



The Big “R”

This issue of *NOTEM* is focused on the time that all workers look forward to — Retirement, the Big R. It’s a simple enough proposition but Flight Service employees find themselves in a mixed bag on this subject.

One segment of the AFSS workforce is retired and still working, another has been denied their rightful ATC retirement and another segment is still trying to pick up the pieces after being booted out of the civil service.

Finally, there are the *newbies*, workers who are young enough that the retirement issue doesn’t yet register on their radar.

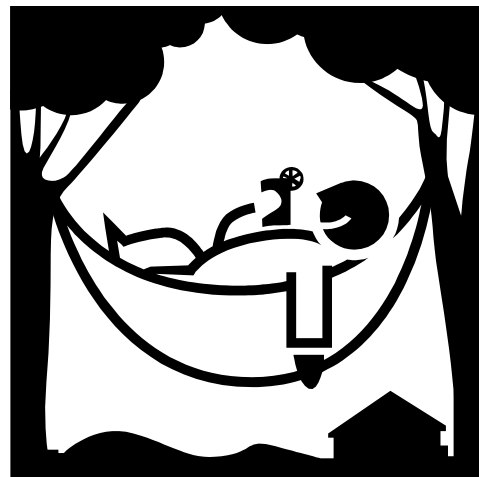
Regardless of what group you might fall into, the IAM can help you get to where you want to be.

The mysteriously missing ATC retirement will require a legislative remedy; a

problem to which the IAM has already committed considerable political resources but one that will take time to fix. (See *Long Road* article.)

For all the other segments, your key to a financially secure retirement lies with collective bargaining, an area where the IAM excels — especially with Lockheed Martin.

The IAM has its own Pension and Benefit Trust that is now over \$9 billion dollars. This plan is one option in collective bargaining. Vesting in this “defined benefit” program occurs after only five years and can be achieved by rolling your 401k into it. Other collec-



tive bargaining options run the gambit from increased employer contributions into existing 401k plans to other pension plans besides the IAM’s. It’s all on the table and the government will reimburse Lockheed for additional costs over and above the wage determination — if it’s the result of a union negotiated agreement. Sweet deal, but you need the IAM to get there.

The Long Road Back to Where We Were by Randy Lueders, LAN

The right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

— The First Amendment to the U.S. Constitution

We have taken the first steps on a long road. Some have taken steps to prompt our Legislature to redress the pension oversight gap many incumbent AFSS Specialists have fallen into.

At the time of print, we have established communications with six Committees, and/or Subcommittees with overlapping jurisdiction regarding our issues. Over seventeen Senate offices, more than twenty-four House of Representatives offices have

been reached.

Efforts in the form of research are being conducted now. Currently the House Subcommittee on Federal Workforce is asking for your input, as prior federal employees, regarding wide latitude of employee harms you may have experienced. What can be improved upon during circumstances such as ours?

Causing significant legislative change is easier said than done. Billions of dollars annually are spent on lobbying. Thousands of lobbyists assail the “Hill” every year. D.C. Lobbyists annual income reaches well into the six figures. I, as a hands-on, grassroots volunteer, can tell you first hand, we need help.

Present, and/or past represen-

tatives from, IAMAW, PASS, NAATS, NATCA, and Legal, are lending their support in various forms on our behalf. They are involved. This is larger than a few of us knocking on doors. Trial and error is “not” the answer. We need what they offer. Credibility, availability, experience, and perseverance, connections. Check out <http://www.goiam.org/mmpl.cfm>

Add Your Voice to the Choir

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'At a boy, but . . .

The following announcement engendered much feedback from the AFSS workforce. One thoughtful example is reproduced below.

LOCKHEED MARTIN AWARDED PRESTIGIOUS AIR TRAFFIC CONTROL AWARD *Published 10/30/2007 - 4:42 p.m.*

(PressMediaWire) Rockville, MD, October 30th, 2007 -- Lockheed Martin [NYSE: LMT] received the Air Traffic Control Association's (ATCA) 2007 Industrial Award today during the 52nd Annual ATCA Conference and Exposition in Washington, D.C.

The award recognizes Lockheed Martin's numerous contributions to the safety and security of air transportation systems, according to ATCA President Peter F. Dumont.

"As one of the industry's leading systems integrator, Lockheed Martin has made substantial contributions to the Federal Aviation Administration and to civil aviation agencies around the world to advance the art and science of air traffic management," Dumont said.

Dear NOTEM,

I just wanted to make a couple of comments about this story: first, I think it's great that our company is being recognized in such a prestigious way; on the other hand, I think this is outrageous. While one segment of aviation is getting all the fanfare, ATC, another segment, general aviation, is getting hammered with a system that is mediocre at best – FS21.

In our job, we can do 1,000 outstanding tasks and get minimal recognition, but if we make one error, then we are hounded into the ground. We are not perfect, but we are expected to be, and there hasn't been a perfect human being on this earth for nearly 2,000 years, and we executed him.

Thank you for this presenting this article and also for letting me vent, however minimally.

Sincerely,

Larry Rubitsky, BNA

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DEN	Rod Weigan	(916) 801-4361
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Puzzle Palace 105

Dear Dr. Know-it-all:

If LMT can "pass through" the cost of union-negotiated wage increases, additional vacation and sick time, better benefits and a pumped-up retirement plan, why does LMT fight the IAM so hard?

- (A) Control.
- (B) Control.
- (C) Control. (Specialists having a say in things freaks them out.)

Correct Answer: A & B will work and C is for overachievers.



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