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PLANNED OFFICE AND FACILITY CONSOLIDATIONS: TO IMPROVE
SYSTEM EFFECTIVENESS AND EFFICIENCY FY 1985-87(U)
FEDERAL AVIATION ADMINISTRATION WASHINGTON DC

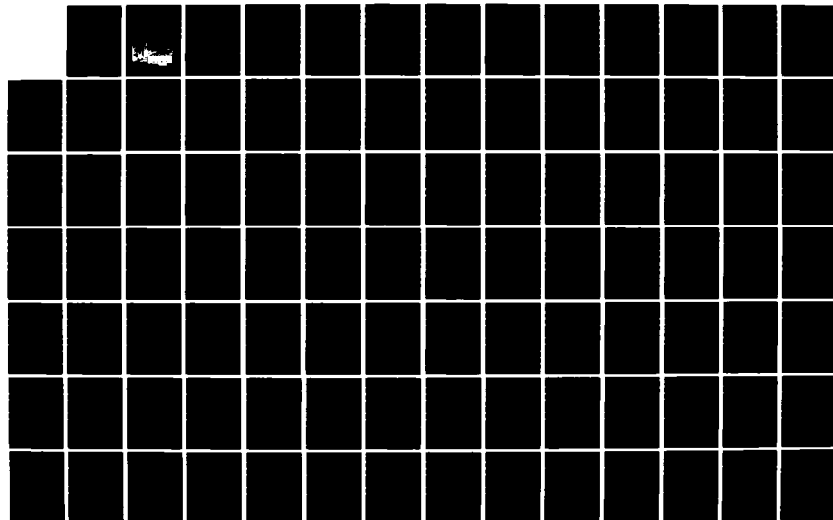
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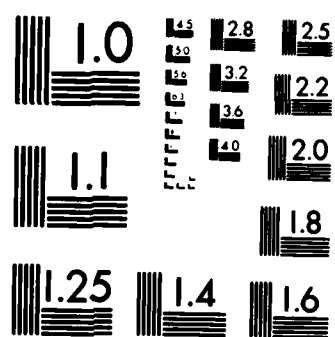
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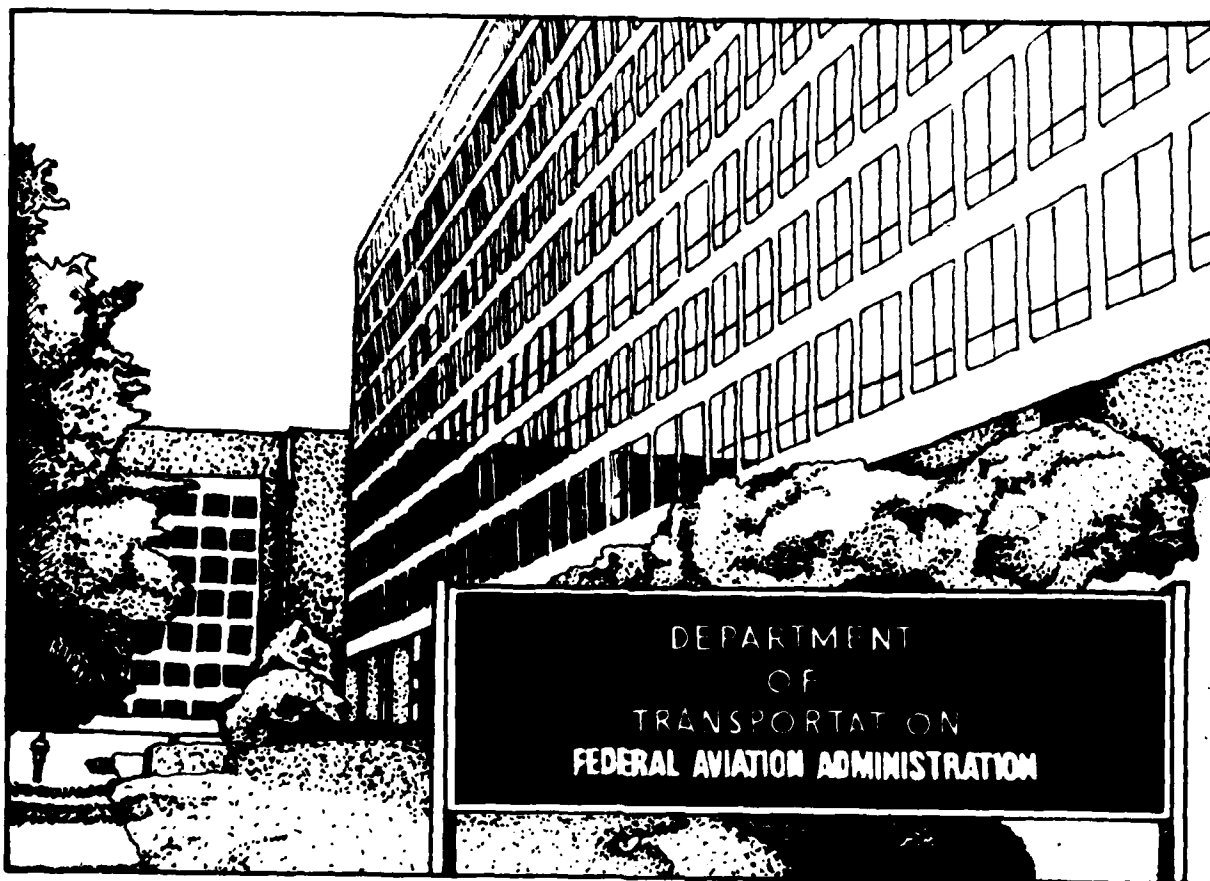
FY 1985-87

Planned Office and Facility Consolidations To Improve System Effectiveness and Efficiency

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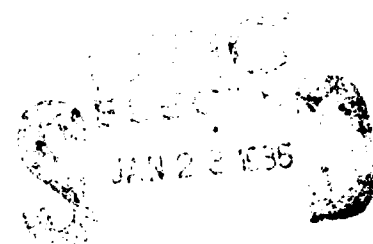
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REPORT ON PLANNED OFFICE AND FACILITY CONSOLIDATIONS

To Improve System
Effectiveness & Efficiency



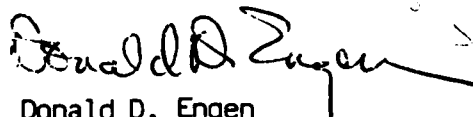
Report of the Administrator of the Federal Aviation Administration to the
United States Congress pursuant to House Report 98-1159 on the
FY 1985 Continuing Appropriations Resolution

December 1, 1984

PREFACE

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Last year the Federal Aviation Administration prepared a comprehensive three-year Office and Facility Consolidation Plan as directed by the DOT FY-1984 Appropriations Act (P.L. 98-78). At that time, studies were completed in several operational areas to identify obsolete, unneeded facilities. The plan which was presented to the Congress was developed to make far better use of technological advances to improve both efficiency and service while also reducing costs. Productivity gains were achieved by realigning some of the work force to place them where the demands for service were greatest. Overall, the plan represented a significant improvement in many operational services provided by the agency.

This revised plan, which was directed by House Report 98-1159 accompanying the FY-1985 Continuing Appropriations Resolution, has the same basic objectives as the first effort. Perhaps the most important difference is that the need to implement it is even more compelling today given the increased demands for services, scarcity of financial resources, and limited staffing.


Donald D. Engen
Administrator

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EXECUTIVE SUMMARY

The Federal Aviation Administration (FAA) has initiated a program to reduce the cost of Government and the burden upon the American taxpayer by improving safety, service, and system efficiency. The mission of the FAA is to provide for the safe and efficient use of the nation's airspace and facilities and the vehicles that travel in it. Equally important, the agency is responsible for administering its programs effectively, efficiently, and economically. As a trustee of public monies, FAA is responsible to all taxpayers, not just to the flying public or to a small segment of the aviation public.

The program outlined below updates the previously published plan for field office and facility consolidations, and encompasses actions through fiscal year 1987.

- o Flight Service Station (FSS) Modernization/Consolidation: The FSS modernization and consolidation program will eventually reduce the number of flight service stations from 311 to 61, and will provide a level of service equal to or better than the current system. Over the next three years, 87 FSS's will be consolidated into 40 automated flight service stations. The annual savings which will begin to accrue after modernizing and consolidating these facilities will be over \$17 million.
- o Airport Traffic Control Tower (ATCT) Closures: Six facilities have been identified as meeting the criteria for discontinuance of tower services. These facilities have been temporarily closed since August, 1981, and are planned for decommissioning in FY 1985. An annual savings of nearly \$2 million will result from these closures.
- o Consolidation of the Functions of the Terminal Radar Approach Control Facilities (TRACON) and the Air Route Traffic Control Centers (ARTCC): The planned effort to consolidate TRACON's with ARTCC'S has been deferred. This effort will now be in conjunction with the Area Control Facility (ACF) program which is expected to commence in the early 1990's.
- o Realignment of the Airway Facilities Sector Offices (AFSO's): Nine sector offices will be downgraded to sector field offices, changing the reporting relationships so that redundant management and administrative positions are eliminated. The annual savings from these realignments will be nearly \$4 million.
- o Consolidation of Aviation Standards (AVS) Field Offices: To make better use of resources, it is planned to relocate the Guam International Field Office (IFO) to Tokyo, Japan. We also plan to consolidate the Aircraft Certification Offices (ACO's) at Long Beach and Hawthorne, California. These actions will result in an annual savings of nearly one-half million dollars.

The cumulative cost effectiveness of this plan, through 1994, will be savings of over \$115 million and reductions of approximately 150 positions. The cumulative cost effectiveness is measured in constant 1984 dollars and includes projected consolidation expenditures and savings/cost avoidances for FY 1985 through FY 1994. The cost effectiveness figures in the following table are not necessarily directly proportional to the number of positions saved because of significant differences in the savings attributable to consolidations of facilities.

SUMMARY OF ACTIONS IN PLANNED
OFFICE AND FACILITY CONSOLIDATION
By Type of Facility by Type of Action

FACILITY TYPE	Planned Actions Through End FY-1987					Cumulative Cost Effectiveness Through FY 1994 in millions
	CLOSE	REDUCE	OPEN	EXPAND	TOTAL INVOLVED	
FSS	87	--	37	3	127	65.48
ATCT	6	--	--	--	6	17.00
AFSO	--	9	1	9	19	32.57
AVS	2	--	1	1	4	3.31
TOTAL	95	9	39	13	156	118.36

OFFICE AND FACILITY FUNCTIONS AND MISSIONS

Flight Service Station (FSS). Flight service stations offer a broad range of pre-flight and in-flight services primarily aimed at general aviation (or non-airline) pilots. These services include conducting pre-flight weather briefings for pilots and accepting and closing flight plans, primarily through telephone and radio communications. Additionally, FSS's provide enroute communications with pilots flying under Visual Flight Rules (VFR), assist pilots in distress, work with search and rescue units in locating missing aircraft, assist lost aircraft and aircraft in emergency situations, monitor radio navigation stations, relay air traffic control (ATC) clearances, originate Notices to Airmen, broadcast aviation weather and National Airspace System (NAS) information, receive and process Instrument Flight Rules (IFR) flight plans, and monitor radio air navigation facilities (NAVAIDS). In addition, at selected locations, FSS's provide Enroute Flight Advisory service (Flight Watch), take weather observations, issue airport advisories, and advise Customs and Immigration of transborder flights. The FSS's also have communications equipment for relaying information to air traffic towers and control centers and for various emergency services. Flight service stations are under the general direction of the regional Air Traffic Divisions and Washington headquarters.

Automated Flight Service Station (AFSS). These facilities will provide a level of service equal to or better than the current FSS's, except the new facilities will be using automated technology in providing these services. Automated flight service stations will be under the general direction of the regional Air Traffic Divisions and Washington headquarters.

Airport Traffic Control Tower (ATCT). Located on airports, these facilities, through the use of air/ground communications, visual signaling, and other devices, provide air traffic control services to airborne aircraft operating in the vicinity of an airport and to vehicles operating on the airport surface. Their services include separation of aircraft, sequencing aircraft in the traffic pattern, expediting arrivals and departures, separation of aircraft in the pattern, separation of aircraft on the landing areas, and providing clearance and weather information to pilots. ATCT's are under the general direction of the regional Air Traffic Divisions and Washington headquarters.

Terminal Radar Approach Control (TRACON). These air traffic control facilities control airspace around airports with moderate-to-high density traffic. TRACON controllers use radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service may be provided to both civil and military airports. Normally, each TRACON is associated with one ATCT and is located within the same building. However, a TRACON may be remotely located and may service more than one ATCT. TRACON's are under the general direction of the regional Air Traffic Divisions and Washington headquarters.

Air Route Traffic Control Center (ARTCC). Air route traffic control centers monitor and control all commercial airlines and other aircraft in the United States operating under Instrument Flight Rules (IFR) flight plans and which are not under the control of military or airport terminal facilities. These centers control an aircraft's route of flight and altitude while it is en route between airports. They provide separation services, traffic advisories, and weather advisories. In addition, they assist aircraft in distress. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to Visual Flight Rules (VFR) aircraft. A typical center is responsible for more than 100,000 square miles of airspace and hundreds of miles of airways in the sky. ARTCC's are under the general direction of the regional Air Traffic Divisions and Washington headquarters.

Airway Facilities Sector Office (AFSO). Maintenance support for the National Airspace System (NAS) is accomplished by a staff of electronic and environmental technicians operating from approximately 1,000 manned equipment installations under the purview of the sector offices. This support usually consists of handling system maintenance operations and providing engineering services on a day-to-day basis under the general direction of the regional Airway Facilities Division. Each sector conducts a maintenance and certification program to assure the continued operations, accuracy, and reliability of all air traffic control, air navigation, communication facilities, and ancillary equipment assigned to them. It requires frequent site visits and, in some cases, the staffing of offices to assure immediate responses in the event of a required maintenance action.

Aviation Standards (AVS) Field Offices. To ensure the safe flight operations of air carriers, air taxis, commuter airlines, and general aviation, the aviation standards programs include the establishment of and assurance of compliance with safety rules and standards; the airworthiness certification or approval of civil aircraft and components; the surveillance of civil aircraft manufacturing; the licensing of airmen, air agencies, and operators; and the surveillance of operators and airmen. These functions are accomplished through a network of the following facilities, which are under the general direction of the regional Aircraft Certification Directorates or Flight Standards Divisions. Some smaller AVS field offices are organizational satellites to larger AVS field offices.

Air Carrier District Office (ACDO). These facilities conduct those air safety programs relating to the certification inspection, and surveillance of operations and maintenance programs and facilities of air carriers and commercial operators, certification and surveillance of air carrier airmen, surveillance of airports used for training of air carrier or commercial operator operations, and recurring certification of aircraft (in excess of 12,500 pounds) used by air carriers or commercial operators.

Aircraft Certification Office (ACO). These facilities provide for original and supplemental airworthiness certification or approval of civil aircraft, engines, propellers, parts, and appliances including surplus military products and parts. Additionally, ACO's conduct inspection surveillance of manufacturing facilities producing civil aircraft,

engines, and propellers to determine compliance with prescribed safety standards. ACO's are under the general direction of the regional Aircraft Certification Directorates. An Aircraft Certification Field Office (ACFC) is under the direction of an ACO.

General Aviation District Office (GADO). These offices conduct those air safety programs relating to certification, inspection, and surveillance of general aviation operators, agencies, and related airmen; aircraft airworthiness (civil aircraft except those used by scheduled and supplemental air carriers and commercial operators weighing in excess of 12,500 pounds); air taxi operators; aerial applicators; and rotocraft external load operators; and maintain surveillance and conduct inspections of general aviation flight operations and maintenance to assure compliance with safety requirements.

Flight Standards District Office (FSDO). These facilities have the combined functions of an ACDO and a GADO.

International Field Office (IFO). These offices perform the FSDO (ACDO and GADO) functions in foreign locations.

Positions. Throughout this document, references are made to the number of positions saved, moved, eliminated, etc., and are associated with the function which will be affected by a closure, realignment, or consolidation. A position refers to the authorized positions assigned to the facility, NOT the number of employees. Positions may or may not be filled at this time. When implementation actually takes place normal attrition may further reduce the number of filled positions.

I.

FLIGHT SERVICE STATION

MODERNIZATION/CONSOLIDATION

FLIGHT SERVICE STATION MODERNIZATION PROGRAM

The FAA's "Planned Office and Facility Consolidations" report submitted to the Congress on October 1, 1983, outlined the agency's plan to modernize the FSS system by the extensive use of automation for the specialist and the introduction of pilot self-briefing. Pilot self-briefing enables users to access the computer system directly to obtain a weather briefing or to file a flight plan.

Automation will be provided to specialists in two stages. The first stage, known as Model 1, will provide an alphanumeric data retrieval capability. It will allow FSS specialists to retrieve aeronautical and weather information from a national data base. The specialist will also be able to file flight plans through the system and will receive automatic notification upon receipt of hazardous weather.

The second stage, known as Model 2, will provide all of the capabilities of Model 1 plus the addition of graphics (including weather radar), enhanced route validation and retrieval, system capacity to meet forecast 1995 demands, and software to accommodate direct access terminals.

The principal elements of the FSS Modernization Program (FSMP) have not changed significantly from those identified in the 1983 report. The agency has achieved several milestones in the FSS program during the past year and has refined its planned implementation strategies. These accomplishments, as well as the program adjustments, are the subject of this section of this report. As requested, the impact of consolidation in Alaska will be addressed also.

Basically, the FSMP provides for consolidating the existing FSS's into a modernized configuration of 61 new facilities and automation for both the FSS specialist and the pilot. The FAA has made significant progress in automation and building acquisition, and now consolidation is vital to further progress.

Acquisition of AFSS Facilities

FAA's procurement of leased space for the 61 automated flight service stations (AFSS) on a competitive basis has been well received by most communities throughout the country. Interested sponsors were invited to submit competitive offers to lease space to the agency for the planned facilities. This assured that FAA would benefit from the lowest annual cost for the new facilities and that the communities would have a more participative role in the overall site selection process. To date, FAA has received approximately 300 offers from prospective sponsors. Fifty-one of the AFSS locations were selected as of November 1 and the remaining sites should be identified by early calendar year 1985. Forty-three of the selected sites were obtained at a lease rate below the estimated cost of federal construction; twenty-two were at a rate of \$1.00 per year. The remaining eight will be constructed by FAA. The leased space approach has enabled the agency to reduce the planned capital investment for AFSS structures by some \$50 million.

Flight Service Automation System (FSAS)

Over the past 12 months the contractor for FSAS has overcome significant management and technical problems in the development of the Model 1 system. It is now being tested at the contractor's plant, and the first system will be shipped to FAA's Technical Center in Atlantic City, New Jersey, by January 1985. Additional systems are scheduled for delivery to field facilities beginning mid CY-1985, concurrent with extensive testing that will be conducted at the Technical Center. Model 1 systems will be operational at three AFSS's by the end of CY-1985, and all 37 sites by November 1986.

Development of the Model 2 FSAS has been deferred until Model 1 is delivered. This decision was made with the knowledge that Model 2 will be an expansion of the Model 1 system. It also allows the contractor to concentrate all resources on the completion of Model 1.

Based on the delivery of Model 1 in January 1985, development of Model 2 could be resumed within a timeframe to permit initial delivery of Model 2 equipment to the Technical Center in mid-FY-1987. Commissioning of Model 2 systems in the 61 AFSS's is scheduled to occur over a four-year period.

Facility Commissioning/Consolidation

The October 1983 Facility Consolidation Plan provided for the closure of 104 FSS's through FY-1986. Prior to issuance of the plan, FAA requested Congressional approval to proceed with the closure of seven additional FSS's and one international FSS, identified as anomalies to the plan. Approval for this action was granted October 3, 1983, and those eight facilities were closed within the past 12 months.

In letters to the Secretary of Transportation dated November 18, 1983, and April 11, 1984, the Senate Committee on Appropriations requested a follow-up report on consolidation of the Boston, Massachusetts, and Windsor Locks, Connecticut FSS's at Bridgeport, Connecticut. The report which FAA submitted to the Congress in June 1984, confirmed the results of the initial evaluation--that an equivalent and acceptable level of service was being provided from the new facility. It should be noted that the same conclusions were reached in two additional studies, one conducted under contract by FAA, the other conducted within the private sector.

In July 1984, the Senate Committee on Appropriations in its report on the Department of Transportation FY-1985 Appropriations Request, directed that the Department "not advance the consolidation of Flight Service Stations until it receives written approval of the Committee to do so...." Consequently, FAA has not closed any additional FSS's. In addition, FAA was asked to update the three-year Facility Consolidation Plan and present it to the Congress no later than December 1, 1984. This direction was repeated in the Conference Report on the FY-1985 Continuing Resolution, which includes funding for the FAA.

In May 1984, FAA modified the FSS implementation plan, thereby limiting consolidations/closures to those required to either support transition to the new facilities or as a follow-on to the commissioning of Model 1. The FSMP now identifies 46 new facilities which will have been commissioned by the end of FY-1987. Forty of these locations involve the consolidation or closure of

an FSS; those 40 locations are addressed in this report. The other six locations do not require consolidations/closures to support commissioning or as a follow-on to Model 1 and, therefore, are not included in this report.

FAA expects to have taken occupancy of 50 new facilities by the end of FY-1987, however, due to activities that must take place, not all will be commissioned within that period. Typically, a lead time of 9-12 months is required to consolidate or commission an FSS. This allows time to order and install leased communication circuits; notify employees; prepare the new or consolidated space; test equipment; and select, train, and certify employees at the new location. A minimum staff of 20 is required at the new locations to accomplish all these tasks. FAA is proceeding with the planning required for transition to the new facilities. Notification to FSS employees will be accomplished subsequent to the delivery of this report to the Congress.

Consolidation of FSS's is critical to the commissioning of 29 of the 40 sites listed in this plan because the new facility is located at an airport without an FSS, or at an airport with an FSS staffed with less than 20 employees. The remaining locations have an FSS with a staff of 20 or more employees. Without consolidation these 29 buildings will remain vacant. (Figures 1, 2, and 3 on pages 8, 9, and 10 list the planned consolidations.)

FSS Consolidations Listed in
"FY-1985-87 Planned Office and Facility Consolidations"

	(FY-1984 and prior)	FY-1985	FY-1986	FY-1987	Total
Commissioned	(3)	13	11	13	40
Consolidations to support Transition	(-)	13	8	12	33
Follow-on Consolidations (after Model 1)	(-)	--	26	28	54

The benefits gained through timely commissioning of the new facilities are three-fold:

- First and foremost is safety. Improved and/or expanded service will be made possible through the use of new equipment, including weather satellite displays and a communication switching system. The communication switching system includes such features as solid state air-ground and telephone control functions, transcribed recordings of weather briefings for selected areas or routes, and a recording capability for direct pilot entry of flight plans.
- Second is the potential for increased facility and specialist productivity gained by centralizing personnel and converting support personnel to operational positions. For example, the staffing formerly allocated to some administrative positions will be reassigned to operationally productive positions such as those which support pilot briefings and air/ground communications. This translates into a higher probability of a pilot reaching an FSS specialist, without a prolonged wait, in the consolidated configuration than in the present highly decentralized system. For the AFSS sites identified in Figure 4,

consolidation will provide sufficient staffing to absorb the projected increase in activity, and will result in an up to 26% increase in average flight services per employee.

- Finally, the communities where the new facilities are located will benefit from additional federal and local expenditures for the construction of AFSS's and will derive additional revenues from increased local employment. Failure to consolidate would leave these buildings vacant, at great cost to the communities.

Additionally, FSS consolidation will provide an opportunity for significant savings in leased communications costs. The remote communications link network now being planned to replace the present radar microwave link network will be able to carry a large portion of the communications for the consolidated configuration. Detailed savings estimates have not been developed, but staff studies indicate a significant savings potential; these cost savings are not included in this document.

Consolidation in Alaska

Aviation has played a key role in the development of Alaska. The State of Alaska is vast and air transportation is the primary means of access to many communities. While the services provided by FSS specialists are standard throughout the system, Alaska's pilots are somewhat more reliant on timely information because of the precipitous terrain and the quickly changing weather conditions. Consolidation and modernization, although not scheduled to take place in Alaska within the timeframe of this report, will ultimately aid the pilots in the quest for this information.

Alaska currently has more than 700 airports, twenty-seven of which have flight service stations. Pilots flying from airports without FSS's, and those where FSS's do not operate full time (10 out of the 27), receive service remoted from other facilities. Thus the concept of obtaining services from a remote FSS is not new or untried in Alaska.

Approximately 95% of all pilot briefings are conducted by telephone or radio rather than by personal visits to an FSS. The pilot's primary concern is that the FSS specialist have the necessary information at hand, or that such information is available for direct analysis by the pilot. Throughout the FSS system, specialists will be trained and certified to provide pilot assistance using the automated equipment. Based on current implementation schedules, these procedures will be in place and the automation equipment will have been thoroughly tested at other locations by the time it is installed in Alaska.

Because of the complexity of terrain and weather, specialists at the AFSS's in Alaska will be specially trained and knowledgeable on specific areas of the state. This is not unlike the FAA's air route traffic control center at Anchorage, which is also sectorized and controls even larger geographical areas.

Radio communications to the AFSS will be provided through the remotely controlled communications outlets (RCO) currently located at many sites

throughout the state. New FSS RCO's have been installed since 1976 and 36 more are currently planned. Thus, for the pilot, access to the AFSS will be even better after consolidation than it is today.

Emergency services will be handled by the AFSS as they are today except that equipment and radio outlets will be terminated in the centralized location. Alaska currently has 22 direction finder stations (equipment for location of lost or disoriented pilots) and plans 28 more. Control of most of these will be from the AFSS which will increase coverage and add to safety.

More than two million total flight services were recorded in Alaska in FY-1983. This includes pilot briefings, flight plans, and aircraft contacted. The forecast increase in this activity would require approximately a 40% increase in staffing and a parallel increase in facilities by 1995. The cost of this would be prohibitive. Savings and continued service to the flying public can be gained only through consolidation and automation of FSS's.

Cost savings will be achieved through increased pilot self-access to the information system, consolidation of facilities, equalization of specialist workload, and, in Alaska, from the elimination of government-furnished family housing and other support services such as water, sewer, power, and commissary in the consolidated FSS locations.

The closure of an FSS in Alaska will not result in the loss of weather observations. When the 20 FSS's now providing weather observations are closed, service will be maintained by contract observers and later by automated weather observing equipment. In addition, FAA is expanding the weather observation network. Nineteen new sites have already been approved and funded by Congress. ~

Consolidation of the existing Alaskan FSS's into three AFSS's will be accomplished sequentially over a period of at least three years, beginning in FY-1988. The FAA will insure that an equivalent or enhanced level of safety and service will be provided at the consolidated locations. Consolidation of the existing facilities into the new AFSS's is critical to achieving the greatest degree of employee productivity, long-term cost savings, and a safe up-to-date system.

FIGURE 1: FACILITIES WHERE THE FIRST CONSOLIDATION IS PLANNED FOR FY-1985:

IN ALPHABETICAL ORDER

NAME OF CONSOLIDATED FACILITY	CONSOLIDATIONS REQUIRED FOR COMMISSIONING, and FOLLOW-ON CONSOLIDATIONS		
	FY-1985	FY-1986	FY-1987
AZ PRESCOTT	Phoenix, AZ *	Douglas, AZ	
CA LOS ANGELES BASIN	One FSS consolidated *		Two FSS's consolidated
GA MACON	Alma, GA *	Valdosta, GA Brunswick, GA	Savannah, GA Albany, GA
IN TERRE HAUTE	Lafayette, IN *	Indianapolis, IN Ft. Wayne, IN	
IA FORT DODGE	Des Moines, IA *	Burlington, IA	Ottumwa, IA Mason City, IA
LA De RIDDER	New Orleans, LA *	Lafayette, LA Lake Charles, LA	
MO COLUMBIA	Kansas City, MO *	Vichy, MO	
NV RENO	Las Vegas, NV *	Ely, NV Loveland, NV	
OK MC ALISTER	Oklahoma City, OK *	Gage, OK Hobart, OK	
PA ALTOONA	Johnstown, PA * Phillipsburg, PA *		
TX CONROE	Houston, TX *	Galveston, TX Palacios, TX	College Station, TX
WI GREEN BAY	Milwaukee, WI *	Houghton, MI LaCrosse, WI	Wausau, WI

* The workload and personnel of this flight service station must be consolidated into the new location to provide a sufficient level of staffing for commissioning; any facility listed without an asterisk (*) is a follow-on consolidation.

FIGURE 2: FACILITIES WHERE THE FIRST CONSOLIDATION IS PLANNED FOR FY-1986:

IN ALPHABETICAL ORDER

NAME OF CONSOLIDATED FACILITY	CONSOLIDATIONS REQUIRED FOR COMMISSIONING, and FOLLOW-ON CONSOLIDATIONS		
	FY-1985	FY-1986	FY-1987
CO DENVER		Akron, CO La Junta, CO	
FL ST. PETERSBURG		Melbourne, FL	
IL KANKAKEE		Chicago, IL *	
IN PRINCETON		Minneapolis, MN *	
NE COLUMBUS		Omaha, NE *	Chadron, NE
		Sidney, NE	
NY W.NY. & PA		One FSS consolidated *	
NC NORTH CAROLINA		One FSS consolidated *	Two FSS's consolidated
OH CLEVELAND		Youngstown, OH Zanesville, OH	
OH DAYTON		Columbus, OH	
PA WILLIAMSPORT		Harrisburg, PA *	
SC ANDERSON		Greer, SC *	Florence, SC N. Myrtle Beach, SC
UT CEDAR CITY		Salt Lake City, UT *	
VA LEESBURG		Danville, VA Salisbury, MD	Roanoke, VA

- * The workload and personnel of this flight service station must be consolidated into the new location to provide a sufficient level of staffing for commissioning; any facility listed without an asterisk (*) is a follow-on consolidation.

FIGURE 3: FACILITIES WHERE THE FIRST CONSOLIDATION IS PLANNED FOR FY-1987:

IN ALPHABETICAL ORDER

CONSOLIDATIONS REQUIRED FOR COMMISSIONING, and FOLLOW-ON CONSOLIDATIONS			
NAME OF CONSOLIDATED FACILITY	FY-1985	FY-1986	FY-1987
AL ANNISTON			Birmingham, AL *
CA RIVERSIDE (relocation of Ontario)			Blythe, CA Daggett, CA Needles, CA
KS WICHITA			Emporia, KS Dodge City, KS
ME BANGOR			Augusta, ME *
MI LANSING			Houlton, ME *
MO ST. LOUIS			Detroit, MI *
ND GRAND FORKS			Cape Girardeau, MO
OR MCMINNVILLE			Jamestown, ND *
SD HURON			Portland, OR *
TN JACKSON			Baker, OR
TN NASHVILLE			Watertown, SD *
TX FT. WORTH			Memphis, TN *
TX SAN ANGELO			Crossville, TN Bristol, TN
VT BURLINGTON			Mineral Wells, TX Childress, TX
WA SEATTLE			San Antonio, TX *
			Barre/Montpelier, VT *
			Glens Falls, NY *
			Albany, NY *
			Ephrata, WA Hoquiam, WA Dalliesport, WA

* The workload and personnel of this flight service station must be consolidated into the new location to provide a sufficient level of staffing for commissioning; any facility listed without an asterisk (*) is a follow-on consolidation.

FIGURE 4: SUMMARY OF SERVICES PER EMPLOYEE
FSS'S WHERE THE FIRST CONSOLIDATION IS PLANNED FOR FY 1985

NAME OF AFSS (CONSOL FSS'S)	CURRENT		TOTAL CURRENT STAFF	CURRENT		PROJECTED FY 88 TOTAL FLIGHT SERVICES	PROJECTED FY 87 STAFF*	FY 88	
	TOTAL FLIGHT SERVICES	PER EMPLOYEE		SERVICES PER EMPLOYEE	SERVICES PER EMPLOYEE			% INCREASE	
AZ Prescott (Yuma, Phoenix, Douglas)	688,095		58	11,864		789,746	57	13,855	17%
GA Macon (Alma, Albany, Brunswick, Savannah, Valdosta)	806,637		59	13,672		960,443	58	16,559	21%
IN Terre Haute (Lafayette, Indianapolis, Ft. Wayne)	935,663		89	10,513		1,048,245	88	11,912	13%
IA Fort Dodge (Des Moines, Ottumwa, Burlington, Mason City)	672,227		50	13,445		798,779	49	16,302	21%
LA De Ridder (New Orleans, Lafayette, Lake Charles)	804,196		60	13,403		923,967	59	15,660	17%
MO Columbia (Kansas City, Vichy)	694,100		59	11,764		748,246	58	12,901	13%

* FY 88 staffing reductions at the facility level have not yet been determined.

FIGURE 4: SUMMARY OF SERVICES PER EMPLOYEE
FSS'S WHERE THE FIRST CONSOLIDATION IS PLANNED FOR FY 1985

NAME OF AFSS (CONSOL FSS'S)	CURRENT		TOTAL CURRENT STAFF	CURRENT		PROJECTED FY 88		PROJECTED		FY 88	
	TOTAL FLIGHT SERVICES	SERVICES		SERVICES PER EMPLOYEE	TOTAL FLIGHT SERVICES	STAFF*	PER EMPLOYEE	STAFF*	PER EMPLOYEE	SERVICES	% INCREASE
NV Reno (Las Vegas, Ely, Lovelock)	692,155		61	11,347	566,777	48**	11,808	48	11,808	4%	
OK Mc Alester (Oklahoma City, Gage, Hobart)	734,272		56	13,112	799,017	55	14,528	55	14,528	11%	
PA Altoona (Johnstown, Phillipsburg)	337,831		25	13,513	397,880	24	16,578	24	16,578	23%	
TX Conroe (Houston, Galveston, Palacios, College Station)	1,082,513		77	14,059	1,343,663	76	17,680	76	17,680	26%	
WI Green Bay (Milwaukee, Houghton, LaCrosse, Wausau)	819,890		64	12,811	916,107	63	14,541	63	14,541	14%	

* FY 88 staffing reductions at the facility level have not yet been determined.

** Portions of the Las Vegas flight plan area will be transferred to the NE California AFSS and proportional staffing will be transferred accordingly.

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FLIGHT SERVICE STATION MODERNIZATION/CONSOLIDATION
Estimated Cost Effectiveness in Millions of Dollars
Fiscal Years 1985 - 1987

END OF FISCAL YEAR	ONE-TIME IMPLEMENTATION COSTS	ANNUAL SAVINGS	ANNUAL COST REDUCTIONS	CUMULATIVE COST EFFECTIVENESS THROUGH 1994
1985	7.42	(.27)	(7.69)	(7.69)
1986	10.08	.62	(9.46)	(17.15)
1987	11.22	.96	(10.26)	(27.41)
1988	--	3.93	3.93	(23.48)
1989	--	5.49	5.49	(17.99)
1990	--	14.70	14.70	(3.29)
1991	--	17.19	17.19	13.90
1992	--	17.19	17.19	31.09
1993	--	17.19	17.19	48.28
1994	--	17.20	17.20	65.48
TOTAL	28.72	94.20	65.48	65.48

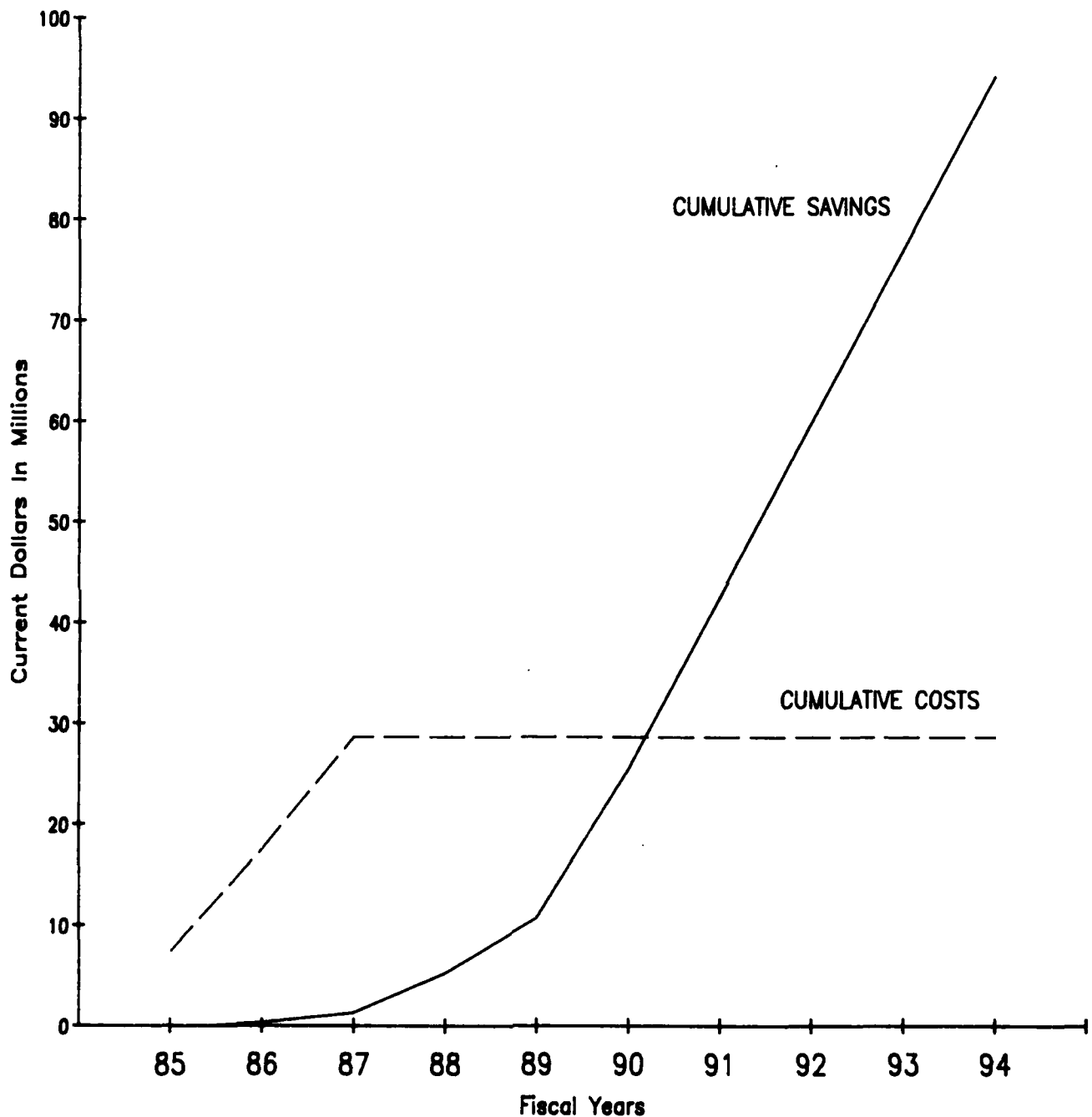
FACILITIES AFFECTED BY TYPE OF ACTION
End of Fiscal Years 1985 - 1987

TYPE OF ACTION	1985	1986	1987	TOTAL
CLOSE	13	34	40	87
REDUCE	--	--	--	--
OPEN	13	11	13	37
EXPAND	--	3	--	3
TOTAL INVOLVED	26	48	53	127

FLIGHT SERVICE STATION MODERNIZATION/CONSOLIDATION

Estimated Cost Effectiveness in Millions of Dollars

Fiscal Years 1985 - 1987



II.

AIRPORT TRAFFIC CONTROL TOWER

CLOSURES

AIRPORT TRAFFIC CONTROL TOWER CLOSURES

The Federal Aviation Administration operates a national air traffic control system which provides for the safe and expeditious movement of air traffic. Air traffic control services must be provided to locations where the greatest benefit will be derived while utilizing FAA human resources in the most effective and efficient manner.

In order to maintain an efficient but cost effective airport traffic control tower network, a comprehensive review of all these facilities is conducted regularly. Published criteria are used as the major tool to help allocate airport traffic control services. The tower establishment/discontinuance criteria are based upon an analysis of the benefits and cost of operating a control tower. The benefits are derived primarily from an air traffic control count in each user category. To meet these criteria, the traffic activity must have dropped below the standard for a minimum of three consecutive years. Additionally, the benefit/cost analysis is based on a fifteen-year forecast period. Although the benefits are primarily derived from air traffic activity in each user category, other factors, such as operational requirements, factors unique to the airport or surrounding area, and historic and forecast traffic activity, are also considered.

The review process for this plan and the reevaluation of all low activity control towers has identified six facilities as candidates for discontinuance of tower services. An indepth review of each site to determine its cost effectiveness, productivity, and operational requirements has been completed. Thorough cost-benefit analyses conducted show that these 6 locations do not meet any of our criteria for retention of a control tower. These facilities have been temporarily closed since August 1981, and it is our plan that they be permanently decommissioned in FY-1985. At this time, no tower locations have been identified for possible discontinuance in future years. Such identification would be dependent on the continuous evaluation process.

The effect on the users of these control tower closures will be minimal. Every effort will be made to ensure that services and components essential to the National Airspace System and continued airport operations are maintained. Navigational aids in place at each airport will remain and will continue to be monitored, but from a remote location.

The ongoing program to carefully evaluate all towers, along with other control tower programs, will ensure optimum utilization of the workforce and a cost effective operation, while realizing an increase in productivity and annual cost savings.

AIRPORT TRAFFIC CONTROL TOWER CLOSURES
Estimated Cost Effectiveness in Millions of Dollars
Fiscal Years 1985 - 1987

END OF FISCAL YEAR	ONE-TIME IMPLEMENTATION COSTS	ANNUAL SAVINGS	ANNUAL COST REDUCTIONS	CUMULATIVE COST EFFECTIVENESS THROUGH 1994
1985	0.24	0.68	0.44	0.44
1986	--	1.84	1.84	2.28
1987	--	1.84	1.84	4.12
1988	--	1.84	1.84	5.96
1989	--	1.84	1.84	7.80
1990	--	1.84	1.84	9.64
1991	--	1.84	1.84	11.48
1992	--	1.84	1.84	13.32
1993	--	1.84	1.84	15.16
1994	--	1.84	1.84	17.00
TOTAL	0.24	17.24	17.20	17.00

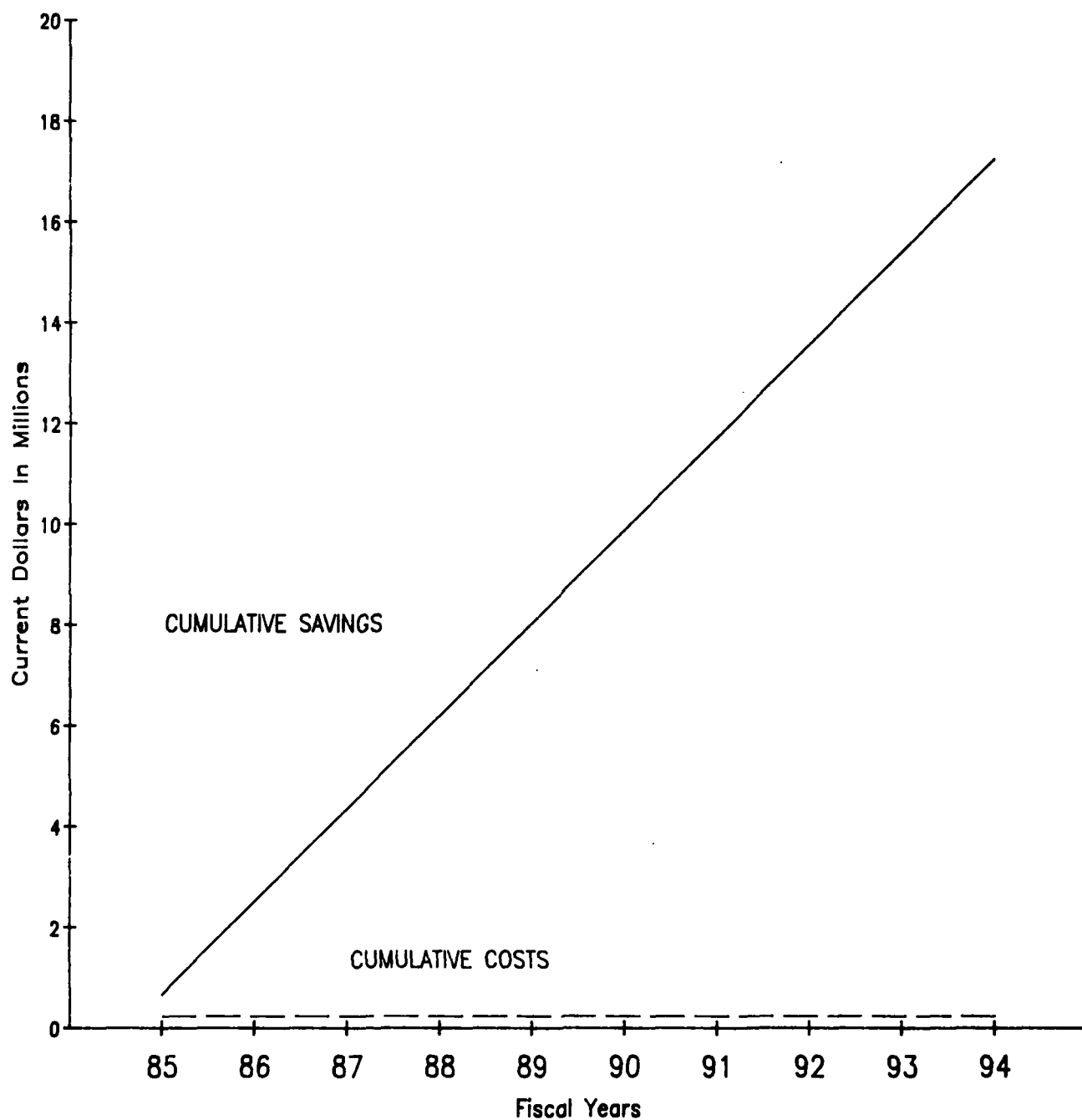
FACILITIES AFFECTED BY TYPE OF ACTION
End of Fiscal Years 1985 - 1987

TYPE OF ACTION	1985	1986	1987	TOTAL
CLOSE	6	--	--	6
REDUCE	--	--	--	--
OPEN	--	--	--	--
EXPAND	--	--	--	--
TOTAL INVOLVED	6	--	--	6

AIRPORT TRAFFIC CONTROL TOWER CLOSURES

Estimated Cost Effectiveness in Millions of Dollars

Fiscal Years 1985 - 1987



III.

TRACON and ARTCC

CONSOLIDATION

TRACON AND AIR ROUTE TRAFFIC CONTROL CENTER CONSOLIDATION

The planned effort to consolidate Terminal Radar Approach Control (TRACON) facilities with Air Route Traffic Control Centers has been deferred until implementation of the Area Control Facility (ACF) program. Utilizing advanced technology, the ACF program will allow the future air traffic system to become a totally integrated system of terminal radar approach/departure control and en route control. This program is expected to commence in the early 1990's. Work has already started at the ARTCC's to expand buildings to receive the host computer and additional equipment in preparation for the Advanced Automation System and the establishment of the ACF.

Further indepth analysis of the planned consolidation of seven TRACON's into an associated ARTCC has revealed that initial projected savings over the 10-year period would not be realized. Additionally, providing the space required in some of the ARTCC's for TRACON consolidation would interfere with the building expansions already in progress. Equipment availability for these proposed consolidations could also defer the timely completion of these actions.

The funding request for \$9,945,000 to consolidate three TRACON's in the FAA's FY-1985 Facilities and Equipment (F&E) Budget was deleted by the Congressional Appropriations Committees. This deletion was based on the deferral of these consolidations until the installation of the host computers. Any future budgetary requests will be in conjunction with the establishment of the ACF and associated programs.

IV.

AIRWAY FACILITIES SECTOR OFFICE

REALIGNMENT

AIRWAY FACILITIES SECTOR OFFICE REALIGNMENT

The Airway Facilities Sector Office is the primary maintenance organization of the agency. In this role, the sector organization monitors, controls, maintains, and certifies facilities. The current and planned acquisition of new technology equipment will be the basis for reducing agency maintenance costs. The Airway Facilities Sector Office Realignment is a program designed to maximize the benefits in cost and efficiency realized by the agency while minimizing the impact of organizational changes on agency employees.

In addition to its inherent cost-effective qualities, the new equipment also generates cost savings in human resources and improved efficiency in organizational structure. The existing labor-intensive vacuum tube system will be replaced by highly reliable, cost effective, low-maintenance, solid state systems. Also, remote maintenance monitoring equipment will be used to monitor equipment performance. The use of the new equipment will change agency maintenance practices and eliminate the need to staff many of the presently manned facilities.

A more efficient cost-effective organizational structure with lower administrative and management staffing levels has been designed to support these technical changes in the field maintenance program. This will reduce the number of Airway Facilities Sectors from 115 at the beginning of FY-1981 to a planned number of 80 by the end of FY-1987. These actions have saved, or will save, approximately 191 administrative and management positions.

Realignment of sector offices results in changing some sector offices to sector field offices. However, in all cases, a staff of maintenance technicians is maintained at each location of a sector field office while the management and administrative staff are transferred to a consolidated headquarters site. The result is a more centralized management and administrative staff which supports a larger geographical area and employee population. This reduces overhead costs and has no adverse impact on direct airway maintenance services.

The Planned Office and Facility Consolidation report dated October 1, 1983, identified 17 facilities that would be affected by the Airway Facilities Sector Realignment program. The following is a summary of the status of those actions:

- Implementation was started in FY-1984 to establish a combined sector office at Syracuse, New York. This project is temporarily held in abeyance until a request to locate the sector office at Utica, New York can be satisfactorily resolved.
- The FY-1986 Riverside/Lancaster consolidation plans have been changed. Riverside will now be merged with San Diego in FY-1985 and Lancaster merged with Los Angeles in FY-1986. These actions will provide additional savings in overhead positions since the original plan would have resulted in three final sector offices and the current plan will result in two final sector offices.

- The Kansas City NATCOM AFS and Olathe AFS consolidation has been changed from FY-1985 to FY-1986. This consolidation is contingent upon a transition schedule of replacement equipment which has been delayed. The starting date is now September 1, 1985, with planned completion by mid-1986.

All other actions in the October 1, 1983, report have been completed. During the FY 1985-87 timeframe, eight additional sector offices will be redesignated as sector field offices and approximately 78 positions saved.

The consolidations in Alaska will result in the merging of small maintenance organizations into larger, but fewer, Airway Facilities Sectors. Savings will be in overhead positions only. There will be no change in the number of technicians who provide first-line maintenance of airway facilities.

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AIRWAY FACILITIES SECTOR OFFICES REALIGNMENT
Estimated Cost Effectiveness in Millions of Dollars
Fiscal Years 1985 - 1987

END OF FISCAL YEAR	ONE-TIME IMPLEMENTATION COSTS	ANNUAL SAVINGS	ANNUAL COST REDUCTIONS	CUMULATIVE COST EFFECTIVENESS THROUGH 1994
1985	0.61	--	(0.61)	(0.61)
1986	0.23	2.61	2.38	1.77
1987	--	3.85	3.85	5.62
1988	--	3.85	3.85	9.47
1989	--	3.85	3.85	13.32
1990	--	3.85	3.85	17.17
1991	--	3.85	3.85	21.02
1992	--	3.85	3.85	24.87
1993	--	3.85	3.85	28.72
1994	--	3.85	3.85	32.57
TOTAL	0.84	33.41	32.57	32.57

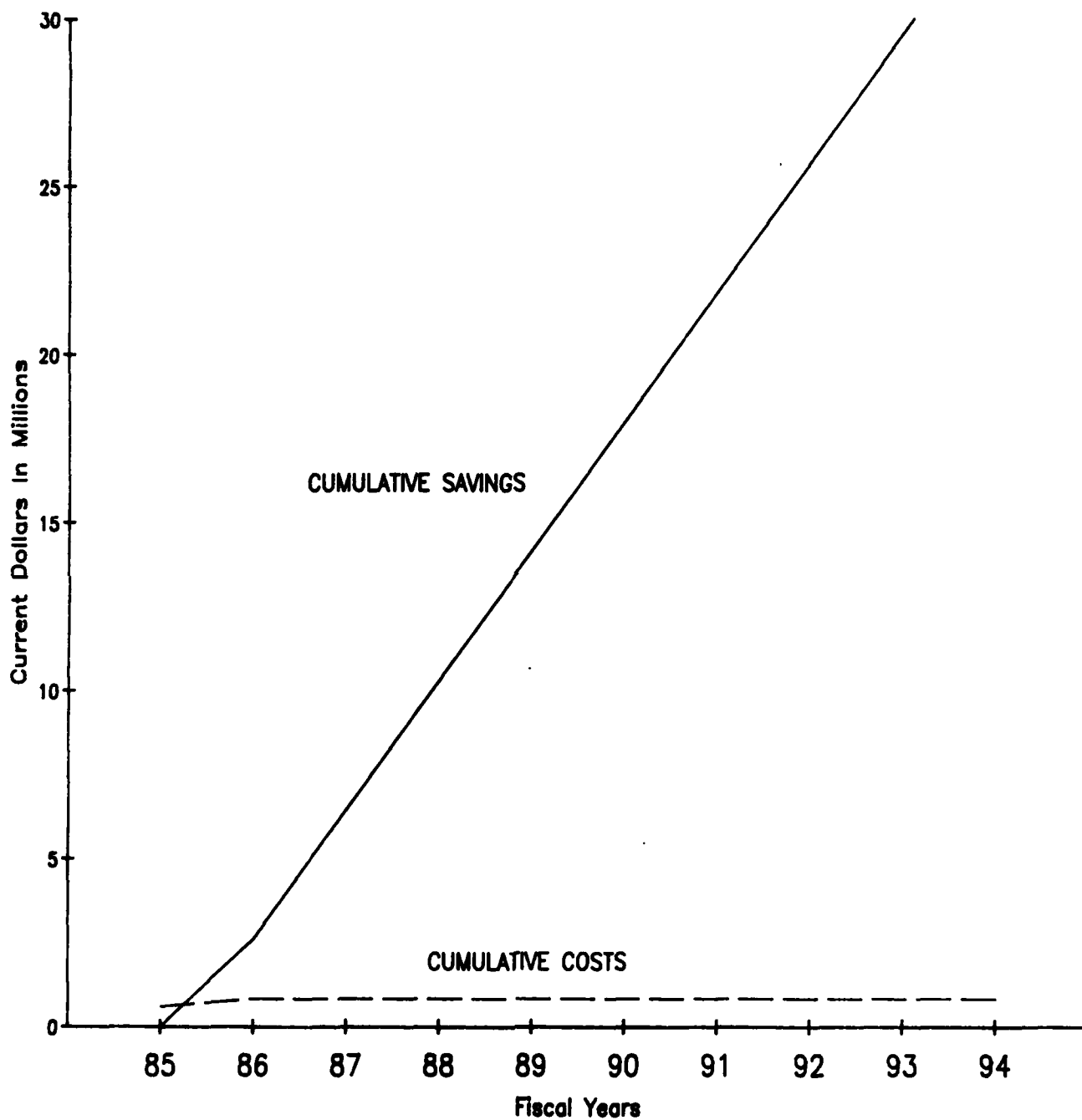
FACILITIES AFFECTED BY TYPE OF ACTION
End of Fiscal Years 1985 - 1987

TYPE OF ACTION	1985	1986	1987	TOTAL
CLOSE	--	--	--	--
REDUCE	7	2	--	9
OPEN	1	--	--	1
EXPAND	7	2	--	9
TOTAL INVOLVED	15	4	--	19

AIRWAY FACILITIES SECTOR OFFICES REALIGNMENT

Estimated Cost Effectiveness in Millions of Dollars

Fiscal Years 1985 - 1987



V.

AVIATION STANDARDS FIELD OFFICE

CONSOLIDATION

AVIATION STANDARDS FIELD OFFICE CONSOLIDATION

The Federal Aviation Administration conducts programs to ensure the safe flight operations of air carriers, air taxis, commuter airlines, and general aviation. These programs encompass the establishment and enforcement of safety rules and standards, including: airworthiness certification or approval of civil aircraft and components; surveillance of civil aircraft manufacturing facilities; licensing of airmen, air agencies and operations; and the surveillance of operators and airmen to ensure adherence to standards. These aviation standards functions are accomplished by a network of field facilities, including Air Carrier District Offices (ACDO), Aircraft Certification Offices (ACO), Flight Standards District Offices (FSDO), General Aviation District Offices (GADO), and International Field Offices (IFO).

To maintain the capability to assure that industry complies with safety standards and to provide service to the aviation public, a number of management initiatives have been taken. These initiatives minimize the need to increase staffing on a one-for-one basis with aviation growth. Field managers have been given more flexibility to schedule work and to delegate certain work activities to non-FAA designees. Field office modernization is increasing productivity through automation and computerization of information used in work management systems. These improvements have allowed FAA to maintain an equilibrium between its aviation standards work force and aviation activity generated workload.

In order to continue to provide an acceptable level of service to the aviation public and to increase the productivity of the aviation safety inspector workforce, it was concluded that consolidating separate air carrier and general aviation functions into single offices provided the greatest opportunity for safety program accomplishment. In this regard, 29 facilities were identified as candidates for consolidation or closure in the October 1, 1983, report; 27 to be accomplished in FY-1984. The following is a summary of those actions:

- As a result of Congressional, State, and aviation community safety concerns, the Northwest Mountain Region agreed not to close the Eugene, Oregon, GADO but rather to reduce its size and make it a satellite office to the Portland, Oregon, FSDO. There will not be a new facility in Medford, Oregon.
- Two key issues have caused postponement of the merger of the Minneapolis ACDO and the Minneapolis GADO into the Minneapolis FSDO. These offices are presently housed in two separate wings of a building that is environmentally unsuitable. Airport improvement plans call for the teardown of this building. We anticipate that a new building will be ready for occupancy in FY-1986. In addition, anticipated attrition during the intervening period will eliminate any potential adverse personnel actions.
- The Eastern Region based their FY-1984 field office consolidation plans on accessibility to operators and density of activity in the region.

Reevaluation of these plans indicated that the criteria for the closure of the New Cumberland (Harrisburg), Pennsylvania, GADO and expansion of the Allentown, Pennsylvania, FSDO were no longer valid. The New Cumberland office will remain open.

- The five remaining actions planned for accomplishment in the Eastern Region in FY-1984 have been postponed until early FY-1985. Implementation of these action was delayed due to human relations and environmental considerations.
- The 15 remaining FY-1984 actions have been completed.

The IFO in Finegayan, Guam, continues to operate at less than efficient levels serving the Singapore, Hong Kong, Manila, Japan, Taiwan, China, Okinawa, Korea area and the Australia, Fiji, New Zealand area. The Honolulu FSDO has been attempting to provide adequate backup service to these areas, but, since considerable time is lost in travel and transportation from both Guam and Honolulu, this has become a costly situation. The most efficient and productive solution is to close the Guam IFO and reopen the IFO in Tokyo. The Tokyo office will serve the Far East area, with the Honolulu FSDO continuing to provide service to Australia, Fiji, and New Zealand. No positions will be eliminated, but annual savings will be realized due to reducing the high costs of maintaining the Guam office. This action remains scheduled for completion in FY-1986. We have requested approval of this action from the U.S. Department of State and from the U.S. Ambassador to Japan.

In summary, of the 29 facility actions listed in the October 1, 1983, report, 15 have been accomplished; seven have been delayed; five have been cancelled; and two are still planned for FY-1986.

A staff study is underway in the Northwest Mountain Region to determine if it will be appropriate to combine the Aircraft Certification Office (ACO) in Long Beach and the Aircraft Certification Field Office (ACFO) in Hawthorne, California. These offices, which are approximately 21 miles apart, are both under the direction of the same ACO manager located in Long Beach. Each has its own administrative management, technical support and clerical staffs. The region is encouraging employee participation in the planning process. This proposal has been suggested for possible FY-1986 implementation and the position and costs savings are preliminary estimates. A final decision will not be made until the study is completed.

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AVIATION STANDARDS FIELD OFFICES CONSOLIDATION
(ACDO, ACFO, GADO, FSDO, IFO)
Estimated Cost Effectiveness in Millions of Dollars
Fiscal Years 1985 - 1987

END OF FISCAL YEAR	ONE-TIME IMPLEMENTATION COSTS	ANNUAL SAVINGS	ANNUAL COST REDUCTIONS	CUMULATIVE COST EFFECTIVENESS THROUGH 1994
1985	--	--	--	--
1986	0.21	--	(0.21)	(0.21)
1987	--	0.44	0.44	0.23
1988	--	0.44	0.44	0.67
1989	--	0.44	0.44	1.11
1990	--	0.44	0.44	1.55
1991	--	0.44	0.44	1.99
1992	--	0.44	0.44	2.43
1993	--	0.44	0.44	2.87
1994	--	0.44	0.44	3.31
TOTAL	0.21	3.52	3.31	3.31

FACILITIES AFFECTED BY TYPE OF ACTION
End of Fiscal Years 1985 - 1987

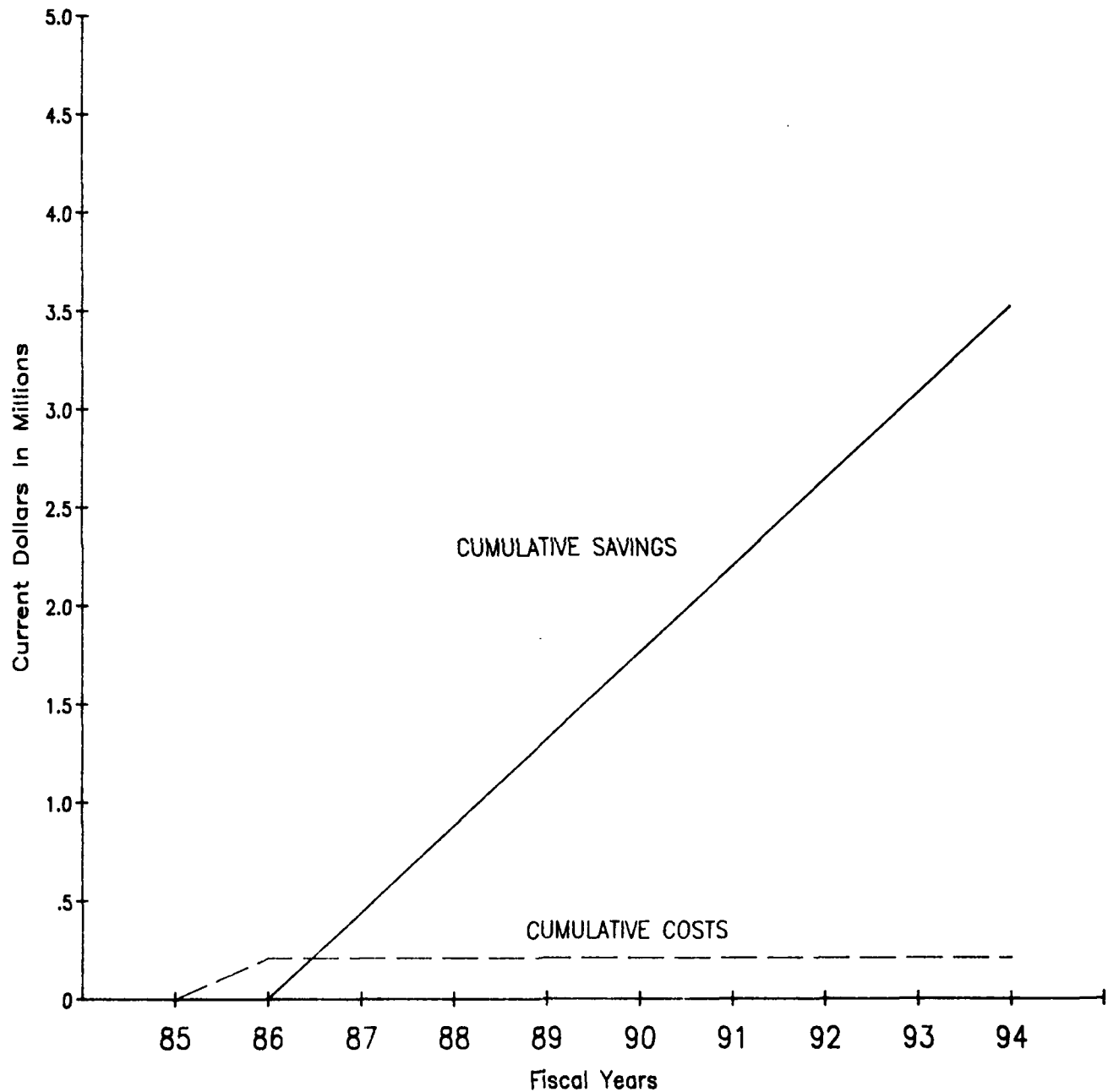
TYPE OF ACTION	1985	1986	1987	TOTAL
CLOSE	--	2	--	2
REDUCE	--	--	--	--
OPEN	--	1	--	1
EXPAND	--	1	--	1
TOTAL INVOLVED	--	4	--	4

AVIATION STANDARDS FIELD OFFICES CONSOLIDATION

(ACDO, ACFO, GADO, FSDO, IFO)

Estimated Cost Effectiveness in Millions of Dollars

Fiscal Years 1985 - 1987



VI.

FY 1985-87 LISTINGS OF CONSOLIDATION ACTIVITY

INTRODUCTION

- o This chapter is divided into (3) three sections. A summary is provided for all actions occurring in each section. Section A is a listing of the actions and the related cost effectiveness through FY 1994. The groupings show the gaining facility(s) first with the losing facility(s) listed immediately below it.
- o Sections B and C are derived from section A, however the information is organized differently in each section.
 - Section B provides a listing of the actions by fiscal year of implementation followed by facility types.
 - Section C is a listing of all actions divided into state and congressional districts.
- o For each action, information was gathered on: location by state, city, and congressional district; position impact and number of positions affected; year of implementation; facility type; FAA region; and cost effectiveness measure through 1994.
- o FAA acronyms are used to identify the FAA region where the proposed action is to take place and to identify the type of field facility affected by the action. A list of acronyms is provided to identify the regions and type of facilities.
- o A facility which gains positions and/or functions in more than one Fiscal Year is listed separately for each Fiscal Year in which it occurs.
- o The cost effectiveness information shown in this book is based on actual data for FY-1985. For FSS actions the cost effectiveness is developed from averaging actual and projected FY-1985 and FY-1986 staff study data. All dollar figures are expressed in terms of FY-1984 dollars.
- o The information shown in this document was obtained from the services responsible for administering the programs, and reflects their best estimate relative to the proposed actions.

DEFINITION OF TERMS

Regions:

AAL = Alaskan
AEA = Eastern
ANM = Northwest Mountain
ASO = Southern
ACE = Central

AGL = Great Lakes
ANE = New England
ASW = Southwest
AWP = Western-Pacific

Facilities:

ACDO.....Air Carrier District Office
ACO Aircraft Certification Office
ACFO.....Aircraft Certification Field Office
AFSO.....Airway Facilities Sector Office
AFSS.....Automated Flight Service Station
ARTCC.....Air Route Traffic Control Center
ATCT.....Airport Traffic Control Tower
FSDO.....Flight Standards District Office
FSFU.....Flight Standards Field Unit
FSS.....Flight Service Station
GADO.....General Aviation District Office
IFO.....International Field Office
TRACON.....Terminal Radar Approach Control

Position Impact:

Move: This term identifies the specific facility which will have its positions and functions transferred during a consolidation.

Gain: This refers to the facility which acquires additional positions, and/or functions, to perform the workload previously associated with a facility which has been closed or realigned.

Reduce: Connotes a decrease in the level of staffing and functions assigned to an office.

Number Affected:

Number Affected: This number identifies those positions associated with the function which will be affected by a closure, realignment, or consolidation. This number refers to the number of positions assigned to the facility, NOT the number of personnel. Positions may or may not be filled.

Implementation Year:

Implementation Year: This indicates the Fiscal Year in which the agency plans to initiate the particular action.

Type Action:

The terms identified below characterize the nature of the action planned:

Consolidate (Consol): To combine the functions of two or more facilities. As a result of the consolidations, a facility will be closed and lose positions, while the other(s) will gain workload and also perhaps additional positions. In some cases, the decision to open a new facility has already been made, but the specific location has not been determined. These locations are identified by the term "unknown."

Realign: The action taken in this situation indicates that a category of functions associated with a specific office are transferred to another site. Other activities of the office are unaffected. There may also be a change in the level of staffing and name for that office, but the office is not closed.

Close: Services are no longer provided at that location.

Open: This term indicates that a new facility is being established at a particular site with new functions and staffing.

SECTION A

List of Actions and Cost Effectiveness

SUMMARY OF ACTIONS BY FACILITY TYPE
AND BY COST EFFECTIVENESS THROUGH 1994

	<u>ACTION</u>	<u>COST EFFECTIVENESS IN 1984 DOLLARS (\$ 000,000)</u>
AIR TRAFFIC FACILITIES:		
Flight Service Stations (FSS)	87 Close 37 Open 3 Expand <u>127</u>	65.48
Airport Traffic Control Towers (ATCT)	6 Close	17.00
AIRWAY FACILITIES SECTOR OFFICES (AFSO):		
	9 Reduce 1 Open 9 Expand <u>19</u>	32.57
AVIATION STANDARDS FIELD OFFICES: (Includes ACO's and IFO's)		
	2 Close 1 Open 1 Expand <u>4</u>	3.31
TOTAL ALL FACILITIES		
	95 Close 9 Reduce 39 Open 13 Expand <u>156</u>	118.36

FLIGHT SERVICE STATIONS

- o The Flight Service Stations are grouped to show the gaining Automated Flight Service Station (AFSS) first, and then those Flight Service Stations (FSS) in the flight plan area that will be closed during the FY 1985-87 timeframe.
- o Where the site of the Automated FSS has not yet been determined, the geographic area of the AFSS, then all of the FSS's in that flight plan area are listed.
- o The cost effectiveness information shown for each AFSS is a projected figure, cumulated through 1994. It was developed using data from staff studies for the FY-1985 and FY-1986 decommissionings as a base.

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST EFFECTIVENESS THRU 1994
AL	ANNISTON	3	GAIN	23	87	AFSS	OPEN	ASO	1,026,000
AL	BIRMINGHAM	6	MOVE	23	87	FSS	CONSOL	ASO	--
AZ	PRESCOTT	3	GAIN	46	85	AFSS	OPEN	AWP	4,205,000
AZ	PHOENIX	1	MOVE	42	85	FSS	CONSOL	AWP	--
AZ	DOUGLAS	5	MOVE	5	86	FSS	CONSOL	AWP	--
CA	RIVERSIDE	36	GAIN	12	86	AFSS	OPEN	AWP	356,000
CA	BLTYHE	37	MOVE	5	87	FSS	CONSOL	AWP	--
CA	DAGGETT	35	MOVE	5	87	FSS	CONSOL	AWP	--
CA	NEEDLES	35	MOVE	2	87	FSS	CONSOL	AWP	--
CA	LOS ANGELES BASIN	??	GAIN	??	85	AFSS	OPEN	AWP	2,862,000
CA	LANCASTER	20	MOVE	18	??	FSS	CONSOL	AWP	--
CA	LOS ANGELES	27	MOVE	54	??	FSS	CONSOL	AWP	--
CA	PASO ROBLES	20	MOVE	9	??	FSS	CONSOL	AWP	--
CA	SANTA BARBARA	19	MOVE	18	??	FSS	CONSOL	AWP	--
CO	DENVER	4	GAIN	11	84	AFSS	OPEN	ANM	909,000
CO	AKRON	4	MOVE	5	86	FSS	CONSOL	ANM	--
CO	LA JUNTA	4	MOVE	6	86	FSS	CONSOL	ANM	--
FL	ST PETERSBURG	8	GAIN	19	86	AFSS	OPEN	ASO	974,000
FL	MELBOURNE	11	MOVE	19	86	FSS	CONSOL	ASO	--
GA	MACON	8	GAIN	49	85	AFSS	OPEN	ASO	1,321,000
GA	ALMA	8	MOVE	7	85	FSS	CONSOL	ASO	--
GA	BRUNSWICK	1	MOVE	9	86	FSS	CONSOL	ASO	--
GA	VALDOSTA	2	MOVE	7	86	FSS	CONSOL	ASO	--
GA	ALBANY	2	MOVE	9	87	FSS	CONSOL	ASO	--
GA	SAVANNAH	1	MOVE	18	87	FSS	CONSOL	ASO	--

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST	
			IMPACT FOR FACILITY	MOVE						EFFECTIVENESS THRU 1994	
IL	KANKAKEE	15	GAIN		66	86	AFSS	OPEN	AGL	2,016,000	
IL	CHICAGO	14	MOVE		66	86	FSS	CONSOL	AGL	--	
IN	TERRE HAUTE	7	GAIN		75	85	AFSS	OPEN	AGL	3,603,000	
IN	LAFAYETTE	7	MOVE		9	85	FSS	CONSOL	AGL	--	
IN	FORT WAYNE	4	MOVE		12	86	FSS	CONSOL	AGL	--	
IN	INDIANAPOLIS	10	MOVE		55	86	FSS	CONSOL	AGL	--	
IA	FORT DODGE	5	GAIN		49	85	AFSS	OPEN	ACE	1,556,000	
IA	DES MOINES	4	MOVE		28	85	FSS	CONSOL	ACE	--	
IA	BURLINGTON	1	MOVE		6	86	FSS	CONSOL	ACE	--	
IA	MASON CITY	6	MOVE		10	87	FSS	CONSOL	ACE	--	
IA	OTTUMWA	1	MOVE		6	87	FSS	CONSOL	ACE	--	
KS	WICHITA	4	GAIN		10	87	AFSS	OPEN	ACE	319,000	
KS	DODGE CITY	1	MOVE		6	87	FSS	CONSOL	ACE	--	
KS	EMPORIA	5	MOVE		4	87	FSS	CONSOL	ACE	--	
LA	DERIDDER	4	GAIN		57	85	AFSS	OPEN	ASW	4,401,000	
LA	NEW ORLEANS	2	MOVE		34	85	FSS	CONSOL	ASW	--	
LA	LAFAYETTE	7	MOVE		17	86	FSS	CONSOL	ASW	--	
LA	LAKE CHARLES	7	MOVE		7	86	FSS	CONSOL	ASW	--	
ME	BANGOR	2	GAIN		20	87	AFSS	OPEN	ANE	805,000	
ME	AUGUSTA	2	MOVE		13	87	FSS	CONSOL	ANE	--	
ME	HOULTON	1	MOVE		7	87	FSS	CONSOL	ANE	--	
MI	LANSING	3	GAIN		44	87	AFSS	OPEN	AGL	2,031,000	
MI	DETROIT	13	MOVE		44	87	FSS	CONSOL	AGL	--	

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION	COST EFFECTIVENESS THRU 1994
MN	PRINCETON	8	GAIN	49	86	AFSS	OPEN	AGL	2,304,000
MN	MINNEAPOLIS	5	MOVE	49	86	FSS	CONSOL	AGL	--
MO	COLUMBIA	9	GAIN	47	85	AFSS	OPEN	ACE	4,662,000
MO	KANSAS CITY	6	MOVE	42	85	FSS	CONSOL	ACE	--
MO	VICHY	4	MOVE	6	86	FSS	CONSOL	ACE	--
MO	CHESTERFIELD (St.Louis)	2	GAIN	10	87	AFSS	OPEN	ACE	394,000
MO	CAPE GIRARDEAU	8	MOVE	10	87	FSS	CONSOL	ACE	--
NE	COLUMBUS	3	GAIN	37	86	AFSS	OPEN	ACE	768,000
NE	OMAHA	2	MOVE	29	86	FSS	CONSOL	ACE	--
NE	SIDNEY	3	MOVE	4	86	FSS	CONSOL	ACE	--
NE	CHADRON	3	MOVE	4	87	FSS	CONSOL	ACE	--
NV	RENO	2	GAIN	41	85	AFSS	OPEN	AWP	3,828,000
NV	LAS VEGAS	1	MOVE	39	85	FSS	CONSOL	AWP	--
NV	ELY	2	MOVE	2	86	FSS	CONSOL	AWP	--
NV	LOVELOCK	2	MOVE	2	86	FSS	CONSOL	AWP	--
NY	WNY/WPA AFSS	??	GAIN	??	86	AFSS	OPEN	AEA	1,003,000
NY	BUFFALO	33	MOVE	30	??	FSS	CONSOL	AEA	--
NY	ELMIRA	34	MOVE	10	??	FSS	CONSOL	AEA	--
PA	BRADFORD	23	MOVE	10	??	FSS	CONSOL	AEA	--
PA	DUBOIS	23	MOVE	10	??	FSS	CONSOL	AEA	--
PA	ERIE	21	MOVE	6	??	FSS	CONSOL	AEA	--

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION	FAA REGION	COST	
									EFFECTIVENESS THRU 1994	
NC	NC AFSS	??	GAIN	??	86	AFSS	OPEN	ASO	2,715,000	
NC	ELIZABETH CITY	1	MOVE	2	??	FSS	CONSOL	ASO	--	
NC	HICKORY	10	MOVE	27	??	FSS	CONSOL	ASO	--	
NC	NEW BERN	1	MOVE	13	??	FSS	CONSOL	ASO	--	
NC	ROOKY MOUNT/WILSON	2	MOVE	7	??	FSS	CONSOL	ASO	--	
NC	RALEIGH-DURHAM	4	MOVE	30	??	FSS	CONSOL	ASO	--	
ND	GRAND FORKS	1	GAIN	6	87	AFSS	OPEN	AGL	216,000	
ND	JAMESTOWN	1	MOVE	6	87	FSS	CONSOL	AGL	--	
OH	CLEVELAND	20	GAIN	14	84	AFSS	OPEN	AGL	243,000	
OH	YOUNGSTOWN	17	MOVE	7	86	FSS	CONSOL	AGL	--	
OH	ZANESVILLE	10	MOVE	7	86	FSS	CONSOL	AGL	--	
OH	DAYTON	3	GAIN	33	84	AFSS	OPEN	AGL	1,038,000	
OH	COLUMBUS	12	MOVE	33	86	FSS	CONSOL	AGL	--	
OK	MC ALESTER	3	GAIN	55	85	AFSS	OPEN	ASW	2,639,000	
OK	OKLAHOMA CITY	5	MOVE	48	85	FSS	CONSOL	ASW	--	
OK	GAGE	6	MOVE	4	86	FSS	CONSOL	ASW	--	
OK	HOBART	6	MOVE	4	86	FSS	CONSOL	ASW	--	
OR	MCMINNVILLE	1	GAIN	47	87	AFSS	OPEN	ANM	2,071,000	
OR	BAKER	2	MOVE	6	87	FSS	CONSOL	ANM	--	
OR	PORTLAND	1	MOVE	41	87	FSS	CONSOL	ANM	--	
PA	ALTOONA	9	GAIN	14	85	AFSS	OPEN	AEA	385,000	
PA	JOHNSTOWN	12	MOVE	6	85	FSS	CONSOL	AEA	--	
PA	PHILIPSBURG	23	MOVE	9	85	FSS	CONSOL	AEA	--	

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST	
			IMPACT	FACILITY						EFFECTIVENESS THRU 1994	
PA	WILLIAMSPORT	17	GAIN		23	86	AFSS	OPEN	AEA	1,037,000	
PA	HARRISBURG	17	MOVE		23	86	FSS	CONSOL	AEA	--	
SC	ANDERSON	3	GAIN		51	86	AFSS	OPEN	ASO	2,246,000	
SC	GREER	4	MOVE		21	86	FSS	CONSOL	ASO	--	
SC	FLORENCE	6	MOVE		21	87	FSS	CONSOL	ASO	--	
SC	N.MYRTLE BEACH	6	MOVE		9	87	FSS	CONSOL	ASO	--	
SD	HURON	1	GAIN		6	87	AFSS	OPEN	AGL	216,000	
SD	WATERTOWN	1	MOVE		6	87	FSS	CONSOL	AGL	--	
TN	JACKSON	8	GAIN		25	87	AFSS	OPEN	ASO	1,107,000	
TN	MEMPHIS	7	MOVE		25	87	FSS	CONSOL	ASO	--	
TN	NASHVILLE	5	GAIN		25	86	AFSS	OPEN	ASO	1,038,000	
TN	BRISTOL (Tri-City)	1	MOVE		7	87	FSS	CONSOL	ASO	--	
TN	CROSSVILLE	4	MOVE		18	87	FSS	CONSOL	ASO	--	
TX	CONROE	6	GAIN		76	85	AFSS	OPEN	ASW	1,849,000	
TX	HOUSTON	25	MOVE		57	85	FSS	CONSOL	ASW	--	
TX	GALVESTON	9	MOVE		9	86	FSS	CONSOL	ASW	--	
TX	PALACIOS	14	MOVE		4	86	FSS	CONSOL	ASW	--	
TX	COLLEGE STATION	6	MOVE		7	87	FSS	CONSOL	ASW	--	
TX	FORT WORTH	12	GAIN		5	87	AFSS	OPEN	ASW	53,000	
TX	MINERAL WELLS	17	MOVE		1	87	FSS	CONSOL	ASW	--	
TX	CHILDRESS	13	MOVE		4	87	FSS	CONSOL	ASW	--	
TX	SAN ANGELO	21	GAIN		56	87	AFSS	OPEN	ASW	2,614,000	
TX	SAN ANTONIO	21	MOVE		56	87	FSS	CONSOL	ASW	--	

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST EFFECTIVENESS THRU 1994
UT	CEDAR CITY	1	GAIN	31	86	AFSS	OPEN	ANM	1,430,000
UT	SALT LAKE CITY	3	MOVE	31	86	FSS	CONSOL	ANM	--
VA	LEESBURG (Washington)	10	GAIN	29	85	AFSS	OPEN	AEA	1,217,000
VA	DANVILLE	5	MOVE	6	86	FSS	CONSOL	AEA	--
MD	SALISBURY	1	MOVE	10	86	FSS	CONSOL	AEA	--
VA	ROANOKE	6	MOVE	13	87	FSS	CONSOL	AEA	--
VT	BURLINGTON	1	GAIN	46	87	AFSS	OPEN	ANE	1,993,000
VT	BARRE/MONTPELIER	1	MOVE	13	87	FSS	CONSOL	ANE	--
NY	ALBANY	23	MOVE	24	87	FSS	CONSOL	AEA	--
NY	GLENS FALLS	24	MOVE	9	87	FSS	CONSOL	AEA	--
WA	SEATTLE	7	GAIN	14	87	AFSS	OPEN	ANM	438,000
WA	DALLESPORT	4	MOVE	3	87	FSS	CONSOL	ANM	--
WA	EPHRATA	4	MOVE	4	87	FSS	CONSOL	ANM	--
WA	HOQUIAM	3	MOVE	7	87	FSS	CONSOL	ANM	--
WI	GREEN BAY	8	GAIN	52	85	AFSS	OPEN	AGL	1,591,000
WI	MILWAUKEE	4	MOVE	31	85	FSS	CONSOL	AGL	--
MI	HOUGHTON	11	MOVE	5	86	FSS	CONSOL	AGL	--
WI	LA CROSSE	3	MOVE	7	86	FSS	CONSOL	AGL	--
WI	WAUSAU	7	MOVE	10	87	FSS	CONSOL	AGL	--

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST EFFECTIVENESS THRU 1994
CA	IMPERIAL		45	MOVE	9.5	85	ATCT	CLOSE	AWP	3,078,000
FL	MIAMI (DADE-COLLIER)		16	MOVE	9.5	85	ATCT	CLOSE	ASO	3,290,000
GA	ST SIMONS ISL (BRUNSWICK)		1	MOVE	5.5	85	ATCT	CLOSE	ASO	1,940,000
IL	DANVILLE		19	MOVE	9	85	ATCT	CLOSE	AGL	2,930,000
IL	GALESBURG		17	MOVE	9	85	ATCT	CLOSE	AGL	2,928,000
PR	MERCEDITA (PONCE)		1	MOVE	6.5	85	ATCT	CLOSE	ASO	2,827,000

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST EFFECTIVENESS THRU 1994
AK	FAIRBANKS	1	GAIN	4	85	AFSO	REALIGN	AAL	8,262,000
AK	ANCHORAGE	1	GAIN	10	85	AFSO	REALIGN	AAL	---
AK	JUNEAU	1	REDUCE	13	85	AFSO	REALIGN	AAL	---
AK	KING SALMON	1	REDUCE	12	85	AFSO	REALIGN	AAL	---
CA	HAYWARD (BAY SECTOR)	9	GAIN	38	85	AFSO	OPEN	AWP	4,607,000
CA	SAN FRANCISCO	11	REDUCE	23	85	AFSO	REALIGN	AWP	---
CA	OAKLAND	8	REDUCE	24	85	AFSO	REALIGN	AWP	---
CA	HAYWARD (BAY SECTOR)	9	GAIN	4	85	AFSO	REALIGN	AWP	5,021,000
CA	SACRAMENTO	3	GAIN	3	85	AFSO	REALIGN	AWP	---
CA	RED BLUFF	2	REDUCE	21	85	AFSO	REALIGN	AWP	---
CA	LOS ANGELES	27	GAIN	6	85	AFSO	REALIGN	AWP	2,473,000
CA	SAN DIEGO	41	GAIN	12	85	AFSO	REALIGN	AWP	---
CA	RIVERSIDE	36	REDUCE	24	85	AFSO	REALIGN	AWP	---
HI	HONOLULU	1	GAIN	8	85	AFSO	REALIGN	AWP	2,535,000
GU	GUAM	0	REDUCE	13	85	AFSO	REALIGN	AWP	---
CA	LOS ANGELES	27	GAIN	12	86	AFSO	REALIGN	AWP	5,776,000
CA	LANCASTER	20	REDUCE	34	86	AFSO	REALIGN	AWP	---
KS	OLATHE	3	GAIN	0	86	AFSO	REALIGN	ACE	3,868,000
MO	KANSAS CITY	5	REDUCE	11	86	AFSO	REALIGN	ACE	---

LIST OF ACTIONS AND COST EFFECTIVENESS

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION	COST EFFECTIVENESS THRU 1994
CA	LONG BEACH	42	GAIN	46	86	ACO	CONSOL	ANM	2,779,000
CA	HAWTHORNE	31	MOVE	57	86	ACO	CONSOL	ANM	---
JA	TOKYO	0	GAIN	9	86	IFO	OPEN	AWP	568,000
GU	FINEGAYAN	0	MOVE	9	86	IFO	CONSOL	AWP	---

SECTION B

Actions by Year of Implementation

SUMMARY OF ACTIONS BY FACILITY TYPE AND BY YEAR OF IMPLEMENTATION

		IMPLEMENTATION YEAR			
	ACTION	1985	1986	1987	TOTAL
AIR TRAFFIC FACILITIES:					
Flight Service Stations (FSS)	Close	13	34	40	87
	Open	13	11	13	37
	Expand	-	3	-	3
Airport Traffic Control Tower (ATCT)	Close	6	-	-	6
AIRWAY FACILITIES SECTOR OFFICES (AFSO):	Reduce	7	2	-	9
	Open	1	-	-	1
	Expand	7	2	-	9
AVIATION STANDARDS FIELD OFFICES:	Close	-	2	-	2
(Includes ACO's and IFO's)	Open	-	1	-	1
	Expand	-	1	-	1
TOTAL ALL FACILITIES:	Close	19	36	40	95
	Reduce	7	2		9
	Open	14	12	13	39
	Expand	7	6		13

SECTION B

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
CO	DENVER	4	GAIN	11	84	AFSS	OPEN	ANM
OH	DAYTON	3	GAIN	33	84	AFSS	OPEN	AGL
OH	CLEVELAND	20	GAIN	14	84	AFSS	OPEN	AGL

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
AK	FAIRBANKS	1	GAIN	4	85	AFSS	REALIGN	AAL
AK	ANCHORAGE	1	GAIN	10	85	AFSS	REALIGN	AAL
AK	JUNEAU	1	REDUCE	13	85	AFSS	REALIGN	AAL
AK	KING SALMON	1	REDUCE	12	85	AFSS	REALIGN	AAL
CA	RED BLUFF	2	REDUCE	21	85	AFSS	REALIGN	AWP
CA	SACRAMENTO	3	GAIN	3	85	AFSS	REALIGN	AWP
CA	OAKLAND	8	REDUCE	24	85	AFSS	REALIGN	AWP
CA	HAYWARD (BAY SECTOR)	9	GAIN	38	85	AFSS	OPEN	AWP
CA	HAYWARD (BAY SECTOR)	9	GAIN	4	85	AFSS	REALIGN	AWP
CA	SAN FRANCISCO	11	REDUCE	23	85	AFSS	REALIGN	AWP
CA	LOS ANGELES	27	GAIN	6	85	AFSS	REALIGN	AWP
CA	RIVERSIDE	36	REDUCE	24	85	AFSS	REALIGN	AWP
CA	SAN DIEGO	41	GAIN	12	85	AFSS	REALIGN	AWP
GU	GUAM	0	REDUCE	13	85	AFSS	REALIGN	AWP
HI	HONOLULU	1	GAIN	8	85	AFSS	REALIGN	AWP
AZ	PRESCOTT	3	GAIN	46	85	AFSS	OPEN	AWP
CA	LOS ANGELES BASIN	??	GAIN	??	85	AFSS	OPEN	AWP
GA	MACON	8	GAIN	49	85	AFSS	OPEN	ASO
IA	FORT DOUG	5	GAIN	49	85	AFSS	OPEN	ACE
IN	TERRE HAUTE	7	GAIN	75	85	AFSS	OPEN	AGL
LA	DERIDDER	4	GAIN	57	85	AFSS	OPEN	ASW
MO	COLUMBIA	9	GAIN	47	85	AFSS	OPEN	ACE
NV	RENO	2	GAIN	41	85	AFSS	OPEN	AWP
OK	MC ALESTER	3	GAIN	55	85	AFSS	OPEN	ASW
PA	ALTOONA	9	GAIN	14	85	AFSS	OPEN	AEA
TX	CONROE	6	GAIN	76	85	AFSS	OPEN	ASW
VA	LEESBURG (Washington)	10	GAIN	29	85	AFSS	OPEN	AEA
WI	GREEN BAY	8	GAIN	52	85	AFSS	OPEN	AGL

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
CA	IMPERIAL	45	MOVE	9.5	85	ATCT	CLOSE	AWP
FL	MIAMI (DADE-COLLIER)	16	MOVE	9.5	85	ATCT	CLOSE	ASO
GA	ST SIMONS ISL (BRUNSWICK)	1	MOVE	5.5	85	ATCT	CLOSE	ASO
IL	GALESBURG	17	MOVE	9	85	ATCT	CLOSE	AGL
IL	DANVILLE	19	MOVE	9	85	ATCT	CLOSE	AGL
PR	MERCEDITA (PONCE)	1	MOVE	6.5	85	ATCT	CLOSE	ASO
AZ	PHOENIX	1	MOVE	42	85	FSS	CONSOL	AWP
GA	ALMA	8	MOVE	7	85	FSS	CONSOL	ASO
IA	DES MOINES	4	MOVE	28	85	FSS	CONSOL	ACE
IN	LAFAYETTE	7	MOVE	9	85	FSS	CONSOL	AGL
LA	NEW ORLEANS	2	MOVE	34	85	FSS	CONSOL	ASW
MO	KANSAS CITY	6	MOVE	42	85	FSS	CONSOL	ACE
NV	LAS VEGAS	1	MOVE	39	85	FSS	CONSOL	AWP
OK	OKLAHOMA CITY	5	MOVE	48	85	FSS	CONSOL	ASW
PA	JOHNSTOWN	12	MOVE	6	85	FSS	CONSOL	AEA
PA	PHILLIPSBURG	23	MOVE	9	85	FSS	CONSOL	AEA
TX	HOUSTON	25	MOVE	57	85	FSS	CONSOL	ASW
WI	MILWAUKEE	4	MOVE	31	85	FSS	CONSOL	AGL

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
CA	HAWTHORNE	31	MOVE	57	86	ACO	CONSOL	ANM
CA	LONG BEACH	42	GAIN	46	86	ACO	CONSOL	ANM
CA	LANCASTER	20	REDUCE	34	86	AFSO	REALIGN	AWP
CA	LOS ANGELES	27	GAIN	12	86	AFSO	REALIGN	AWP
KS	OLATHE	3	GAIN	0	86	AFSO	REALIGN	ACE
MO	KANSAS CITY	5	REDUCE	11	86	AFSO	REALIGN	ACE
CA	RIVERSIDE	36	GAIN	12	86	AFSS	OPEN	AWP
FL	ST PETERSBURG	8	GAIN	19	86	AFSS	OPEN	ASO
IL	KANKAKEE	15	GAIN	66	86	AFSS	OPEN	AGL
MN	PRINCETON	8	GAIN	49	86	AFSS	OPEN	AGL
NC	NC AFSS	??	GAIN	??	86	AFSS	OPEN	ASO
NE	COLUMBUS	3	GAIN	37	86	AFSS	OPEN	ACE
NY	WNY/WPA AFSS	??	GAIN	??	86	AFSS	OPEN	AEA
PA	WILLIAMSPORT	17	GAIN	23	86	AFSS	OPEN	AEA
SC	ANDERSON	3	GAIN	51	86	AFSS	OPEN	ASO
TN	NASHVILLE	5	GAIN	25	86	AFSS	OPEN	ASO
UT	CEDAR CITY	1	GAIN	31	86	AFSS	OPEN	ANM
AZ	DOUGLAS	5	MOVE	5	86	FSS	CONSOL	AWP
CO	AKRON	4	MOVE	5	86	FSS	CONSOL	ANM
CO	LA JUNTA	4	MOVE	6	86	FSS	CONSOL	ANM
FL	MELBOURNE	11	MOVE	19	86	FSS	CONSOL	ASO
GA	BRUNSWICK	1	MOVE	9	86	FSS	CONSOL	ASO
GA	VALDOSTA	2	MOVE	7	86	FSS	CONSOL	ASO
IA	BURLINGTON	1	MOVE	6	86	FSS	CONSOL	ACE
IL	CHICAGO	14	MOVE	66	86	FSS	CONSOL	AGL
IN	FORT WAYNE	4	MOVE	12	86	FSS	CONSOL	AGL
IN	INDIANAPOLIS	10	MOVE	55	86	FSS	CONSOL	AGL

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION	FAA REGION
LA	LAFAYETTE	7	MOVE	17	86	FSS	CONSOL	ASW
LA	LAKE CHARLES	7	MOVE	7	86	FSS	CONSOL	ASW
MO	SALISBURY	1	MOVE	10	86	FSS	CONSOL	AEA
MI	HOUGHTON	11	MOVE	5	86	FSS	CONSOL	AGL
MN	MINNEAPOLIS	5	MOVE	49	86	FSS	CONSOL	AGL
MO	VICHY	4	MOVE	6	86	FSS	CONSOL	ACE
NE	OMAHA	2	MOVE	29	86	FSS	CONSOL	ACE
NE	SIDNEY	3	MOVE	4	86	FSS	CONSOL	ACE
NV	ELY	2	MOVE	2	86	FSS	CONSOL	AMP
NV	LOVELOCK	2	MOVE	2	86	FSS	CONSOL	AMP
OH	ZANESVILLE	10	MOVE	7	86	FSS	CONSOL	AGL
OH	COLUMBUS	12	MOVE	33	86	FSS	CONSOL	AGL
OH	YOUNGSTOWN	17	MOVE	7	86	FSS	CONSOL	AGL
OK	GAGE	6	MOVE	4	86	FSS	CONSOL	ASW
OK	HOBART	6	MOVE	4	86	FSS	CONSOL	ASW
PA	HARRISBURG	17	MOVE	23	86	FSS	CONSOL	AEA
SC	GREER	4	MOVE	21	86	FSS	CONSOL	ASO
TX	GALVESTON	9	MOVE	9	86	FSS	CONSOL	ASW
TX	PALACIOS	14	MOVE	4	86	FSS	CONSOL	ASW
UT	SALT LAKE CITY	3	MOVE	31	86	FSS	CONSOL	ANM
VA	DANVILLE	5	MOVE	6	86	FSS	CONSOL	AEA
WI	LA CROSSE	3	MOVE	7	86	FSS	CONSOL	AGL
GJ	FINEGAYAN	0	MOVE	9	86	IFO	CONSOL	AMP
JA	TOKYO	0	GAIN	9	86	IFO	OPEN	AMP

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
AL	ANNISTON	3	GAIN	23	87	AFSS	OPEN	ASO
KS	WICHITA	4	GAIN	10	87	AFSS	OPEN	ACE
ME	BANGOR	2	GAIN	20	87	AFSS	OPEN	ANE
MI	LANSING	3	GAIN	44	87	AFSS	OPEN	AGL
MO	CHESTERFIELD (St. Louis)	2	GAIN	10	87	AFSS	OPEN	ACE
ND	GRAND FORKS	1	GAIN	6	87	AFSS	OPEN	AGL
OR	MCMINNVILLE	1	GAIN	47	87	AFSS	OPEN	ANM
SD	HURON	1	GAIN	6	87	AFSS	OPEN	AGL
TN	JACKSON	8	GAIN	25	87	AFSS	OPEN	ASO
TX	FORT WORTH	12	GAIN	5	87	AFSS	OPEN	ASW
TX	SAN ANGELO	21	GAIN	56	87	AFSS	OPEN	ASW
VT	BURLINGTON	1	GAIN	46	87	AFSS	OPEN	ANE
WA	SEATTLE	7	GAIN	14	87	AFSS	OPEN	ANM
AL	BIRMINGHAM	6	MOVE	23	87	FSS	CONSOL	ASO
CA	DAGGETT	35	MOVE	5	87	FSS	CONSOL	AWP
CA	NEEDLES	35	MOVE	2	87	FSS	CONSOL	AWP
CA	BLYTHE	37	MOVE	5	87	FSS	CONSOL	AWP
GA	SAVANNAH	1	MOVE	18	87	FSS	CONSOL	ASO
GA	ALBANY	2	MOVE	9	87	FSS	CONSOL	ASO
IA	OTTUMWA	1	MOVE	6	87	FSS	CONSOL	ACE
IA	MASON CITY	6	MOVE	10	87	FSS	CONSOL	ACE
KS	DODGE CITY	1	MOVE	6	87	FSS	CONSOL	ACE
KS	EMPORIA	5	MOVE	4	87	FSS	CONSOL	ACE
ME	HOULTON	1	MOVE	7	87	FSS	CONSOL	ANE
ME	AUGUSTA	2	MOVE	13	87	FSS	CONSOL	ANE
MI	DETROIT	13	MOVE	44	87	FSS	CONSOL	AGL
MO	CAPE GIRARDEAU	8	MOVE	10	87	FSS	CONSOL	ACE
ND	JAMESTOWN	1	MOVE	6	87	FSS	CONSOL	AGL
NE	CHADRON	3	MOVE	4	87	FSS	CONSOL	ACE

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
NY	ALBANY	23	MOVE	24	87	FSS	CONSOL	AEA
NY	GLENS FALLS	24	MOVE	9	87	FSS	CONSOL	AEA
OR	PORTLAND	1	MOVE	41	87	FSS	CONSOL	ANM
OR	BAKER	2	MOVE	6	87	FSS	CONSOL	ANM
SC	FLORENCE	6	MOVE	21	87	FSS	CONSOL	ASO
SC	N.MYRTLE BEACH	6	MOVE	9	87	FSS	CONSOL	ASO
SD	WATERTOWN	1	MOVE	6	87	FSS	CONSOL	AGL
TN	BRISTOL (Tri-City)	1	MOVE	7	87	FSS	CONSOL	ASO
TN	CROSSVILLE	4	MOVE	18	87	FSS	CONSOL	ASO
TN	MEMPHIS	7	MOVE	25	87	FSS	CONSOL	ASO
TX	COLLEGE STATION	6	MOVE	7	87	FSS	CONSOL	ASW
TX	CHILDRESS	13	MOVE	4	87	FSS	CONSOL	ASW
TX	MINERAL WELLS	17	MOVE	1	87	FSS	CONSOL	ASW
TX	SAN ANTONIO	21	MOVE	56	87	FSS	CONSOL	ASW
VA	ROANOKE	6	MOVE	13	87	FSS	CONSOL	AEA
VT	BARRE/MONTPELIER	1	MOVE	13	87	FSS	CONSOL	ANE
WA	HOQUIAM	3	MOVE	7	87	FSS	CONSOL	ANM
WA	DALLESPORT	4	MOVE	3	87	FSS	CONSOL	ANM
WA	EPHRATA	4	MOVE	4	87	FSS	CONSOL	ANM
WI	WAUSAU	7	MOVE	10	87	FSS	CONSOL	AGL

ACTIONS BY YEAR OF IMPLEMENTATION

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE ACTION	FAA REGION
						TYPE			
CA	SANTA BARBARA	19	MOVE	18	??	FSS		CONSOL	AWP
CA	LANCASTER	20	MOVE	18	??	FSS		CONSOL	AWP
CA	PASO ROBLES	20	MOVE	9	??	FSS		CONSOL	AWP
CA	LOS ANGELES	27	MOVE	54	??	FSS		CONSOL	AWP
NC	ELIZABETH CITY	1	MOVE	2	??	FSS		CONSOL	ASO
NC	NEW BERN	1	MOVE	13	??	FSS		CONSOL	ASO
NC	ROCKY MOUNT/WILSON	2	MOVE	7	??	FSS		CONSOL	ASO
NC	RALEIGH-DURHAM	4	MOVE	30	??	FSS		CONSOL	ASO
NC	HICKORY	10	MOVE	27	??	FSS		CONSOL	ASO
NY	BUFFALO	33	MOVE	30	??	FSS		CONSOL	AEA
NY	ELMIRA	34	MOVE	10	??	FSS		CONSOL	AEA
PA	ERIE	21	MOVE	6	??	FSS		CONSOL	AEA
PA	BRADFORD	23	MOVE	10	??	FSS		CONSOL	AEA
PA	DUBOIS	23	MOVE	10	??	FSS		CONSOL	AEA

SECTION C

Actions by State and Congressional District

POSITIONS MOVED/GAINED BY STATE FOR ALL ACTIONS

<u>STATE</u>	<u>POSITIONS</u>		<u>NET DIFFERENCE</u>	
	<u>MOVED</u>	<u>GAINED</u>	<u>MOVED</u>	<u>GAINED</u>
Alabama	23	23		
Alaska	25	14	11	
Arizona	47	46	1	
California	303.5	232	71.5	
Colorado	11	11		
Florida	28.5	19	9.5	
Georgia	55.5	49	6.5	
Guam	22	--	22	
Hawaii	--	8		8
Illinois	84	66	18	
Indiana	76	75	1	
Iowa	50	49	1	
Japan	--	9		9
Kansas	10	10		
Louisiana	58	57	1	
Maine	20	20		
Maryland	10	--	10	
Michigan	49	44	5	
Minnesota	49	49		
Missouri	69	57	12	
Nebraska	37	37		
Nevada	43	41	2	
New York	73	40	33	
North Carolina	79	79		
North Dakota	6	6		
Ohio	47	47		
Oklahoma	56	55	1	
Oregon	47	47		
Pennsylvania	64	63	1	
Puerto Rico	6.5	--	6.5	
South Carolina	51	51		
South Dakota	6	6		
Tennessee	50	50		
Texas	138	137	1	
Utah	31	31		
Vermont	13	46		33
Virginia	19	29		10
Washington	14	14		
Wisconsin	48	52		4
TOTALS	1,819	1,669	214	64

SECTION C

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
AK	FAIRBANKS	1	GAIN	4	85	AFSO	REALIGN	AAL
AK	ANCHORAGE	1	GAIN	10	85	AFSO	REALIGN	AAL
AK	JUNEAU	1	REDUCE	13	85	AFSO	REALIGN	AAL
AK	KING SALMON	1	REDUCE	12	85	AFSO	REALIGN	AAL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
AL	ANNISTON	3	GAIN	23	87	AFSS	OPEN	ASO
AL	BIRMINGHAM	6	MOVE	23	87	FSS	CONSOL	ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
AZ	PHOENIX	1	MOVE	42	85	FSS	CONSOL	AWP
AZ	PRESCOTT	3	GAIN	46	85	AFSS	OPEN	AWP
AZ	DOUGLAS	5	MOVE	5	86	FSS	CONSOL	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION	FAA REGION
CA	RED BLUFF	2	REDUCE	21	85	AFSO	REALIGN	AWP
CA	SACRAMENTO	3	GAIN	3	85	AFSO	REALIGN	AWP
CA	OAKLAND	8	REDUCE	24	85	AFSO	REALIGN	AWP
CA	HAYWARD (BAY SECTOR)	9	GAIN	38	85	AFSO	OPEN	AWP
CA	HAYWARD (BAY SECTOR)	9	GAIN	4	85	AFSO	REALIGN	AWP
CA	SAN FRANCISCO	11	REDUCE	23	85	AFSO	REALIGN	AWP
CA	SANTA BARBARA	19	MOVE	18	??	FSS	CONSOL	AWP
CA	LANCASTER	20	REDUCE	34	86	AFSO	REALIGN	AWP
CA	LANCASTER	20	MOVE	18	??	FSS	CONSOL	AWP
CA	PASO ROBLES	20	MOVE	9	??	FSS	CONSOL	AWP
CA	LOS ANGELES	27	GAIN	6	85	AFSO	REALIGN	AWP
CA	LOS ANGELES	27	GAIN	12	86	AFSO	REALIGN	AWP
CA	LOS ANGELES	27	MOVE	54	??	FSS	CONSOL	AWP
CA	HAWTHORNE	31	MOVE	57	86	ACO	CONSOL	ANM
CA	DAGGETT	35	MOVE	5	87	FSS	CONSOL	AWP
CA	NEEDLES	35	MOVE	2	87	FSS	CONSOL	AWP
CA	RIVERSIDE	36	REDUCE	24	85	AFSO	REALIGN	AWP
CA	RIVERSIDE	36	GAIN	12	86	AFSS	OPEN	AWP
CA	BLYTHE	37	MOVE	5	87	FSS	CONSOL	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
CA	SAN DIEGO	41	GAIN	12	85	AFSO	REALIGN	AWP
CA	LONG BEACH	42	GAIN	46	86	ACO	CONSOL	ANM
CA	IMPERIAL	45	MOVE	9.5	85	ATCT	CLOSE	AWP
CA	LOS ANGELES BASIN	??	GAIN	??	85	AFSS	OPEN	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
CO	DENVER	4	GAIN	11	84	AFSS	OPEN	ANM
CO	AKRON	4	MOVE	5	86	FSS	CONSOL	ANM
CO	LA JUNTA	4	MOVE	6	86	FSS	CONSOL	ANM

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
FL	ST PETERSBURG	8	GAIN	19	86	AFSS	OPEN	ASO
FL	MELBOURNE	11	MOVE	19	86	FSS	CONSOL	ASO
FL	MIAMI (DADE-COLLIER)	16	MOVE	9.5	85	ATCT	CLOSE	ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		ACTION		FAA REGION
						TYPE	TYPE	TYPE	TYPE	
GA	ST SIMONS ISL (BRUNSWICK)	1	MOVE	5.5	85	ATCT	CLOSE	CLOSE	ASO	ASO
GA	BRUNSWICK	1	MOVE	9	86	FSS	CONSOL	CONSOL	ASO	ASO
GA	SAVANNAH	1	MOVE	18	87	FSS	CONSOL	CONSOL	ASO	ASO
GA	VALDOSTA	2	MOVE	7	86	FSS	CONSOL	CONSOL	ASO	ASO
GA	ALBANY	2	MOVE	9	87	FSS	CONSOL	CONSOL	ASO	ASO
GA	MACON	8	GAIN	49	85	AFSS	OPEN	OPEN	ASO	ASO
GA	ALMA	8	MOVE	7	85	FSS	CONSOL	CONSOL	ASO	ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
GU	GUAM	0	REDUCE	13	85	AFSO	REALIGN	AWP
GU	FINEGAYAN	0	MOVE	9	86	IFO	CONSOL	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
HI	HONOLULU	1	GAIN	8	85	AFSO	REALIGN	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE ACTION	FAA REGION	
							TYPE			REGION
IA	BURLINGTON	1	MOVE	6	86		FSS	CONSOL	ACE	
IA	OTTUMWA	1	MOVE	6	87		FSS	CONSOL	ACE	
IA	DES MOINES	4	MOVE	28	85		FSS	CONSOL	ACE	
IA	FORT DODGE	5	GAIN	49	85		AFSS	OPEN	ACE	
IA	MASON CITY	6	MOVE	10	87		FSS	CONSOL	ACE	

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
IL	CHICAGO	14	MOVE	66	86	FSS	CONSOL	AGL
IL	KANKAKEE	15	GAIN	66	86	AFSS	OPEN	AGL
IL	GALESBURG	17	MOVE	9	85	ATCT	CLOSE	AGL
IL	DANVILLE	19	MOVE	9	85	ATCT	CLOSE	AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY			FAA	
						TYPE			ACTION	
IN	FORT WAYNE	4	MOVE	12	86	FSS			CONSOL	AGL
IN	TERRE HAUTE	7	GAIN	75	85	AFSS			OPEN	AGL
IN	LAFAYETTE	7	MOVE	9	85	FSS			CONSOL	AGL
IN	INDIANAPOLIS	10	MOVE	55	86	FSS			CONSOL	AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
JA	TOKYO	0	GAIN	9	86	IFO	OPEN	AMP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
KS	DODGE CITY	1	MOVE	6	87	FSS	CONSOL	ACE
KS	OLATHE	3	GAIN	0	86	AFSO	REALIGN	ACE
KS	WICHITA	4	GAIN	10	87	AFSS	OPEN	ACE
KS	EMPORIA	5	MOVE	4	87	FSS	CONSOL	ACE

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE ACTION	FAA REGION
			IMPACT FOR FACILITY	IMPACT FOR FACILITY			TYPE	TYPE		
LA	NEW ORLEANS	2	MOVE		34	85	FSS	CONSOL	ASW	
LA	DERIDDER	4	GAIN		57	85	AFSS	OPEN	ASW	
LA	LAFAYETTE	7	MOVE		17	86	FSS	CONSOL	ASW	
LA	LAKE CHARLES	7	MOVE		7	86	FSS	CONSOL	ASW	

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
MD	SALISBURY	1	MOVE	10	86	FSS	CONSOL	AEA

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
ME	HOULTON	1	MOVE	7	87	FSS	CONSOL	ANE
ME	BANGOR	2	GAIN	20	87	AFSS	OPEN	ANE
ME	AUGUSTA	2	MOVE	13	87	FSS	CONSOL	ANE

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
MI	LANSING	3	GAIN	44	87	AFSS	OPEN	AGL
MI	HOUGHTON	11	MOVE	5	86	FSS	CONSOL	AGL
MI	DETROIT	13	MOVE	44	87	FSS	CONSOL	AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
MN	MINNEAPOLIS	5	MOVE	49	86	FSS	CONSOL	AGL
MN	PRINCETON	8	GAIN	49	86	AFSS	OPEN	AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
			IMPACT FOR FACILITY						
MO	CHESTERFIELD (St.Louis)	2	GAIN		10	87	AFSS	OPEN	ACE
MO	VICHY	4	MOVE		6	86	FSS	CONSOL	ACE
MO	KANSAS CITY	5	REDUCE		11	86	AFSO	REALIGN	ACE
MO	KANSAS CITY	6	MOVE		42	85	FSS	CONSOL	ACE
MO	CAPE GIRARDEAU	8	MOVE		10	87	FSS	CONSOL	ACE
MO	COLUMBIA	9	GAIN		47	85	AFSS	OPEN	ACE

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE ACTION	FAA REGION
						TYPE	TYPE		
NC	ELIZABETH CITY	1	MOVE	2	??	FSS		CONSOL	ASO
NC	NEW BERN	1	MOVE	13	??	FSS		CONSOL	ASO
NC	ROCKY MOUNT/WILSON	2	MOVE	7	??	FSS		CONSOL	ASO
NC	RALEIGH-DURHAM	4	MOVE	30	??	FSS		CONSOL	ASO
NC	HICKORY	10	MOVE	27	??	FSS		CONSOL	ASO
NC	NC AFSS	??	GAIN	??	86	AFSS		OPEN	ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE		ACTION		REGION
ND	GRAND FORKS	1	GAIN	6	87	AFSS	OPEN			AGL
ND	JAMESTOWN	1	MOVE	6	87	FSS	CONSOL			AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
			IMPACT FOR FACILITY	YEAR					
NE	OMAHA	2	MOVE		29	86	FSS	CONSOL	ACE
NE	COLUMBUS	3	GAIN		37	86	AFSS	OPEN	ACE
NE	SIDNEY	3	MOVE		4	86	FSS	CONSOL	ACE
NE	CHADRON	3	MOVE		4	87	FSS	CONSOL	ACE

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
			IMPACT FOR FACILITY	YEAR					
NV	LAS VEGAS	1	MOVE		39	85	FSS	CONSOL	AWP
NV	RENO	2	GAIN		41	85	AFSS	OPEN	AWP
NV	ELY	2	MOVE		2	86	FSS	CONSOL	AWP
NV	LOVELOCK	2	MOVE		2	86	FSS	CONSOL	AWP

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE		TYPE ACTION	FAA REGION
			IMPACT FOR FACILITY	MOVE						
NY	ALBANY	23	MOVE		24	87	FSS		CONSOL	AEA
NY	GLENS FALLS	24	MOVE		9	87	FSS		CONSOL	AEA
NY	BUFFALO	33	MOVE		30	??	FSS		CONSOL	AEA
NY	ELMIRA	34	MOVE		10	??	FSS		CONSOL	AEA
NY	WNY/WPA AFSS	??	GAIN		??	86	AFSS		OPEN	AEA

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
OH	DAYTON	3	GAIN	33	84	AFSS	OPEN	AGL
OH	ZANESVILLE	10	MOVE	7	86	FSS	CONSOL	AGL
OH	COLUMBUS	12	MOVE	33	86	FSS	CONSOL	AGL
OH	YOUNGSTOWN	17	MOVE	7	86	FSS	CONSOL	AGL
OH	CLEVELAND	20	GAIN	14	84	AFSS	OPEN	AGL

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PLANNED OFFICE AND FACILITY CONSOLIDATIONS: TO IMPROVE
SYSTEM EFFECTIVENESS AND EFFICIENCY FY 1985-87(U)
FEDERAL AVIATION ADMINISTRATION WASHINGTON DC

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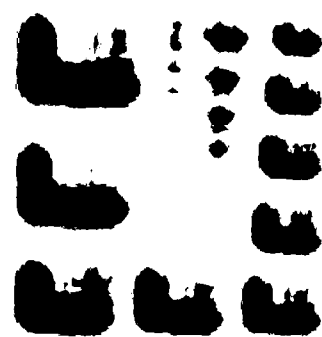
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ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
OK	MC ALESTER	3	GAIN	55	85	AFSS	OPEN	ASW
OK	OKLAHOMA CITY	5	MOVE	48	85	FSS	CONSOL	ASW
OK	GAGE	6	MOVE	4	86	FSS	CONSOL	ASW
OK	HOBART	6	MOVE	4	86	FSS	CONSOL	ASW

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
OR	McMINNVILLE	1	GAIN	47	87	AFSS	OPEN	ANM
OR	PORTLAND	1	MOVE	41	87	FSS	CONSOL	ANM
OR	BAKER	2	MOVE	6	87	FSS	CONSOL	ANM

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE ACTION	FAA REGION
						TYPE			
PA	ALTOONA	9	GAIN	14	85	AFSS		OPEN	AEA
PA	JOHNSTOWN	12	MOVE	6	85	FSS		CONSOL	AEA
PA	WILLIAMSPORT	17	GAIN	23	86	AFSS		OPEN	AEA
PA	HARRISBURG	17	MOVE	23	86	FSS		CONSOL	AEA
PA	ERIE	21	MOVE	6	??	FSS		CONSOL	AEA
PA	BRADFORD	23	MOVE	10	??	FSS		CONSOL	AEA
PA	DUBOIS	23	MOVE	10	??	FSS		CONSOL	AEA
PA	PHILIPSBURG	23	MOVE	9	85	FSS		CONSOL	AEA

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
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PR	MERCEDITA (PONCE)	1	MOVE	6.5	85	ATCT	CLOSE	ASO
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ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY		TYPE		ACTION		FAA REGION
SC	ANDERSON	3	GAIN	51	86	AFSS		OPEN				ASO
SC	GREER	4	MOVE	21	86	FSS		CONSOL				ASO
SC	FLORENCE	6	MOVE	21	87	FSS		CONSOL				ASO
SC	N. MYRTLE BEACH	6	MOVE	9	87	FSS		CONSOL				ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	ACTION TYPE	FAA REGION
SD	HURON	1	GAIN	6	87	AFSS	OPEN	AGL
SD	WATERLOO	1	MOVE	6	87	FSS	CONSOL	AGL

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER OF POSITIONS AFFECTED	YEAR	FACILITY		TYPE ACTION	FAA REGION
			IMPACT FOR FACILITY	TYPE			TYPE	TYPE		
TN	BRISTOL (Tri-City)	1	MOVE		7	87	FSS		CONSOL	ASO
TN	CROSSVILLE	4	MOVE		18	87	FSS		CONSOL	ASO
TN	NASHVILLE	5	GAJN		25	86	AFSS		OPEN	ASO
TN	MEMPHIS	7	MOVE		25	87	FSS		CONSOL	ASO
TN	JACKSON	8	GAJN		25	87	AFSS		OPEN	ASO

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT		POSITION		NUMBER OF POSITIONS AFFECTED	YEAR	FACILITY		TYPE ACTION	FAA REGION
		DISTRICT	IMPACT FOR FACILITY	IMPACT FOR FACILITY	IMPACT FOR FACILITY			TYPE	TYPE		
TX	GEORGE COLLEGE STATION	6	GAUM	GAUM	76	85		AFSS	AFSS	OPEN	ASH
TX		6	MOVE	MOVE	7	87		FSS	FSS	CONVOL	ASH
TX	GALVESTON	9	MOVE	MOVE	9	86		FSS	FSS	CONVOL	ASH
TX	FORT WORTH	12	GAUM	GAUM	5	87		AFSS	AFSS	OPEN	ASH
TX	DALLAS	13	MOVE	MOVE	4	87		FSS	FSS	CONVOL	ASH
TX	PALACIOS	14	MOVE	MOVE	4	86		FSS	FSS	CONVOL	ASH
TX	MEDICAL WELLS	17	MOVE	MOVE	1	87		FSS	FSS	CONVOL	ASH
TX	SAN ANGELO	21	GAUM	GAUM	56	87		AFSS	AFSS	OPEN	ASH
TX	SAN ANTONIO	21	MOVE	MOVE	56	87		FSS	FSS	CONVOL	ASH
TX	HOUSTON	25	MOVE	MOVE	57	85		FSS	FSS	CONVOL	ASH

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER OF POSITIONS AFFECTED	YEAR OF IMPROVEMENT	FACILITY		TYPE ACTION	FAA REGION
							TYPE		
UT	CEDAR CITY	1	GAIN	31	06	AFSS		OPEN	ANN
UT	SALT LAKE CITY	3	NONE	31	06	FSS		CONSOL	ANN

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION		NUMBER OF POSITIONS AFFECTED	YEAR	FACILITY		TYPE ACTION	FAA REGION
			IMPACT FOR FACILITY	IMPACT FOR FACILITY			TYPE	TYPE		
VA	DANVILLE	5	MOVE		6	86	FSS		CONSOL	AEA
VA	ROANOKE	6	MOVE		13	87	FSS		CONSOL	AEA
VA	LEESBURG (Washington)	10	GAIN		29	85	AFSS		OPEN	AEA

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS		POSITION		NUMBER		YEAR	FACILITY		TYPE	ACTION	FAA	REGION
		DISTRICT	DISTRICT	IMPACT FOR	IMPACT FOR	POSITIONS	POSITIONS		TYPE	TYPE				
VT	BRUNSWICK	1	1	GAIN	46	87	87		AFSS	AFSS	OPEN	OPEN	AME	AME
VT	BRUNSWICK	1	1	MOVE	13	87	87		FSS	FSS	CONSOL	CONSOL	AME	AME

ACTIONS BY STATE AND CONGRESSIONAL DISTRICT

STATE	CITY	CONGRESS DISTRICT	POSITION IMPACT FOR FACILITY	NUMBER POSITIONS AFFECTED	YEAR OF IMPLEMENT	FACILITY TYPE	TYPE ACTION	FAA REGION
WA	MOQUIM	3	MOVE	7	87	FSS	CONSOL	ANM
WA	DALLESPOIT	4	MOVE	3	87	FSS	CONSOL	ANM
WA	EPHATA	4	MOVE	4	87	FSS	CONSOL	ANM
WA	SEATTLE	7	GAIN	14	87	AFSS	OPEN	ANM

END

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