO and Kodiak ATCT. Some of its accomplishments have been:

- advising the Human Resource Management Division (HRMD) of questions about recognition for short times served in acting positions which resulted in an Intercom article on the subject;
- about the new retirement system which was forwarded to the HRMD resulting in an informational video for employees;
- the two recommendations made by the regional HR council on recognition for controller-in-charge time and OJT pay differential for FSS specialists both originated in the South Central Umbrella HRC.

* * *

The **Regional Office HRC's** concerns have included the following:

- The issue of noise in the atrium. A letter was sent to GSA about the noise which is disturbing to those employees who have to work in that area. The HRC requested that GSA post some signs in the lobby stating that this is a working area and the noise should be kept to a minimum.
- The idea of establishing a full service postal substation was explored in depth, but the postmaster said there were several options, none of which were acceptable to the committee. It is a dead issue.

- A "Travel Tips" column was established in the Intercom to help employees better understand travel entitlements. It will be a question and answer type column which will address particular problems travelers may be having with their vouchers.

- The idea of a day care center in the AFOB is still being explored, and the committee expects some results from it soon.

- The Regional Office Committee was exploring the idea of approaching several health clubs in Anchorage with the idea of trying to get discounts for group membership. The committee learned the Federal Executive Association (FEA) was also pursuing it, so the HRC committee agreed to combine forces with FEA and turned all of the committee's material over to FEA with an offer to assist in any way.

* * *

FAA asks for more \$

The FAA is asking Congress for an additional \$142 million to help run the agency for the remainder of the current fiscal year.

The agency has two requests included in a government-wide supplemental budget bill. One is for \$44 million to fund the 3 percent pay increase that went into effect in January. The other is for \$48.3 million to cover the costs of the new Federal Employee Retirement System.

In addition, the agency is asking for a \$50 million operational supplemental with \$20.5 million targeted for leased telecommunications, \$14 million for the enroute center training contracts, \$10.6 million for certain PCS costs and several other items.

Order 3110.15 gone

Washington Headquarters has cancelled the Self-Development Program for Enhancing Supervisory Potential, Order 3110.15, due to a discrepancy between the requirements set forth in the Merit Promotion Program, Order 3330.1B and paragraph 5 of Order 3110.5 (which states that applicants for supervisory positions can receive 2% - 5% credit for completed courses in the areas of human relations and supervision/management). Point credit in addition to that awarded for job-related KSAOs is not appropriate under the present merit promotion program order. Allowing both provisions to remain in effect would have provided employees with dual credit for previously completed training. Cancelling 3110.15 corrects this situation.

Golf tournament

The Air Traffic Branch of the Mike Monroney Aeronautical Center in Oklahoma City will be hosting a charity golf tournament May 24 - 25, 1987. The tournament is limited to the first 144 applicants so request your application early. For more information or an application, please contact Frank Milazzo, AC 405-686-2487 (FTS 749-2487).

Recruitment on

The National Black Coalition of Federal Aviation Employees (NBCFAE) launched a membership drive starting February 15, 1987. The organization is interested in recruiting minorities and other interested employees of FAA to promote worthwhile endeavors. If you are interested in becoming a member you may send your **name, address, and facility where you are employed** to Diane Reid, 4539 Graydon Court, Columbus, Georgia 31903.

"Travel Tips"

from: AAL-34

If you have a question for "Travel Tips," please send it, in writing, to AAL-34, "Travel Tips."

Q. On a recent trip to Oklahoma City I tipped the bellhop \$2.00 for carrying my bags, yet it was disallowed when I claimed it on my voucher. Why?

A. Because fees and tips to waiters, waitresses, bellhops, courtesy bus drivers, etc., are covered by the per diem you were paid.

Q. My husband, who is not a federal employee, accompanied me on a trip to Dallas. Under the "lodging plus" per diem rules, how will my per diem be affected?

A. Your per diem will be computed on the single occupancy rate. If he were a federal employee, also on official business, each of you would be allowed one-half of the amount you paid for the room.

New E&L statements

There is a problem with the blackout covers on the current stock of Earning and Leave Statements. They are not blocking out the information they are meant to block out.

To remedy the situation, the Accounting Office will begin issuing revised forms. They will be available for pay period nine (April 12-25). As an interim measure, T&A clerks have been told to take extra precautions to ensure the private information on the pay slips stays private.

Cabin Fever:

It Affects Your Homelife
It Affects Your Work



FOR MORE INFORMATION CALL:
HUMAN AFFAIRS OF ALASKA

562-2812
562-0794

The FAA contracts with Human Affairs of Alaska to provide professional counseling and referral services to FAA employees and their family members at no cost. A simple phone call starts the process and there is no red tape!

HEALTH FAIR

APRIL 15, 1987 Federal Building - Atrium

8 a.m. - 4 p.m.

Registration opens

8 a.m.

For information call 271-5431

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NOTE: In all cases prescription medication should be taken and
diabetics should NOT fast.