

ATC Pension Personal Profiles

Compiled by the:

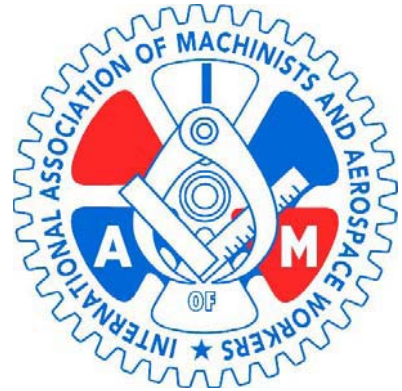
**International Association
of Machinists and
Aerospace Workers**

April 2010



AFSS Pension Fix Profiles

The International Association of Machinists and Aerospace Workers presents the following personal profiles to help lawmakers see the human face of the problem we are asking that you redress. The people in this booklet are only a sample of the great many workers denied pension benefits due them after years of faithful service to the Federal government in jobs that are demanding, stressful and critical to the public safety. We hope that you take the time to read these accounts. And, we hope that you support our legislation to correct this transgression.



Before you read this booklet, we welcome you to view our Pension Fix Video. This will provide background and context. You will find the link on our [FAA Round-Up](#) page at www.goiam.org.

This introduction is followed by two indexes. The first shows the personal profiles sorted by state and congressional district and the second is by last name.

Respectfully,

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AFSS Air Traffic Control Pension Profile for

*Cynthia Abell, St.
Petersburg/Clearwater, FL 5th*



Years with AFSS before contracting out: 13 years

Time needed for ATC Pension qualification: 7 years

Personal Impact:

Ever since I can remember my mother told me to get a job with the Federal Government for its security. I had a job with the Post Office and enrolled in the Federal Employee Retirement System (FERS). Upon entering the FAA my pension continued and I was led to believe I would be able to retire with a full ATC retirement. Obviously, that retirement is now unavailable. Had I stayed with the Post Office I would be able to at least collect a full federal pension with health benefits. My husband is a business owner and has no 401K plan. My FAA/ATC retirement would have secured us both upon our retirement.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Pamela Anderson, Columbia, MO 9th

Years with AFSS before contracting out: 16 year, 8 months

Time needed for ATC Pension qualification: 3years, 4 months

Personal Impact:

I am presently unable to retire due to the reduced annuity the FAA awarded me after the reduction in force and outsourcing of my job. The reason I accepted a position with the FAA in Flight Service in the first place was in order to accrue my ATC retirement I was assured of this.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Jeffrey Antush, Miami, FL 25th

Years with AFSS before contracting out: 16

Time needed for ATC Pension qualification: 4

Personal Impact:

I have 2 children and a wife all of whom are diminished by denial of my ATC Pension.

Since the contracting out of Flight Service in 2005, I worked 2 additional years at Cleveland Flight Service before transferring, at my own expense, to Miami Flight Service in 2007. The job functions I am doing now are actually at a much higher degree of complexity than those performed while with the FAA and under the envelope of the ATC pension. In addition to the international work load, my domestic area of responsibility has greatly increased.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



David Belford, Prescott, AZ 1st

Years with AFSS before contracting out: 16½

Time needed for ATC Pension qualification: 3½

Personal Impact:

Very briefly, I have a fiancée and our future family's financial security has been diminished by denial of my ATC Pension.

We are both very active in the political community, and we actively support members of Congress who work towards helping the people they serve. We helped candidates first in Colorado where we were when I was outsourced, and now here in Arizona as I work for Lockheed Martin.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Joshua Belter, Fort Worth, TX 26th

Years with AFSS before contracting out: 6

Time needed for ATC Pension qualification: 10

Personal Impact:

I have over twenty years service in air traffic control. After serving two terms in the United States Air Force as a terminal air traffic controller, I decided to join the FAA and serve the flying community in Flight Service. The A76 privatization to Lockheed Martin essentially eliminated my retirement.

I have two children who depend on my continued income and earned retirement.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

George Bennett, Miami, FL 17th



Years with AFSS before contracting out: 4

Time needed for ATC Pension qualification: 4

Personal Impact:

I started my career as an Air Traffic Controller in the U.S. Navy. After 4 years, I decided that this was the occupation that I would like to spend my working years doing. I joined the FAA, thinking that I would have a life long career, but little did I know that the occupation would be outsourced and the pension that I had paid into over the years would be eliminated. I have a wife and 3 daughters who paid the price for all the events and holidays I couldn't attend because of the 24 hr 365day work schedule the FAA had to maintain. I am asking that you please help to make this right and to get the AFSS Air Traffic Control Pension restored for all the time and energy we've given to this honored profession.

AFSS Air Traffic Control Pension Profile for



James W. Blaine III, Oakland, CA 9th

Years with AFSS before contracting out: 14 years 8 months

Time needed for ATC Pension qualification: 5 years 4 months

Personal Impact:

I had initially planned to be a physician; however the sudden death of my father before his retirement, and my mothers' subsequent illness, changed those plans. I became an Air Traffic Control Specialist, which was a job I came to love. In October 2005 my occupation was contracted out to Lockheed Martin, and in January 2009 I was subjected to a second Reduction in Force, when they closed the Oakland Automated International Flight Service Station (AIFSS), they did not offer me a position at their hub in Prescott, Arizona. I have been with my partner for eleven years, and he has elderly parents in the area. He recently was laid off too and was covered by my medical insurance for a time. Medical insurance through COBRA, even with the Obama administration subsidy, is difficult on unemployment benefits.

I was proud to have been part of the history of Oakland AIFSS, which worked to ensure the safety of the aviation public for over 80 years, prior to its closure by Lockheed Martin.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Vanessa A. Blake, Leesburg, VA 10th

Years with AFSS before contracting out: 20 1/2_yrs

At the time I had the time in service but not the age. I was 45 then and needed to be 50 in order to qualify.

Time needed for ATC Pension qualification: I need 10 months. Then I would have needed 5yrs to reach minimum age.

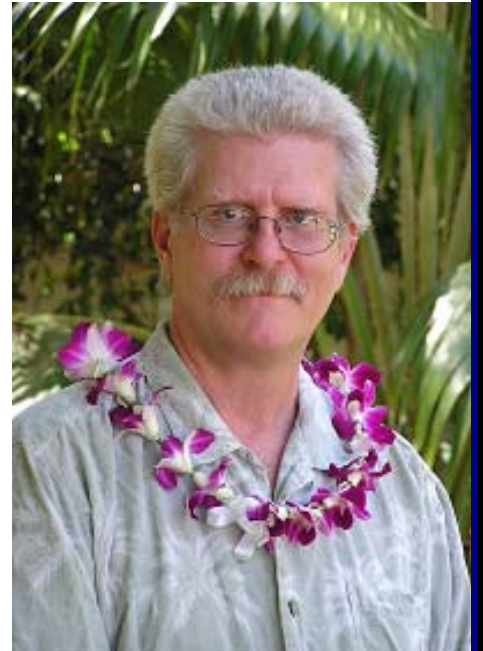
Personal Impact:

The decision to outsource impacted me severely because after dedicating 20 ½ years to the FAA I was forced to leave without a retirement and work for the contractor (Lockheed Martin). I have no hopes of retiring with the contractor at this point in my life. I just want what the FAA stole from me.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for

David Bradley, Honolulu, HI 2nd



Years with AFSS before contracting out: 20

Personal Impact:

I am luckier than some in that I received the minimum FERS pension. By receiving a minimum pension that does not provide a living wage, I will never be able to retire. I will need to work until I die.

Like most Flight Service Specialists, I was very happy in my profession and intended to work until I received my maximum pension. Instead the job was contracted out and I received the least possible pension, lower than any other state in the nation because Hawaii and Alaska are COLA states and the COLA is not counted towards retirement unlike locality pay that is counted in the other 48 states. That means that even an Appalachian Federal worker receives a greater pension than one from Hawaii even though Hawaii's cost of living is the greatest in the nation.

My family is established in Hawaii so with eventual consolidation of Honolulu AFSS to Arizona, I had to move, establish a second home and visit my family 2-3 times a year, further stretching our income to the breaking point and placing my home life under stress. If I had the living wage retirement that I was working for but was denied, I would be able to live with my family in Hawaii for my golden years instead of living apart until I can find another job in Hawaii (very difficult in this economy).

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to provide ATC Pension justice.

AFSS Air Traffic Control Pension Profile for



Judith Brandes, Princeton, MN 6th

Years with AFSS before contracting out: 17 Years and 2 Months

Time needed for ATC Pension qualification: 7 Years and 10 Months

Personal Impact:

When the FAA contracted out select ATC towers in the country, those controllers affected by the contracting out were offered jobs at other locations so they could earn their ATC retirement. The same procedure should have been applied to Flight Service controllers yet it wasn't. I could have retired with 25 years of ATC service at the age of 48.

The most disturbing factor is the FAA's claim that contracting out would save a lot of money. What a bold faced lie this has turned out to be. The FAA lied, negatively impacted thousands of people, and cost taxpayers millions of dollars for no good or logical reason and they have severely damaged aviation safety.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Richard Breuing, Princeton, MN 5th



Years with AFSS before contracting out: 14 Years 2 Months

Time needed for ATC Pension qualification: 10 Years 10 months

Personal Impact:

My plan to earn a government retirement and possibly start a second career was dashed after the FAA contracted out Flight Service to Lockheed Martin. Under the FAA, I would have been eligible to retire at 48. Now, especially with the loss of retirement health care and pension benefits that resulted from losing my FAA career, I'll have to continue working until well past 60 to make up for it.

I have also witnessed the number of Flight Service Stations nationwide reduced from over 60 three years ago to just 13 today. And, it may be only a matter of months before my facility, Princeton (MN) AFSS closes too. Thus it is imperative that the U.S. Congress helps me and other former FAA Flight Service employees earn an FAA retirement as soon as possible.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Barbara Brown, Raleigh, NC
4th***

Years with AFSS before contracting out: Over 20 years

Time needed for ATC Pension qualification: 5 years 3 months

Personal Impact:

I have 2 children who are currently ages 17 and 20, and my husband who is also an AFSS employee. I have also gone through two years of chemotherapy due to colon cancer and liver cancer.

I gave my time and hard worked hours away from my family working 20 years of shift work so that I may receive a early retirement with full benefits and pay that the Federal Aviation Administration had promised me and required me to pay much more into the Air Traffic retirement program than if I were paying into the Civil Service retirement system as a non Air Traffic Federal employee.

On October 5, 2005, FAA contracted us out to Lockheed Martin and therefore, went back on their promise of giving me my Air Traffic retirement with full benefits and pay. Instead they forced me to take a discontinued service retirement (DSR) with reduced annuity and benefits.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Charles G. Brown, Jr., Raleigh, NC 4th

Years with AFSS before contracting out: I had over 20 years Air Traffic time before we were contracted out to Lockheed Martin. My total Federal Government time was 21 years 2 months

Time needed for ATC Pension qualification: 3 years 10 months

Personal Impact:

For that time period with the FAA, I worked weekends, holidays, nights, midnight shifts away from my family for the “promise” of a ATC early retirement. I signed an oath promising not to strike against the FAA or the US Government and in return was “promised” an early retirement with full benefits. However, when the FAA decided to outsource our jobs to a private company all of that was taken away from me. I was told we would get a “soft landing package”. Well, they didn't tell us it would be a “hard rollout.” I have not received one cent of any type of pay increase for inflation or COL since we were outsourced. It has been increasingly hard on my family to make ends meet with diminishing returns on my pay.

I gave my time and hard worked hours away from my family working 20 years of shift work so that I may receive an early retirement with full benefits and pay that the Federal Aviation Administration had promised me and required me to pay much more into the Air Traffic retirement program.

On October 5, 2005, FAA contracted us out to Lockheed Martin and therefore, went back on their promise of giving me my Air Traffic Control retirement and benefits. Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Randal Brubaker, Prescott,
AZ 1st***

Years with FAA before contracting out: 16 years

Personal Impact:

I have a total of 30 years of government service. With the outsourcing of Flight Service, I had to take a discontinued service retirement at a loss of 14% (2% for every year under the age of 55). If I had been allowed to finish my FAA career at the age of 55 (which was my plan), that would have been another 7 years (another 14%). So between the reduction for making me retire early and the loss of 7 more years of work, I am looking at a 28% retirement reduction because Flight Service was contracted out.

I have since had to disrupt my family and move to Arizona to keep working and now have no idea how long I will have to work to make up for my forced retirement and be able to afford to retire.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my pension reduction.

AFSS Air Traffic Control Pension Profile for

Kenneth Brzyski, Buffalo, NY AFSS



Years with AFSS before contracting out: 19 yrs 11 mo 6 days

Time needed for ATC Pension qualification: 24 days

Personal Impact:

After almost 20yrs of honorable service to the flying public, I found myself no longer needed by the FAA. I would easily have reached an ATC retirement under the Snow amendment, but the FAA changed the job classification to something other than 2152 - Air Traffic Controller (against the intent of the bill).

That meant I was forced to work for Lockheed Martin. I was given the “privilege” of working for 1½ yrs on what was supposed to be a 3 yr contract. When Lockheed Martin closed the Buffalo, NY Automated Flight Service station, I was not offered a position at any other Lockheed Martin facility.

It took almost a year to find a job that pays a fraction of my ATC salary. Since being RIFed by the FAA and downsized by Lockheed Martin, I have had to wipe out my life savings and my children’s college funds to save my modest house and pay for some kind of health insurance for my children. I have been working several jobs, and my wife has had to find work, to provide a modest life style for our children.

My whole family has suffered greatly because the FAA did everything in their power to steal my Federal Retirement from them.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Chad Cameron, Princeton

MN 8th



Years with AFSS before contracting out: 13 years and 9 months

Time needed for ATC Pension qualification: 6 years and 3 months

Personal Impact:

This is my life story in very brief review. I have 3 children, one with special needs and a wife all of whom are diminished by denial of my ATC Pension.

I had to move my family from Colorado to Minnesota after living there for 10 years, because Lockheed Martin closed the Denver Flight Service Station.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Lionel Carney, Nashville, TN 7th

Years with AFSS before contracting out: 18 ½ years

Time needed for ATC Pension qualification: 1 ½ years

Personal Impact:

I have two daughters: 8 and 13 years old; and a wife all of whom are diminished by denial of my ATC Pension. I became an air traffic controller in May, 1984 and began work at the Memphis (ZME) ARTCC in Memphis, Tennessee. In July, 1990, I transferred to Greenwood (GWO) AFSS in Greenwood, Mississippi. In September, 1999, I transferred to Nashville (BNA) AFSS. In October, 2005, when flight service was contracted out, I was separated from federal service with a deferred retirement, and hired on with the contractor, Lockheed Martin, and continue to work at Nashville (BNA) AFSS.

I met my wife, Sandra, in 1989 when she began working at ZME as an air traffic assistant. We both moved to GWO in July, 1990, when she became an air traffic controller and were married in October, 1990. We had one daughter in Mississippi and the other in Tennessee. My wife and I are planning a move to Fairbanks (FAI) AFSS in Alaska with the FAA to become eligible for an ATC retirement annuity, which would mean that our children would have to leave their home in Tennessee that they've lived most of their lives, start in a new school and neighborhood, and suffer the harsh Alaskan weather.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Sandra Carney, Nashville, TN
7th***

Years with AFSS before contracting out: 18 ½ years

Time needed for ATC Pension qualification: 1 ½ years

Personal Impact:

I have two daughters: 8 and 13 years old; and a husband all of whom are diminished by denial of my ATC Pension. I became an air traffic controller in July, 1990 at Greenwood (GWO) AFSS in Greenwood, Mississippi. In September, 1999, I transferred to Nashville (BNA) AFSS. In October, 2005, when flight service was contracted out, I was separated from federal service with a deferred retirement, and hired on with the contractor, Lockheed Martin, and continue to work at Nashville (BNA) AFSS.

I met my husband, Lionel, in 1989, when I began working at ZME as an air traffic assistant. We both moved to GWO in July, 1990, when I became an air traffic controller and were married in October, 1990. We had one daughter in Mississippi and the other in Tennessee. My husband and I are planning to move to Fairbanks (FAI) AFSS in Alaska with the FAA to become eligible for an ATC retirement annuity, which would mean that our children would have to leave their home in Tennessee that they've lived most of their lives, start in a new school and neighborhood, and suffer the harsh Alaskan weather.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Robert Chapman, Miami, FL 20th

Years with AFSS before contracting out: 7

Time needed for ATC Pension qualification: 13

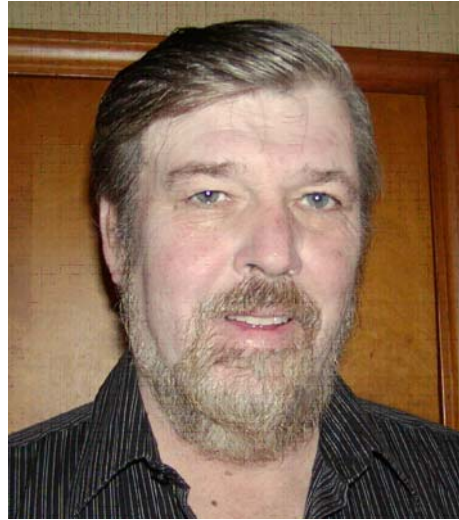
Personal Impact:

I first started flying at the age of 15. I soloed on my 16th birthday, received my Private pilot license on my 17th birthday and my Commercial pilot license when I turned 18. I went to college and received an Associate degree with major in Aeronautical Engineering. I started working for the government when I joined the U.S. Air Force at age 23 and have been working in different areas of the government ever since. I was a fully rated military Air Traffic Controller with assignments in New Mexico, Florida and South Korea.

I have always had interest in aviation. I was told by many people throughout my life that even though the government pay may not be the greatest, you could count on a good, solid retirement from ATC. I joined the Flight Service option in 1999 with hopes of retiring from the ATC option. I have found myself without that good, solid retirement. It seems someone in the government decided to experiment with the contracting out of part of the ATC system, Flight Service. I was forced to take a partial retirement and work for the contractor. I feel my loyalty to the government for almost half my life has meant nothing.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Rob Coffey, Buffalo, NY 26th

Years with AFSS before contracting out: 17

Time needed for ATC Pension qualification: 3

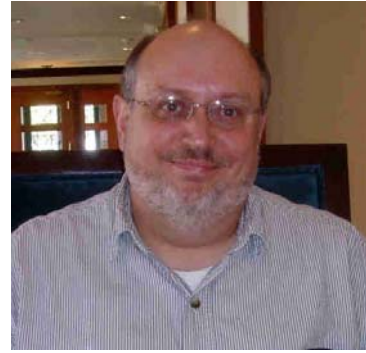
Personal Impact:

I have 2 children, one in college. My wife is partially disabled. I have been unemployed for most of the last 2 1/2 years. I am living on a partial Federal Pension (DSR), emergency unemployment benefits and my wife's disability compensation. My annual income has dropped by 2/3 resulting in severe financial hardship to both myself and my family. Since the duties of FSS have no practical counterpart in the civilian workforce, I find that there are no meaningful jobs available to me at the age of 61.

I was qualified to move into an Aviation Safety Inspector position. I had previously been placed on selection lists for this job. When I requested a lateral move to the Flight Standards Division in Rochester NY, I was denied. The reason given was that there were no slots available. When I requested any other openings I was told that there was a hiring freeze on. This in spite of the fact that there were, and still are, many open bids for this position on the FAA jobs website.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Carl Corwin, Massillon, OH 16th

Years with AFSS before contracting out: 21 years AFSS, over 29 years Government service including USAF (6 years). All ATC.

Time needed for ATC Pension qualification: Had over 22 years of “Good Time” and needed only 20. However, I was too young by 20 months.

Personal Impact:

I have been a dedicated employee for over 33 years in the air traffic field with the USAF, the FAA, and now Lockheed Martin. I was fortunate enough to have a career which I could retire at age 50 and was required to pay more into my government retirement fund for that privilege. Before Lockheed Martin took over, I was only offered a Discontinued Service Retirement (DSR) which was based on retirement at age 55 and accepted it only to keep my medical benefits. The Snow Act was not enacted until a month after Lockheed Martin took over and I was informed by FAA HR that I did not qualify since I had accepted the DSR. The addition five years of retirement age and forced retirement before age 50 cost me 14 percent of the retirement that I paid into for well over 20 years. Now I’m being told that even though I have paid a great deal of money into Social Security, I will not be allowed to collect since I receive a government pension. I have been denied my rightful retirement and will now be penalized again by losing my Social Security.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Michael D. Crain, Fort Worth, TX 26th

Years with AFSS before contracting out: 16 years/4 months

Time needed for ATC Pension qualification: 3 years/8 months

Personal Impact:

I am 55 years of age. I am a 10% Disabled American Veteran, serving 4 years in the USAF. I was 51 years old at FSS outsourcing.

I have two children and a wife, all of whom are diminished by denial of my ATC Pension.

Prior to the FSS outsourcing, FAA officials told Congress that the FSS workforce was “retirement eligible” - as 40% of the workforce was. They hid the fact that the majority of the work force (60%) was within 5 years of retirement eligibility and would lose all or most of their pensions.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for

Curtis Crane, Princeton, MN 6th



Years with AFSS before contracting out: 20

Time needed for ATC Pension qualification: 18 months

Personal Impact:

This is my life story in very brief review. I have 4 children and a wife all of whom are diminished by denial of my ATC Pension.

At the time of the outsourcing in October 2005, I was 18 months away from a full ATC retirement. In addition to not being eligible for my Federal pension, I had to change health care providers to Aetna, the only option offered to Lockheed Martin employees. All I needed to qualify for my pension was to meet the age requirement. In April of 2007 my request for leave was denied, so I was unable to hire on as a federal employee and retire. In addition to the approximately 15% pay cut and the loss of matching Thrift Savings Plan money, my pension is no longer available to me despite the fact I have now met all the requirements.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Donna Crigler, Charles Town, WV 2nd

Years with AFSS before contracting out: 17 ½ years – 23 ½ total government service

Time needed for ATC Pension qualification: I was rehired as a Snowe Amendment Employee and received a DSR with 44% of my full retirement

Personal Impact:

I am married to Gary Crigler who also works for LM AFSS. I was rehired as a Snowe Amendment employee and retired with a DSR retirement of 44% of my full retirement. My husband did not receive his retirement even though he had 20 years of ATC time but was only 47 years old at the time. Because the FAA did not make the Snowe Amendment retroactive as the bill stated he still did not receive his retirement. My husband and I had to sell our home in Ohio at the onset of the downward housing market at a loss and had to move to the Washington DC area. We have a teenage son at home who has had to uproot and leave friends and family. This has been a tremendous hardship for my family as well as a financial disaster.

AFSS Air Traffic Control Pension Profile for



Gary Crigler, Charles Town, WV 2nd

Years with AFSS before contracting out: 23.5

Time needed for ATC Pension qualification: 2 at the time of consolidation

Personal Impact:

Both me and my wife, Donna, worked at Dayton, Ohio AFSS. At the time we had no choice but to sell our home at a large expense and locate near the Lockheed Martin Washington Hub in Ashburn, Virginia. Donna was able to secure a reduced pension through the “Snowe Amendment”, but this is only one third the pension both of us would receive through normal retirement. I now have 20 years of “good time” and I will turn 50 in September, giving me all I need for an ATC retirement and I still can’t recover my pension. The transition has been expensive and hard on me and my family. My son has been in 4 different schools in 5 years. Our savings were all but wiped out paying for the loss on our home in Ohio. More was spent relocating and buying a home in Charles Town, West Virginia. After paying 95 percent of my pension obligations and working as a public servant the required years to earn it, I still have no recourse.

I do not argue the FAA’s right to contract work, but to do that on the savings of not paying our retirements is wrong. It is called being “Railroaded.”

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for

James Curlin, Lansing, MI 8th



Years with AFSS before Contracting out: 30

Personal Impact:

I have been an air traffic controller since I was 18 years old including 4 years in the U. S. Air force. And I feel very fortunate to have received an ATC retirement. However I wasn't financially ready to retire at age 50. With a family that includes 4 children I looked forward to at least another 10 years of service.

Some of my coworkers were allowed under the Snowe Amendment, to work for and receive a retirement. Many others weren't so fortunate. Those of my coworkers who had given much of their lives, including veterans were left out and will suffer the loss of years of government service including loss of a pension.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy our ATC Pension issues.

AFSS Air Traffic Control Pension Profile for

Marc Custis, Dewey, AZ 1st



Years with AFSS before contracting out: 16.5

Time needed for ATC Pension qualification: 3.5 yrs / 3.5 yrs to age 50

Personal Impact:

The loss of my former FAA Flight Service position has adversely impacted my family and me in many ways. I have 2 children, ages 14 and 11, and a wife all of whom are diminished by denial of my ATC Pension and accompanying health benefits. Instead of being eligible to retire in 3.5 years and a maximum of 10 years (age 56), I now cannot begin collecting my severely reduced and non-COLA'd pension for another 16 years. I paid extra towards an early ATC retirement and those monies were not returned to me nor accounted for in any manner. They were just taken from me and my family.

Moving across the country, from Ohio to Arizona, and far away from family and friends has been very difficult for us. I had little choice however, because of the way the FAA handled this outsourcing, if I wanted to continue in my Flight Service job and be able to support our family.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Scott A. Davis, Lansing, MI 7th

Years with AFSS before contracting out:

Time needed for ATC Pension qualification:

Personal Impact:

I served 4 years of active duty in the US Navy and was honorably discharged in Sept of 1980. I applied for service with the FAA shortly thereafter, and was scheduled to take the entrance exam the day after the controller strike in 1981. After passing the exam, I was hired into of the first classes at the academy in Feb of 1982. I had been employed by the FAA since that day until our contracting out in October of 2005. At the time, I had almost 24 years of good time on the books; however I was only 48 yrs old. I was ineligible for a controller retirement. I was given a discontinued retirement because of my active duty in the Navy.

As a civil service employee, I was not able to contribute more than 5% into my Thrift savings plan, Most of my benefits were tied up in my pension. My discontinued pension is severely reduced based on the percentage of my retirement. I of course had every intention to continue my employment for at least several more years, as I had young children at home. Now, my future is in question, as well as the future of my children.

The denial of my full benefits will of course adversely affect me in the future. but also adversely affect my family for many years to come.

As a Navel veteran, decorated and recognized in unit citations for events during my enlistment, I beseech you to support legislative efforts to remedy our ATC pension denial.

I hope you will support the International Association of Machinists and Aerospace Workers' efforts to remedy and restore denial of my pension benefits.

AFSS Air Traffic Control Pension Profile for

***Donavon Decker, Princeton, MN
8th***



Years with AFSS before contracting out: 14

Time needed for ATC Pension qualification: 5 years and 8 months

Personal Impact:

I lost about 50% of my retirement that I would have received at age 50. I paid my own moving expenses from South Dakota to Minnesota. I had to purchase a house since I require a special lift as I have a disability. In 2 years my house has dropped 50% in value.

Lockheed Martin has ruined Flight Service and all the extra stress has been hard on my Muscular Dystrophy. The stress level is very high compared to working for the government.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

Kevin Diehl was born on October 4, 1958

Kevin began working for the FAA in 1983 first as an air traffic assistant then as a full air traffic controller. At the time of Lockheed Martin's takeover on October 4, 2005, he had a total of 23 years of government time. Twenty of those years were considered covered time towards an air traffic retirement. Although he had the necessary number of years, he was 47 and had not met the age requirement of 50, and therefore did not qualify for a retirement.

Kevin continued working for Lockheed Martin as an air traffic controller until he was diagnosed with brain cancer in January of 2008. Kevin lost his 16 year old son Adam in October of 2008 due to a heart defect. He then lost his battle with cancer on July 29, 2009.



AFSS Air Traffic Control Pension Profile for



David Dodge, Williamsport, NV 3rd

Years with AFSS before contracting out: 19 yr, 9 mo, 9 days

Time needed for ATC Pension qualification: 2 mo, 21 days

Personal Impact:

At the time of the RIF I only needed 11 weeks more of ATC time. I was rehired under the Snowe Amendment, but even though I performed the exact same job duties at the same flight service station and adhered to the same ATC operations manual, I was not credited with ATC service time. Therefore, I am only receiving a DSR which is a small portion of the ATC pension that I was qualified to receive.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Paul Ferry, Princeton, MN 3rd



Years with AFSS before contracting out: 19 years and 9 months

Time needed for ATC Pension qualification: 3 months

Personal Impact:

I have 2 children, 1 is totally disabled.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile

Kenneth E. Fix, Smyrna, TN 8th



Years with AFSS before contracting out: 19 years 11 months 11 days

Time needed for ATC Pension qualification: 19 days

Personal Impact:

I was involuntarily separated on October 4, 2005, then, re-employed by Federal Aviation Administration in Juneau, Alaska, March 23, 2009.

I received a Discontinued Service Retirement (DSR) as I was a Veteran and made the required deposit to get my military time to count as creditable service. My new salary is being offset by the amount of my DSR. My corresponding hourly rate of pay is reduced, and all differential pay is smaller because of this. Because I received a DSR, I must now work at least 5 more years to have the FAA and OPM recalculate my retirement so I can receive the ATC retirement I did not get when involuntarily separated in 2005. Others if re-employed need only serve their missing time to receive their full ATC retirement. My wife is not here with me. She had medical issues which require her to stay where she is while I continue to work in Alaska for 5 years. Juneau is isolated from the road system leaving the only way in or out by ferry or by air. I support a place to live here, and a home in Tennessee. Financially it is not impossible to do this, but because of salary offsets, far less than ideal.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



*Lachlan Folstrom, Princeton,
MN 3rd*

Years with AFSS before contracting out: 13 Years and 6 Months

Time needed for ATC Pension qualification: 11 Years and 6 months

Personal Impact:

Due to the contracting out of Flight Service I have lost my retirement and health care.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



James L. Foster, Ashburn, VA 10th

Years with AFSS before contracting out: 14

Time needed for ATC Pension qualification: 8

Personal Impact:

My name is James L. Foster. I am married with one child. Had we remained governmental I would be eligible for my ATC pension in four years. At my present status, and if I am lucky enough to be reemployed by the Government, I would have to work an additional 20 years just to receive 35% and reach the minimal retirement age. At the present time I don't have any avenues to receive health benefits and income for my future. Since the privatization I have worked 2 & 3 jobs at a time and returned to graduate school. My absence has put a strain on my family. My savings and 401k have decreased by more than 70%. My wife and I were planning to have a second child but with the uncertainty of my future employment it seemed risky. My wife is from another country and before we married I promised her that if we worked hard and saved we would spend more time in her home during our later years. She gave up her friends and family based on that. Since she has been here her mother has died, and she wasn't there. Her mother's death is a reminder that there are people in her life that she may never see again. She now realizes that I may never receive retirement benefits and we will have to remain here full time. That has put a terrible strain on our marriage, she misses her family and I understand. I have lost my pension, used my savings and my family is falling apart. I am a dedicated employee and civil servant, I redirected my life's goals in return for the promise of retirement and the benefits attached. Since the FAA has found a way to renege on that promise I find my self struggling with the vicissitudes of life.

AFSS Air Traffic Control Pension Profile for

Randy Fox, Princeton, MN 8th



Years with AFSS before contracting out: 20 Years

Time needed for ATC Pension qualification: 7 Years

Personal Impact:

This is my life story in very brief review. I have 2 children and a wife all of whom are diminished by denial of my ATC Pension.

I worked for the FAA with the understanding of a full retirement on the completion of my career. My career consisted of trying to assist the agency in achieving its goal, by performing the duties of a Flight Service Specialist, or supporting the Specialists through facility staff positions. Through these years I contributed to the Federal Employee's Retirement System (FERS), in which as an ATC specialist made larger contributions, with the promise of a larger return at the time of retirement. With the planned career of 27 years, I would have retired in 2012 with 41% of my base pay under a FERS ATC retirement. Because of the Flight Service contract to Lockheed Martin, my retirement plans were changed. With a discontinued service retirement (DSR), I did not qualify for the ATC retirement and received 20% of my base pay with no cost of living adjustment (COLA) until social security age. SO my FERS retirement is 50% less than planned with continued yearly loss due to no COLA. The FAA's purpose was to achieve cost savings through this contract, but they should have made an attempt to fulfill their commitment to their employee's retirement.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Richard D. Freed, Seattle, WA 9th

Years with AFSS before contracting out: 15

Time needed for ATC Pension qualification: 5

Personal Impact:

My life was turned upside down. I worked for Lockheed Martin for two years in Islip, New York. In 2007, the facility was closed. Lockheed Martin told me to move to keep my career. However my family refused to move and a divorce soon followed. I left behind three children ages 11,13 and 15, and my wife of 16 years of marriage, all lost when I moved to Seattle.

On top of this, my pension was dramatically reduced. Now I may have to start all over in another field outside of aviation if this job does not stay in Seattle.

My background consists of 4 years as a military Air Traffic Controller. I have 20 years service in the FAA as an Air Traffic Assistant and Air Traffic Specialist; all together 24 years of service, in the government and my pension is less than half that I expected when I originally signed up with Flight Service.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Fredrick W. Giles, AZ 1st

Years with AFSS before contracting out: 18 years 8 months

Time needed for ATC Pension qualification: 16 months

Personal Impact:

Getting within 16 months of retirement and then having it reduced by 2/3 was a pretty rotten thing the FAA did to me and my family. I voluntarily moved to PRC FSS from RIU FSS in 2005 while still under the FAA. Lockheed Martin (L/M) rewrote my offer letter and I was hired by L/M on Oct. 5, 2005. I did three years for L/M and got lucky enough to get rehired by the FAA FSS in Alaska. I still have 1 year to serve to get my "good" time. And I will have to stay on for 5 more years in order for the OPM to re-compute my retirement annuity! I'm 59 years old now and that would make me 64 years old and working Air traffic for 26 years just to get the 20 year retirement that the FAA promised before the horrible outsourcing debacle.

I have 4 years and 3 months government service (military time) bought back in 1990. I have 3 years with Lockheed Martin and now 19 years with the FAA. I'm 59 years old. The retirement age under FERS is 56. I was 55 when FSS was outsourced with only 16 months left!

I am in Alaska only to pursue the retirement I was cheated out of by the FAA in 2005. It is a real hardship maintaining 2 households. My home is in Prescott, Arizona. If I could get the retirement that is due me I'd be out of here in days and maybe even get back on with L/M in Prescott! What the FAA did to all FSS FERS employees was mean spirited and just plain wrong.

AFSS Air Traffic Control Pension Profile for



Michael Gray – Lansing, MI 8th

Years with AFSS before contracting out: I worked 16 years at Lansing AFSS and 2.5 years as a controller at Chicago ARTCC prior to transferring to Lansing. I now have 20 years at Lansing.

Time needed for ATC Pension qualification: At the time that the contract went into effect I needed just under a year of FAA work time to reach 20 years and I was 46 years old. If the contracting out had not taken place had changed I would have eligible for my full ATC pension on August 5 of this year.

Personal Impact: I have two children and a wife who works as support staff at the local high school. A few years ago we did some retirement planning and took some equity out of our home for the children's college education. All the investment decisions we made were based on my being eligible to start collecting my pension some time after I turned 50 years old.

I still work in the same building that I have worked in for the last 20 years, serving the same pilots and ATC facilities, and still under the direction of the FAA. But now I will have to wait until I turn 62 to start collecting a fraction of my original pension. Since it is very unlikely that I will be allowed to work in my chosen profession for the next twelve years, I was totally unprepared for this loss of potential income.

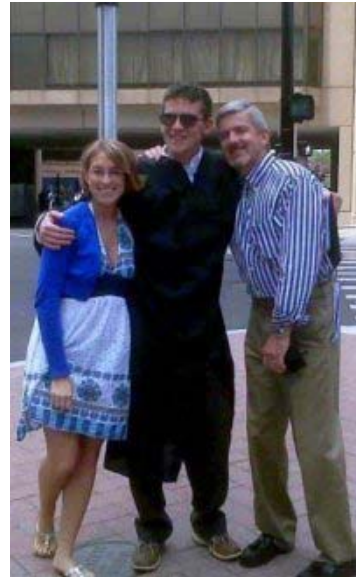
My father was a career air traffic controller and I had planned to follow in his footsteps until my mandatory retirement at age 54. Now it seems likely that my employment with Lockheed Martin will end soon and my career will over at that time too. Unfortunately, I will be without the pension that I have been working for the past 23 years.

The stress of losing everything that I had worked for during my career in the FAA combined with impending loss of my job with Lockheed Martin has had a devastating affect on my family and I.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

John A. Harpool, North Haven, CT



Years with AFSS before contracting out: 14

Time needed for ATC Pension qualification: 6

Personal Impact:

I am a United States Military Veteran, who served my country for more than 3 tours of duty. When my unit closed up shop after the Berlin Wall came down and the first Gulf War ended, I had the choice of being stationed back overseas or testing for the FAA.

I aced the FAA entrance exam and entered the FAA's Flight Service option in 1991 (because of my age, I was not eligible for Tower, Center or Approach Control). Little did I know that after 14 years of service, I would lose the chance for my full ATC retirement.

My wife and I have four children with two still in college, one with a Masters Degree in Education, but can't find a teaching position and our youngest at 21, who has had a very difficult life the past four years.

The 2005 outsourcing of the FAA's Flight Service Stations to Lockheed Martin has had such a negative impact on not only the former employees, but also the very safety of General, Military and Commercial Aviation.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

*Janice M. Henton, St.
Petersburg/Clearwater, FL 9th*



Years with AFSS before contracting out: 14 yrs

Time needed for ATC Pension qualification: 6 yrs

Personal Impact:

The loss of my pension has me constantly worried about my future. The lack of this income will make it extremely difficult for me to make ends meet as I get older.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



***Terry Higgins, Princeton, MN
6th***

Years with AFSS before contracting out: 24 Years and 10 Months

Time needed for ATC Pension qualification: 2 Months

Personal Impact:

This is my life story in very brief review. I have 3 children and a wife all of whom are diminished by denial of my ATC Pension.

I had approximately 23.5 years of ATC “Good Time” when the FAA contracted Flight Service to Lockheed Martin. I would have been eligible for an ATC retirement if I was 50 years old. Through the Snowe amendment I received a discontinued service retirement (DSR). It is approximately 15% short of an ATC retirement. I missed out on 15% of my ATC retirement by months.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Brian K. Hoveskeland, St.
Petersburg/Clearwater, FL 10th***

Years with AFSS before contracting out: 13 yrs 2 months

Time needed for ATC Pension qualification: 6 yrs 2 months

Personal Impact:

I was planning on retiring as a FAA employee with an ATC retirement and benefits. But because of the A76 Program, at the age of 43, my FAA career was cut short. This has caused a lot of extra stress in my life due to the uncertainty of my future, with no job security and no pension or health care for retirement.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



David D. Hull, Fort Worth, TX 26th

Years with AFSS before contracting out: 23

Time needed for ATC Pension qualification: 9 months

Personal Impact:

My story in very brief review: I have a wife and a 14-year-old daughter both of whom are diminished by denial of my ATC Pension. This reduced pension has cost us at least \$5000 a year plus raises over the last 4 years.

This has amounted to over \$25,000 so far.

We also had to sell our home in Louisville, KY that was paid for and move to Texas to make up for this loss, also leaving family behind.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Stephen Hunter, Dewey, AZ
1st

Years with FAA before contracting out: 20.9 yrs.

Time needed for ATC Pension qualification: 5.1 yrs.

Personal Impact:

The loss of my former FAA Flight Service position has adversely impacted my family in many ways, including the denial of my ATC Pension and the accompanying health benefits. Instead of being eligible to retire in 5.1 years (and a maximum of 11.1 years at age 56), I now have no retirement at all.

For my personal situation, a remedy for my ATC Pension denial would also require the passage of H.R. 828 to restore my federal retirement benefits.

Moving across the country, from North Dakota to Arizona, and far away from family and friends has been very difficult for us. I had little choice however, because of the way the FAA handled this outsourcing, if I wanted to continue in my Flight Service job and be able to support my family.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Raymond Jagers, Tacoma, WA 9th

Years with AFSS before contracting out: 18

Time needed for ATC Pension qualification: 2

Personal Impact:

I lost my Air Traffic career with FAA and my family's financial security for the future.

When the FAA contracted out Flight Service to Lockheed Martin, they also saw to it that the employees were contracted out as well, by eliminating any option to transfer to other air traffic positions especially for the older workforce such as myself.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Billy Kingsley, Dallas, Fort Worth, TX 26th

Years with AFSS before contracting out: 22

Time needed for ATC Pension qualification: 14 Months as of October 2005,
Annuity recalculation to reach full pension now that I have reached age 52

Personal Impact:

When Flight Service was contracted out, I was forced to relocate to Fort Worth. My spouse was unwilling to relocate. I became divorced after a 22 year marriage, lost my home, my children and 33 percent of the pension I had worked for. I cannot afford to retire due to reduced annuity and added expense.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Rodney O Kinkade Jr, Prescott Valley, AZ 1st

Years with AFSS before contracting out: 15 years 10 months

Time needed for ATC Pension qualification: 4 years 2 months

Personal Impact:

This is my life story in vey brief review. I have 1 child and a wife each of who are diminished by denial of my ATC Pension

I have not been able to find a job in this economic climate and I have started a business that earns below the poverty level.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



*Peter Klumpner, Princeton,
MN 6th*

Years with AFSS before contracting out: 13 years and 9 months

Time needed for ATC Pension qualification: 6 years and 3 months

Personal Impact:

Paid into retirement fund at 70% higher rate and received zero return.

Donated 800 hours of sick leave with no compensation.

Should be 3 years from retiring, but now I will have to work indefinitely.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Robert J. Kohl, Ashburn, VA 10th

Years with AFSS before contracting out: 21 years and 9 months

Time needed for ATC Pension qualification: 3 years and 3 months-

Personal Impact:

On October 26 of this year I will turn 50. I will then have my 20 plus years and be 50 that is when the FAA will start stealing from me everyday, since they still refuse to pay me my pension at that time.

I have a wife and two children who live in California. I now work in Virginia. Because of contracting out of AFSS, I have been living apart from my family for over 6 months.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Raymond A Kolman Jr., Prescott Valley, AZ 1st



Years with AFSS before contracting out: 31

Personal Impact:

The loss of my former FAA Flight Service position has changed my life in many ways. It has separated me from my wife back in Cleveland, Ohio for over two years. She is unable to move to Arizona due to her job with General Electric. She has too much time with that company to give up her pension so she has to stay separated from me.

By being forced out of government employment it has cost me greatly. I have to maintain two homes. I have to travel back and forth from Arizona to Ohio all the time. Financially, I lost considerable amount of monthly pension benefits due to early retirement at age 54. I could have worked another 15 years and increased my high three. I was denied this opportunity due to the FAA wanting to get rid of us on their payroll. I don't believe the FAA Management even cared about what this action would do to their employees. All they cared about was making us go away. We are an older work force and the savings in money on their books would outweigh the loss of the experienced work force. If you add all the money they saved just in not paying out pensions you realize why they did what they did.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Sharon Landy-Fayad, Cleveland/Fort Worth, TX 26th

Years with AFSS before contracting out: 17.75

Time needed for ATC Pension qualification: 2.25 good time and 5.5 years of age.

Personal Impact:

I am the single mother of one amazing child. Our lives have been turned upside down due to the denial of my pension. I live with uncertainty, and anxiety. I should be looking forward to a reasonable retirement. I fulfilled my end of the bargain by working whatever shift I was assigned, including many holidays. I did my job exceptionally well. Instead of a reasonable retirement, I am looking forward to having to work the rest of my life to make up for the theft of my retirement by the FAA. My facility closed in 2007. We had to move to Texas so that I could maintain employment. Fortunately, my daughter and I like it here.

I have applied for numerous jobs with the FAA in order to save my retirement. My qualifications are: BS Business BWC 1995 GPA: 3.55, Oracle OCP: 2006, and I am currently enrolled in an online Masters of Information Systems Degree. I have only made one best qualified list, and that bid was cancelled. Coincidence, I think not.

Even though I live damaged, I still manage to give back to society in the form of volunteer work. I am an active volunteer for Challenge Air, and LLS.

Please support The International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Ken Latka, Lansing, MI 8th

Years with AFSS before contracting out: 27.5 years

Personal Impact:

28 years ago, I committed to a long career with the FAA with the belief my retirement would be secure and maximized as I was dedicated to working for the Administration until age 63 or older. However, at age 50, a different decision was made for my family and me. The decision to contract AFSS responsibilities out to Lockheed Martin has denied me some of the pension that I was entitled to. I lived up to my commitment—the FAA did not live up to theirs.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Cameron MacDonald, Lansing, MI 8th

Years with AFSS before contracting out: 21

Time needed for ATC Pension qualification: 0

Personal Impact:

1. I lost the ability to continue to work 30 years so that I could add additional percentage, (2% per year), to my ATC retirement using unused sick leave to offset my loss of Social Security payout through windfall provision. My sick leave balance was over 1,500 hours at contract time which became virtually useless.
2. I lost the ability to earn Annual Leave on Jan 3rd, 2006 in the amount of 208 hours, (approx. \$8,720.00 per year)
3. I lost Sunday differential pay, (approx. \$4,100.00 per year)
4. I lost Holiday pay of approx. \$4,000.00 per year, (10 hours shifts).
5. I lost Union representation rights and protection under the law.
6. I lost annual pay raise and/or COLA. (Anywhere from 2-5% per year).
7. I lost the ability to do my job with latest current technology hardware/software which makes my job now very dangerous safety wise.
8. I lost the ability to work in an ergonomically friendly environment. (Chairs and air quality are poor at best. A virtual health hazard. At times I have to leave the building for a time to recover from uncontrollable coughing brought on by dirty environment when the air conditioner/heater comes on). I am now under the care of an EN&T doctor for breathing problems that clear up on days off and vacation. And a chiropractic doctor for back problems.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

***Margo Renee Manon,
Princeton, MN 8th***



Years with AFSS before contracting out: 16 Years 9 Months

Time needed for ATC Pension qualification: 5 Years 7 months

Personal Impact:

The contracting out affected me deeply on an emotional and personal level. I felt betrayed by the government that I had worked for so long and I felt like they stole my future. Instead of being able to retire at age 47 with my ATC retirement I will now have to wait almost 20 more years to retire at 65. There is also the fact that I gave 1.7% to my retirement for 15 years, but since I will not retire in ATC I will not get my retirement (in 20 years) figured at that amount, not to mention the fact that I will have no health care in retirement either.

I had to sell my home, leave my friends and family behind and start over somewhere new. I moved and bought a house thinking I would be there for a while and 6 months later the economy tanked, house prices went down and the rumors were rampant about the facility closing. Lockheed Martin started closing facilities, offering buy-outs and RIF'ing people. I live in constant fear now that my facility and me are next. The last 5-6 years have been extremely stressful and I am definitely feeling the effects of it on my health. So, to answer the question of how the contracting out affected me, I will say in short that the government betrayed me, stole my retirement from me and then auctioned me off to the lowest bidder, it sure does not feel very good.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Craig James Marcus, Lansing, MI 8th

Years with AFSS before contracting out: 22+

Personal Impact:

My ATC pension would have been much greater had I been able to continue as a US government employee instead of being contracted out to LM. Additionally, my unused accrued Sick Leave time was lost. After 27 years, that time would have been added to my length of service to compute retirement annuity.

Although I feel very fortunate to have qualified for the minimum ATC retirement when we were contracted out, my retirement planning was based on a longer FAA career and subsequently larger annuity.

Many FSS coworkers were allowed to return to FAA positions under the SNOWE Amendment, but were then unfairly cheated out of their ATC pension by describing that time as a "PROGRAM ANALYST."

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy our ATC Pension issues.

AFSS Air Traffic Control Pension Profile for



Christopher McNamara, Lansing, MI 7th

Years with AFSS before contracting out: 16 years

Time needed for ATC Pension qualification: 4 years

Personal Impact:

Age 49. 4+years Military USAF, 20+years FAA at time of Out Scoring.
Married with 3 children attending college. Received Snowe Amendment, Discontinued Service Retirement which is a fraction of the ATC retirement.

I would have received an ATC retirement had I been able to continue as a FAA employee instead of being contracted out to LM. Additionally, my unused accrued Sick Leave time was lost.

I was allowed to return to an FAA positions under the SNOWE Amendment, but I was unfairly cheated out of my ATC pension by describing that time as a “PROGRAM ANALYST”.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Robert E. Melvin Jr., Miami, FL 25th

Years with AFSS before contracting out: 28+

Time needed for ATC Pension qualification: retired

Personal Impact:

I fully intended to work to my full 40 year Federal Civil Service retirement which including my USAF Military time would have occurred this year 2009. So I am four years short due to the FAA contract out to Lockheed Martin Corp.

AFSS Air Traffic Control Pension Profile for



Ron Mercer, McAlester, OK 12th

Years with AFSS before contracting out: 17.5

Time needed for ATC Pension qualification: In 1985 I was 5.5 years from reaching age 50 and I needed 3.5 years of “good time” to be retirement eligible.

Personal Impact:

I have two children and a wife all of whom are diminished by the denial of my ATC Pension. We moved away from the only school system my children had ever attended and the home we had lived in for 13 years. Our move came the summer before my daughter’s senior year and still has lingering effects as she tries to adjust. My wife now has to work full time to help support the family and save for retirement.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



William L. Mercker, IL 11th

Years with AFSS before contracting out: 18 yrs. 9 mo.

Time needed for ATC Pension qualification: 1 yr. 3 mo.

Personal Impact:

I faithfully served the FAA in an Air Traffic and Flight Service capacity for 18 yrs and 9 mo. I deserve an ATC pension of 1.7% for that time. I was awarded 1%. I was denied .7%, about \$1,000.00 a month.

We have never owned a new car, we are paying off a modest 1,500 sq ft home, we have 1 more son to put through college plus we have cable and cell phone bills like everyone else.

I am only asking for just compensation for what I have already worked for.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC pension denial.

AFSS Air Traffic Control Pension Profile for

Matthew Miller, Princeton, MN 8th

Years with AFSS before contracting out: 18 Years and 6 Months

Time needed for ATC Pension qualification: 1 Year and 6 Months

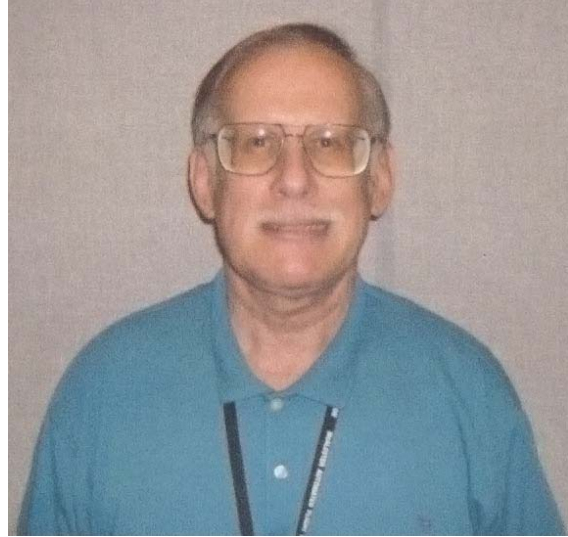
Personal Impact:

This is my life story in very brief review. I have 4 children and a wife all of whom are diminished by denial of my ATC Pension.

- Lost retirement
- Huge stressor to all
- Would have retired at age 50, now must work another 20 years plus (20 years loss of quality of life).
- Lost faith in the Government. None of my children will consider government service as a career.
- Likely to lose house if Lockheed Martin has another RIF.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Lawrence A. Morin, Fort Worth, TX 26th

Years with AFSS before contracting out: 26

Time needed for ATC Pension qualification: 0

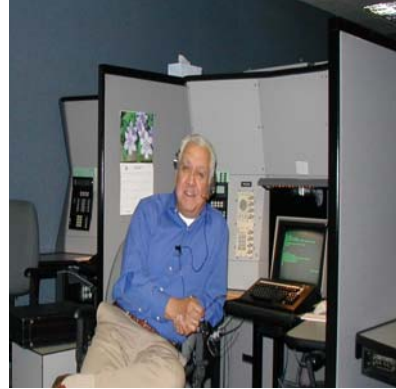
Personal Impact:

I am writing in support of all those within reach of an ATC Annuity that were denied that opportunity by the A-76 Program.

There have been additional hardships endured by many from this program. I received an annuity; however there were issues with OPM concerning my annuity which could not be resolved prior to a decision to relocate. At the time I was assigned to McAlester, Oklahoma and my wife's health was deteriorating rapidly. So in order to pay all the medical and health insurance bills I relocated without my wife. For the first year at Fort Worth my wife had four different medical opinions, from a triple by-pass, to stomach cancer, stomach and colon cancer to kidney cancer. At this time my wife was so sick, she did not care if she lived or died. She went on for my and our family's sake. She had a successful kidney removal operation in 2008. Her recovery was very, very slow but she is now doing well.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy the ACT Pension denial. Many have gone through many trials in order to stay employed, while seeking justice and compassion in dealing with their denial of an ATC Annuity

AFSS Air Traffic Control Pension Profile for



Sal Mugica, Keller, TX 26th

Years with AFSS before contracting out: 20 years 2 months

Time needed for ATC Pension qualification: 4 years 6 months

Personal Impact:

I am fortunate as I did qualify for a discontinued service retirement (DSR) pension at the termination of my federal employment, about \$17,000/year. I was ineligible for air traffic controller retirement as I served in a staff support position for about 4 ½ years at Albuquerque AFSS. I had intended to continue my federal employment to make up the 4 ½ years I needed for an ATC pension, about \$37,000/year. While serving in the staff support position, I was required to maintain facility currency and was often called upon to assist in operations during peak traffic periods or staffing shortages.

I continue to work in the same flight services job under Lockheed Martin as I cannot support my family on my generous DSR pension.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Peter Olsen, Fort Worth, TX 24th

Years with AFSS before contracting out: 18

Time needed for ATC Pension qualification: I need 2 years “good time” to reach 20 years and 2 years 8 months to reach age 50. At the time we were contracted out I needed 7 years “good time” for 25 years or 6 years 5 months to reach age 50 with 2 years of that needing to be “good time”.

Personal Impact:

This is my life story in vey brief review. I have 3 children and a wife all of whom are diminished by denial of my ATC Pension.

When I was let go by the FAA, I had to uproot my family from Wisconsin and move to Texas in order to maintain employment.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for

***Robert Osswald, St.
Petersburg/Clearwater, FL 9th***



Years with AFSS before contracting out: 19 yrs 3 months

Time needed for ATC Pension qualification: 9 months

Personal Impact:

With ATC Pension @ age 50:
40 % pension
SSI Offset till age 62
FEHB w/match

w/o ATC Pension @ age 62:
19% pension
no SSI offset
no Healthcare

*After moving (at my own expense) to maintain my career, it is now inevitable that PIE AFSS will close by OCT 2010: Forcing me to seek other, non-ATC work.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Eugene R. Otterbein, Sr., Williamsport, PA 10th

Years with AFSS before contracting out: 18 Years 4 Months

Time needed for ATC Pension qualification: 20 Months

Personal Impact:

My wife, Jackie, and I had raised our four children and were looking forward to retirement and enjoying our grandchildren. Because of the contracting out of the Flight Service Stations my FAA retirement benefit was cut almost in half!

After twenty years of dedicated military service and nearly 20 years of FAA service, the end should have been more palatable.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension reduction.

AFSS Air Traffic Control Pension Profile for



***Mike Parry, St.
Petersburg/Clearwater, FL***

Years with AFSS before contracting out: 18 yrs 5 months

Time needed for ATC Pension qualification: 1 yrs 7 months

Personal Impact:

Due to A-76 program my career was abruptly taken away. I was forced into a DSR retirement with a greatly reduced pension. This has caused great stress from being so close to full benefits to an 8 percent reduction due to age. This is age discrimination.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



***Anastasios Pentheros,
Princeton, MN 4th***

Years with AFSS before contracting out: 25

Time needed for ATC Pension qualification: 4 years 2 months

Personal Impact:

This is my life story in very brief review. I have 4 children and a wife all of whom are diminished by denial of my ATC Pension.

The contracting out traumatized my family by forcing us to move so I would have a job. We have also experienced a reduction to our style of life. My annuity was reduced by 26%.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Charles Pescarino, Prescott
Valley, AZ 1st***

Years with AFSS before contracting out: 15 ½

Time needed for ATC Pension qualification: 9 ½

Personal Impact:

I was denied the opportunity of reaching my FAA retirement when Flight Service was contracted out. I put 15 plus years into a high stress job and contributed funds to the retirement system at a higher than normal rate (1.7% versus 1.0%) for that entire time and now I am not being allowed to complete the necessary time to receive that retirement nor are they prorating us for the time we do have in.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



John Pesono, Buffalo, NY 26th

Years with AFSS before contracting out: Approx: 14 Years, 7 Months
(Total Civilian Federal Time 17 Years, 11 Months)

Time needed for ATC Pension qualification: Approx: 5 Years 5 Months

Personal Impact:

Due to the AFSS Air Traffic Control A-76 contracting out I was forced to retire early from government service. Because of that, my retirement funds have been significantly reduced.

This monetary reduction affects my ability to pay living expenses as I calculated for through retirement. I based retired life with a full FERS ATCS retirement as was offered by the US GOV/FAA upon being hired. The US GOV/FAA reneged on their retirement security offer and changed my (as well as many other ATCS) retired life. My retired life has been disrupted immensely because of the diminished ATC pension and has effected my financial retirement as I had planned.

I also had invested in an expensive premium for many years, for Federal Employee Group Life Insurance (FEGLI) and I had intentions of carrying the same FEGLI into retirement. Now, because of what has happened, (the reduced pension), I cannot financially afford the FEGLI insurance premium as I intended. The amount of money I paid (invested) over the years for the coverage that I had planned on continuing is totally gone.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Mitch Peters, MO 6th

Years with AFSS before contracting out: 27½ years of government service

Time needed for ATC Pension qualification: At the time I was contracted out I needed 14 months and 21 days due to my age

Personal Impact:

This is my life story in review. I have 5 children (2 in college), 6 grandchildren and a wife all of whom are diminished by denial of my ATC Pension.

Since I was in high school all I ever wanted to do was be an air traffic controller. I served a six year hitch in the Air Force (4 active and 2 reserves) to learn these skills and then over 23 years with the FAA. I had all the required years of service and was only lacking age because I started so young. Just when it was within reach we were contracted out. I feel betrayed by the government that I swore to protect and defend against all enemies foreign and domestic. Please right this injustice and restore my faith in a government of the people, by the people and for the people.

Two of the three of my grown sons have also served in the military one of them two tours in Iraq.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Kile Pitts, Lansing, TX 12th

Years with AFSS before contracting out: 15

Time needed for ATC Pension qualification: 3 years 8 months

Personal Impact:

To maintain employment I was required to take a job in Texas. I lost my house in Michigan to foreclosure after 15 months of interest only payments, which I could no longer support. The stress this action created on my personal life also ended my 19-year marriage. As a result two of my three children have moved back to Michigan where they are now living and the third lives in Canada. I am now unable to support my children's higher education.

In addition, due to the reduced and delayed pension, I am not able to retire as planned and promised. Not only will my retirement be reduced, I am unable to provide the agreed upon pension benefits to my ex-wife because I am required to work longer to meet eligibility.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



SHERYL POTTER, FORT WORTH, TX

Years with AFSS before contracting out: 15

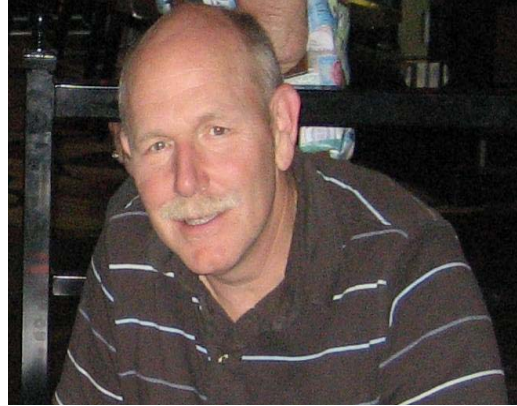
Time needed for ATC Pension qualification: 5 ½

Personal Impact:

I worked for the FAA from 1989 through the Lockheed take-over in 2005. I started as an ATA/FDP at Kansas City International Tower. This was a program targeted towards women and minorities. I began work in the AFSS option in 1991. I continue to work in that option today with Lockheed Martin. I lost a significant amount of my pension. I am a single woman with no other source of pension. The loss to my retirement is a financial setback as well as the loss of my medical coverage that would have followed me into retirement.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Steven Prout, Prescott, AZ 1st

Years with AFSS before contracting out: 21

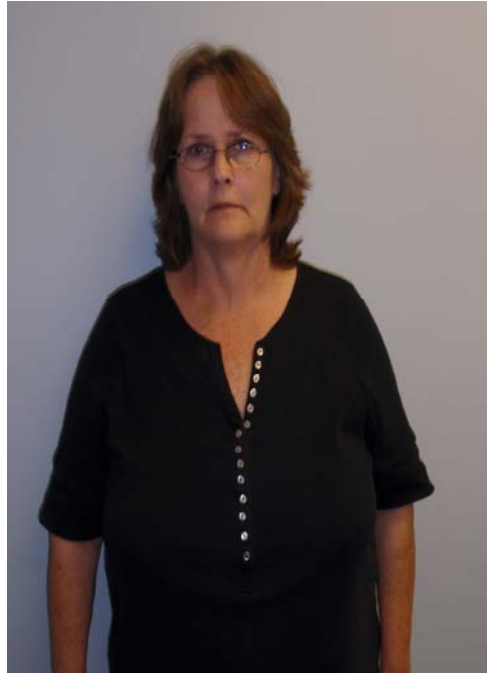
Time needed for ATC Pension qualification: 4.5 months

Personal Impact:

The loss of my former FAA Flight Service position has adversely impacted my family and me in many ways. I have 2 children and a wife who are diminished by denial of my ATC Pension. Although I met the required 20 years of service and age 50, I fell short of a full pension due to time in a staff position. I am eligible for a discontinued retirement but it is considerably smaller than the full pension that my peers receive.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



*Paula W. Reppin, St.
Petersburg/Clearwater, FL 10th*

Years with AFSS before contracting out: 19 yrs

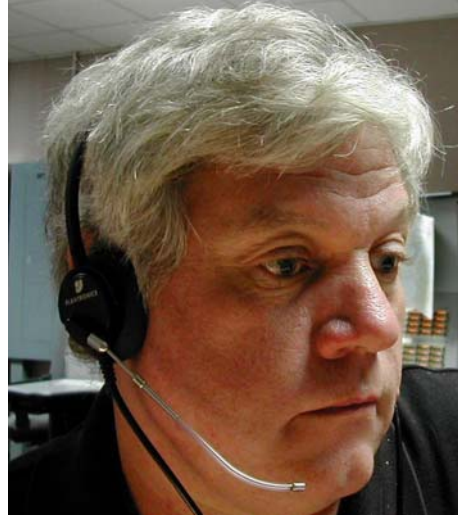
Time needed for ATC Pension qualification: 41 Days

Personal Impact:

I was working for the FAA in October 2005 when the Flight Service Stations were privatized. Lockheed Martin was awarded the contract. Because of my age, I was given a DSR (Discontinued Service Retirement) of 38%. I missed the ATC retirement of 50% by forty-one days.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Steve Rieger, Lansing, MI 8th

Years with AFSS before contracting out: 22

Personal Impact:

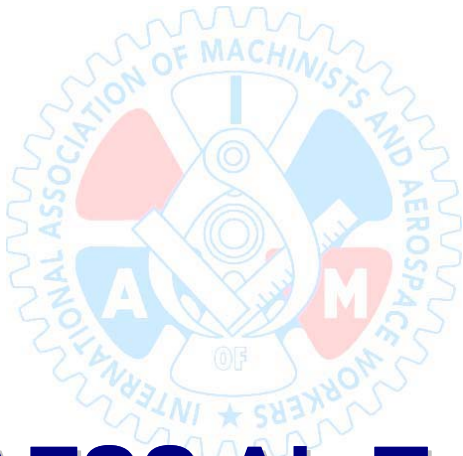
I was fortunate in that I was able to receive a minimum ATC at the time I was forced to retire due to the FAA's contracting of Flight Service.

However, I never intended to retire at an early age and was planning on retiring in my early to mid 60's as many of my co-workers had.

In being forced to retire, I lost an 80% retirement and was forced to take a 50% retirement. In addition I lost any benefit from pending raises.

Congress has recently given massive bailouts to banks and auto companies. Perhaps it is time to support some of their own people, their own Federal workforce.

Please support the International Association of Machinists and Aerospace Workers legislative efforts to remedy and restore my Air Traffic Control pension benefits.



AFSS Air Traffic Control Pension Profile for

Dennis Robbins, Prescott Valley, AZ 1st

Years with AFSS before contracting out: 27

Time needed for ATC pension qualification: 0

Personal Impact:

Although I did receive a retirement from the FAA it was a retirement that was much smaller than the 80% retirement I had planned on and had been working towards. I was not ready to retire; this is evident in the fact that I am still working for Lockheed-Martin doing the same type of work. With my 8+ years of military time credited to my Civil Service retirement I was 5 ½ years away from my planned retirement date when the FAA contracted us out to Lockheed-Martin. The FAA was somehow able to get the federal RIF regulations temporarily suspended thereby denying me of the ability to continue my Civil Service career in any other federal agency.

I was forced to relocate and start over in a much more expensive, and to me, unknown and alien environment, leaving behind much that was important and desirable to me.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension problem.

AFSS Air Traffic Control Pension Profile for

Charles H Robinson, Fort Worth, TX 26th

Years with AFSS before contracting out: 23.30 Years, 2152 ATCS

Time needed for ATC Pension qualification: 1.7 years

Personal Impact:

I was able to get my retirement under the “Snowe Amendment,” however the FAA made this time under the Snowe Amendment Data Analyst instead of 2152 ATCS time. Due to my age (48) I got a DSR retirement. The Damage is I am collecting less then 37% of my Hi three years instead of the 50% if ATCS retirement. I get \$29,390 instead of \$40,500 a year.

AFSS Air Traffic Control Pension Profile for



Larry Rubitsky, Nashville, TN
5th

Years with AFSS before contracting out: 16 ½ years

Time needed for ATC Pension qualification: 3 ½ years

Personal Impact:

I have an 18-year old son still attending high school and a wife all of whom are diminished by denial of my ATC Pension.

I became an air traffic controller in May, 1989 and began work at the Arcata (ACV) FSS in McKinleyville, California. When the station was to be consolidated in September, 1997, I transferred to Rancho Murieta (RIU) AFSS. In October, 2005, when flight service was contracted out, I was forced to retire and receive a discontinued service retirement. I hired on with the contractor, Lockheed Martin and continued to work at Rancho Murieta AFSS, which was scheduled to close in July, 2007. In May, 2006, I transferred to Nashville (BNA) AFSS, at my own expense, and today continue to work for the contractor.

My wife, Alda, was very depressed about having to leave the home we thought would be where we retired, in addition to leaving our daughter, Diane, who was 25 years old and a single parent, and her son, William, who was 4 years old. The day we arrived in the Nashville area, my wife suffered a heart attack. Her doctor, after testing, determined that her heart had suffered no damage, and said it was the result of stress.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



James Ruggiero, Fort Worth, TX 26th

Years with AFSS before contracting out: 19 years 8 months

Time needed for ATC Pension qualification: 4 months to reach 20 years good time. 2 years, 2 months to reach age 50

Personal Impact:

This is my life story in very brief review. I have a wife and 3 children, ages 17, 15, and 12, all of whom are diminished by denial of my ATC Pension. We were forced to move from Wisconsin to Texas, leaving grandparents, relatives and lifelong friends

Here's something else of color and interest. My three boys are hockey players and have been skating since ages 4 or 5. As a hockey player in Wisconsin, or any northern state, you look forward to playing for your high school team. My oldest son was fortunate enough to play high school hockey as a freshman. Then we are forced to move to Texas. Hockey costs more than tripled. Practice time is reduced from 5 per week to twice a week. My son now has more ability, knowledge, and experience, than his head coach for the past two years. That's right, more experience than his head coach. This whole crazy process has certainly destroyed what we have been looking forward to for years.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Gail Rusch, Miami, FL 25th

Years with AFSS before contracting out: 13

Time needed for ATC Pension qualification: 7

Personal Impact:

I have lived in the Miami area since 1989 with my husband and son, now 12 years old. I was recruited into Flight Service by the former Manager and began my service in 1992. I have continued in Flight Service with LM since the separation.

The possibility of retirement benefits became more important because our son has special needs. I hoped I would be able to spend more time at home with him supplemented by the pension and consistent insurance coverage.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Steve Savino, Keller, TX 26th

Years with AFSS before contracting out: 20

Time needed for ATC Pension qualification: None, I need to turn 50 and be employed in any government job for 1 day.



Personal Impact: I worked for the FAA as an Air Traffic Control Specialist for 20 years. I started right out of college at age 22. This career has been my only adult job. My wife Dawn and I have 2 boys, Dan and Nick. We've made 20 years of financial and life planning decisions based on receiving the pension I was promised, have earned, and have paid for, but is now denied through no fault of my own.

The requirements for an ATC pension are 20 years of service at age 50, or 25 years at any age. When contracted out I had 20 years of service, but I was only 42 years old. OPM determined that I was not old enough to collect a pension. Before accepting employment with Lockheed Martin, I was denied jobs in the other Air Traffic options because I was over the age of 30. The FAA determined I was too old to work for them. In other words, I was deemed too old to continue in my government career, but not old enough to retire. Then in the fall of 2005 the Snowe Amendment gerrymandered the retirement-eligibility list around me. Coworkers with up to 2 years less service time than me were allowed to work for Lockheed Martin and have the time count as government time for as long as 2 years to get them their retirement. In other words, special provisions were made for certain coworkers, but not for me.

I was to be eligible for a full ATC pension in October of 2010 (25 years at any age). The pension would have been worth roughly \$40,000 per year, and included COLAs, health insurance, and survivor benefits. If nothing changes all I'll get for 20 years service is a choice of deferred annuities: roughly \$8,400 per year starting in 2019, or roughly \$12,000 per year starting in 2025. Either way, less than what a minimum wage worker makes today. Furthermore, deferred annuities do not include COLAs, health insurance, or survivor benefits. Finally, for 20 years I was required to pay the accelerated ATC pension rate of 1.7%, rather than the standard rate of 1.0%. If and when I receive my deferred annuity it will be paid out at the standard rate rather than the accelerated rate. OPM told me that since I wasn't old enough to qualify for an ATC retirement when the FAA contacted us out, I must "forfeit my accelerated retirement contributions to the government".

According to OPM's rules, because I have 20 years of ATC service, I can still qualify for my ATC retirement if I'm employed in any government job for 1 day after I turn 50 years old. I'm certainly willing to go through the charade of getting a government job, working for 1 day, and retiring, but I don't see why I should have to. Also, being that FAA deemed me too old to work at age 42; will any government agency even hire me at age 50? I have my doubts.

I have fallen through the cracks on the pension issue. I have enough service time for a pension, but OPM says I'm not old enough. I'm willing to work for the FAA, but they say I'm too old. No special deals were made to count my Lockheed Martin time as government time, even though I perform the exact same duties I did for the government.

Without your help my family and I will lose everything we've worked and sacrificed for. Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



David J. Semenach, MI 4th

Years with AFSS before contracting out: 27

Personal Impact:

I was denied the following ATC pension benefits:

Guaranteed raises (step increases) ended and government COLA yearly increases (3-4%) ended. These “step increases” raise the high three years of income which determine the amount of pension a person gets.

Sick leave hours greatly reduced and not allowed to be carried over to the next year. Each month of sick leave accrued added to one’s pension.

Extra pay for Sunday’s and holidays was lost.

Finally, job security was lost—no guarantee of our job continuing for even one day. Twenty people were let go in January 2009 in one day with no prior notice.

Since the items listed were promised to us by the FAA, we would expect a favorable resolution in the near future.

I hope you will support the International Association of Machinists and Aerospace Workers’ efforts to remedy and restore denial of my pension benefits.

AFSS Air Traffic Control Pension Profile for



Alan Servetnick, Prescott, AZ 1st

Years with AFSS before contracting out: 15 yrs 11 months

Time needed for ATC Pension qualification: 4 yrs 1 month

Personal Impact:

The loss of my Flight Service position has resulted in a discontinued service annuity, which after tax and health insurance deductions amounts to less than \$300 per month. Though I was employed by Lockheed Martin, health issues forced me to retire in October 2008 with Social Security as my main source of income other than the FAA annuity.

As a journeyman and supervisor with the FAA, I was diligent and responsible, expecting to fulfill my obligations to the flying public and be able to retire with dignity and a sense of accomplishment.

My wife and I now live paycheck to paycheck with little hope of ever having the golden years we had anticipated. Though I don't expect to receive the full 20 year retirement I was working for, I would think a prorated annuity based on years of faithful service and being forced out prematurely would be fair and reasonable.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Wayne L. Shepard, Fort Worth, TX 26th

Years with AFSS before contracting out: 15 years, 1 month

Time needed for ATC Pension qualification: 4 years, 11 months

Personal Impact:

This is my life story in vey brief review. I am a U.S. Air Force veteran and was hired by the FAA in August 1990 to become a Flight Service Specialist at Bangor, ME. I viewed this as a contract with the federal government, stating that if I fulfilled the requirements of my job, I would be able to retire with an Air Traffic Controller special pension. I have a wife who has been diminished by denial of my ATC Pension.

Here's something else of color and interest. My wife has been medically disabled since 1998, and we were required to move to Fort Worth, TX, so that I could keep a job with Lockheed Martin. This created much stress and undue hardship for her having to physically make this move and start all over with new doctors and medical facilities.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Karl Simonyak, Princeton, MN 6th

Years with AFSS before contracting out: 19

Time needed for ATC Pension qualification: 11 months

Personal Impact:

This is my life story in very brief review. I have 2 children and a wife all of whom are diminished by denial of my ATC Pension

I have spent much time and money trying to get my ATC retirement. I worked 11 months for the FAA under the Snowe Amendment, however while I was doing the exact same duties and had the same responsibilities as the previous 19 years the 11 months were not counted as good time for the ATC retirement. I would like to know why not.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Lawrence Spielman, Lansing, MI 8th

Years with AFSS before contracting out: 17yrs 7 mo.

Time needed for ATC Pension qualification: 4yrs 5 mo.

Personal Impact:

I am 45 years old with a wife and three children (ages 8, 11 and 14). As the sole breadwinner for my family I will not receive any retirement benefits. As my children approach college age and I see the possibility of my career coming to a premature end I am feeling increasingly hopeless. My wife has returned to college and I would do the same but I wonder how I can afford school for my family. I face the prospect of no job, no health benefits, no pension, no home (for sale now) and increasingly no hope. I would have received an ATC retirement had I been able to continue as a FAA employee instead of being contracted out to Lockheed Martin. I believe in an honest day's work for an honest day's pay. I can not help but feel cheated out of a quality life by the events of the last 5 years.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***David Stich, Ft. Lauderdale, FL
20th***

Years with FAA before contracting out: 18 yrs

Time needed for ATC Pension qualification: 3 ½ yrs

Personal Impact:

I entered the FAA in the mid 80's to help rebuild the ATC system after the 1981 strike. I took this position in a very specialized field knowing that while my skills were not particularly marketable in the outside world, they were critical to the safety of the flying public.

I had every expectation that in return for working shift work, weekends and holidays away from my family for 20+ years, I would be rewarded with a well earned pension when the FAA deemed my skills too diminished to continue working upon eventually reaching the mandatory retirement age of 56.

The FAA's decision to layoff an entire workforce in the face of future retirements, the blatant Age Discrimination that took place, and subsequent loss of FAA pensions by AFSS specialists need to be addressed and remedied by Congress

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

*Steve Tannis, Lumberton, NJ
3rd*



Years with AFSS before contracting out: 16 yrs

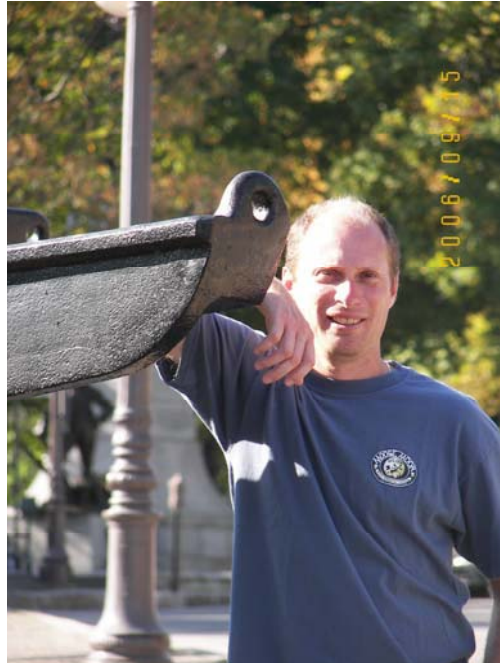
Time needed for ATC Pension qualification: 4 yrs

Personal Impact:

I am currently unemployed and living payday to payday with a small pension from the government. The pension that I am receiving is called a Discontinued Service Retirement. My pension was reduced because of the privatization of Flight Service. I was fortunate to have 25 years government service in order to qualify for the Discontinued Service Retirement, however because of my age being 46 at the time of the privatization of Flight Service and because of the fact that I am not receiving credit for any ATC time the pension I am receiving is reduced more than half of what it could have been if I was getting credit for my ATC time or if I could have at least worked until age 56 so I didn't have to take a reduction to my pension because of my age.

I have 3 children and a wife all of whom are diminished by denial of my ATC Pension Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Norbert Teifert, Fort Worth,
TX 26th***

Years with AFSS before contracting out: 19 years 8 months

Time needed for ATC Pension qualification: 4 months to reach 20 years good time; 3 years 2 months to reach age 50

Personal Impact:

Completely disrupted my life to the point where my family lives in Maine, and I currently reside in Texas

Here's something else of color and interest.

I have a wife and one child who have suffered both emotionally and financially from the denial of my ATC Pension. My relocation has caused substantial harm to my family and myself. I currently work here in Texas and now must contend with the constant hardship of commuting back and forth to Maine in order to see my family.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



***Juanita M. Thurnau, St.
Petersburg/Clearwater, FL 9th***

Years with AFSS before contracting out: 5 yrs

Time needed for ATC Pension qualification: 9 yrs 6 months

Personal Impact:

In 2005, the FAA outsourced Flight Service. My chance at an ATC pension was taken away. At 51 years old, I'm faced with a future of no ATC retirement and no health insurance.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Joel Tillman AFSS Buffalo, NY

Years with AFSS before contracting out: 18 years 10 months.

Time needed for ATC Pension qualification: 1 year 2 months

Personal Impact:

This is my life story in very brief review. I am a NAVY veteran and a former AFSS specialist with the FAA at the Buffalo AFSS. I have 2 children and a wife all of whom are diminished by denial of my ATC Pension. I was granted a discontinued service retirement from the FAA. Because of this I am unable to further my boy's education by sending them to college. I struggle to feed my family and pay monthly bills. The quality of life that I and my family had grown accustomed to was diminished. Being unemployed or semi retired I had to go to the state for help in paying my utilities. I thought that being employed by our Government for almost 25 years that I would feel and be secure in my retirement – far from it. All of this has contributed to my health failing.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Carlos Torres, DeRidder, LA 4th

Years with AFSS before contracting out: 17 yrs.

Time needed for ATC Pension qualification: 3 ½ yrs. due to prior 2152 time.

Personal Impact:

I worked at DeRidder AFSS for 17 yrs. as air traffic control specialist, training specialist, support specialist, quality assurance specialist, cadre trainer. I received a Displaced Service Retirement (DSR) with a loss of 20% due to age reduction.

This reduction is a financial loss that I feel I deserve at a minimum. I have 2 children in college and a wife all of whom are diminished by denial of my ATC Pension. This was something I had calculated into our retirement plans.

Probably the most disheartening thing of the Reduction in Force process was the denial of government jobs that were filled from off the street applicants as we were let go. Other prior Reduction in Force government employees were given time, money and job training before they were fired. We were forced to have a job with Lockheed or on the street. I worked for Lockheed Martin Corporation from 2005-2008 and separated from family while in Fort Worth and maintained two households for a year. There were many financial and emotional stresses placed on the family because of the reduction in force and the separation.

My family and I hope that you can rectify this injustice by supporting the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Milton J. Torres, III, Miami, FL 25th

Years with AFSS before contracting out: 9

Time needed for ATC Pension qualification: 11, Total years with government: 19

Personal Impact:

This is my life story in very brief review. I have 2 children and a wife all of whom are diminished by denial of my ATC Pension.

Here's something else of color and interest. I am 52 years old with little chance of starting a new career and nowhere else to seek employment with my particular skill set. I was planning my retirement, along with all of my colleagues, when they were suddenly and completely stripped away by the Federal Aviation Administration (FAA). I placed over 200 bids for other jobs in the FAA and did not receive even one offer. I was not offered any assistance or cross training so that I may continue my employment with the FAA. We did nothing except perform our jobs to the best of our abilities.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



Harold F. Truppner, Buffalo, NY

Time needed for ATC Pension qualification: 2 years

Personal Impact:

I served 8 years active duty and 12 years in the USAF Reserves. Before becoming an Air Traffic Controller in the Flight Service option I worked 2 years as an Air Traffic Assistant at Buffalo Tower.

I was very excited and about my promotion to Flight Services. I worked enthusiastically at my job for 18 years. I became a private pilot during my tenure there and I feel it enhanced my ability to do my job.

I paid an additional premium into the FAA retirement system because of the required mandatory age for retirement. I feel the FAA pulled the rug out from under me by cutting short my career. I have never received a refund of the extra monies I had to pay into the retirement system caused by the job description and mandatory early retirement. I would have preferred to work my job until I reached the proper retirement age.

I ransomed a 30 year pension –Discontinued Service Retirement-(DSR) by buying back my military time, some of which to this day has not been fully accounted for, but paid for.

I did go to work with Lockheed Martin Buffalo AFSS for the year and a half the facility remained open. Frankly at my age there were no alternatives. Now at age 57, I should be enjoying my FAA pension, but no.

I live with a friend and if something happens to her I will not be able to afford to live in the house we built together and planned to retire in because of the significant reduction in my retirement.

I still volunteer at aviation events and miss my job as a weather briefer. My life has been disrupted and very dismal due to the denial of the ATC pension I worked for and was denied.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

SCOTT L. TURNER *Lansing, MI*
8th



Years with AFSS before contracting out:

16 and a half years of air traffic control flight service time as of Oct 4, 2005.

Time needed for ATC Pension qualification: I would need 3 and a half years of time to meet ATC pension qualification, age 50 with 20 good years of service. If flight service had not been contracted out I would have been eligible to retire June 1, 2009.

Personal Impact:

My career as an air traffic control specialist in the flight service option was abruptly and forever permanently changed with the award to Lockheed Martin of the contract to outsource my job with the FAA. To keep my job as a flight service station specialist I was given an opportunity to go to a c-site which was an unpaid move. The housing market was starting to take a dive at this time and needless to say my wife and I took a big hit on the sale of our home which we had lived in for almost 17 years.

My wife, who at the time of the contract award, had been working full time with the United States Postal Service for almost 13 years. Because of our decision to relocate to Lansing, MI., my wife had to resign from her position as a rural letter carrier with the U.S.P.S.. There was no opportunity for her to transfer her job to Lansing, MI. This was significant income to our family which was lost. My wife Gayle and I have 2 adult children that both attend college here in Michigan after having attended college in Kentucky.

I have good reason to believe that my job at Lansing will cease to exist after January or February of 2010, at which time the facility will probably close the doors, and my job terminated. It is possible that Lockheed Martin could offer some of us jobs at one of the 3 main HUB facilities, however this seems unlikely based on past experience.

Having been in the United States Air Force as an air traffic controller from 1982-86 and in the FAA since 1987, I have more than 25 years of air traffic control experience all with the federal government except since October 4, 2005.

It seems so wrong that the circumstances individuals like me are going through to try and receive our pension are in vain. We have so dearly and responsibly dedicated our lives to public service in the aviation field for the federal government.

I was looking forward to a retirement that I thought I had worked for. It has now been taken away. Our dreams for the future in retirement have been put on hold. My wife and I will survive this injustice and hope other career federal employees do not have to suffer the devastating and stressful times that the loss of a deserved pension have can cause.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



John H Vande Kieft, Lansing, MI 7th

Years with AFSS before contracting out: 22

Time needed for ATC Pension qualification: 0

Personal Impact:

My name is John H Vande Kieft and I was denied the following ATC pension benefits:
Annuity- My plans were to retire in 2010-2011 time period, which would have increased my annuity at least 10%.

Sick Leave- Would have been able to accumulate the unused sick leave hours for each year.

Sunday pay/Holiday pay- Would have received the designation amount of increased pay.
COLA-2%-3% increase each year.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



Shawn Walth, Princeton, MI 6th

Years with AFSS before contracting out: 19

Time needed for ATC Pension qualification: 6-9 years

Personal Impact:

No pension or health benefits into retirement. Loss of early retirement, loss of seniority, no regular pay increases to keep up with the cost of living. Limited promotion potential and no job security.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for



William B. Wickham, Fort Worth, TX 26th

Years with AFSS before contracting out: 19

Time needed for ATC Pension qualification: 2

Personal Impact:

I had just over twenty years of government service before the Flight Service option was contracted out. At the time I was 47 years old and needed just under two years to get my 20 years of “good time” which would make me eligible for the ATC retirement at the age of 50. When I was removed from government service I had over 1600 hours of sick leave which was given back to the FAA with a cash value of over 60,000 dollars. When Flight Service was contracted out I had to sell a house under market value and move to Fort Worth just to stay employed. I dedicated twenty years of my life to the FAA as an excellent employee thinking I would be rewarded at the end of my career with a retirement but I have been denied this due to the A76 process and the removal of Flight Service for the government.

Please support the International Association of Machinists and Aerospace Workers’ legislative efforts to remedy my ACT Pension denial.

AFSS Air Traffic Control Pension Profile for



David B. Womack, Fort Worth, TX 12th

Years with AFSS before contracting out: 23 years ATC (good time).

Time needed for ATC Pension qualification: 2 years good time.

Personal Impact:

I would have been eligible to retire in September of 2007. The FAA contracted out my job October 5th 2005 and effectively denied me from continuing my FAA career. I only qualified for a deferred retirement (age 62) which does not include health insurance benefits and Lockheed does not offer a pension plan that includes Health Insurance benefits to AFSS employees. The contracting out has changed my situation from where I would have already been eligible for a full retirement, to a situation where I may never be able to retire.

I have 2 children, both in college and a wife. I hired on with the FAA at the age of 20 and never finish a college degree. I didn't feel like I needed too because I had my career with a promised retirement plan.

I have always been a good employee, I have never had any disciplinary action taken against me and have always been dedicated to providing the best service to the flying public that I possible could.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.

AFSS Air Traffic Control Pension Profile for

Bernard Paul Wood, Lansing, MI 8th



Years with AFSS before contracting out: 20

Personal Impact:

I am more fortunate than many of my co-workers because I had the time and age to qualify for the minimum ATC retirement at the time of the Reduction in Force (RIF). However, my forced premature retirement left me with a substantially reduced annuity.

I planned to retire in or after 2010. I estimate my retirement annuity calculation, with my military service, would have been at least 80% rather than the 50% of my base salary I did receive.

Perhaps more importantly, my high three years of earnings calculation would be based on high three average significantly (estimated \$20,000.00+) higher had I been allowed to retire as had planned. Additionally the Flight Service Controllers were RIFed before three years had passed on a substantial and much overdue raise. This resulted in a retirement annuity that is in reality much less than 50% of my base salary at the time of our dismissals.

I now expect to work into my late sixties since my government pension (reduced as it is) subjects me to the windfall provisions that limit and reduce my Social Security benefits.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy and restore denial of my Air Traffic Control pension benefits.

AFSS Air Traffic Control Pension Profile for



***Laurie Ziegler, Princeton, MI
8th***

Years with AFSS before contracting out: 19 Years and 8 months

Time needed for ATC Pension qualification: 3 months and 8 days

Personal Impact:

This is my life story in very brief review. I have 3 children and a husband all of whom are diminished by denial of my ATC Pension.

For my entire adult life since the age of 23 all life choices were made based on my career in ATC and the 20-year retirement. I worked several years of mid shifts, night shifts, holidays and weekends to meet my end of the bargain. I passed up other education and career paths due to my investment in the 20-year retirement promise. During and after the outsourcing I suffered many physical and other health issues related to the stress and uncertainty at work.

Please support the International Association of Machinists and Aerospace Workers' legislative efforts to remedy my ATC Pension denial.