87-2

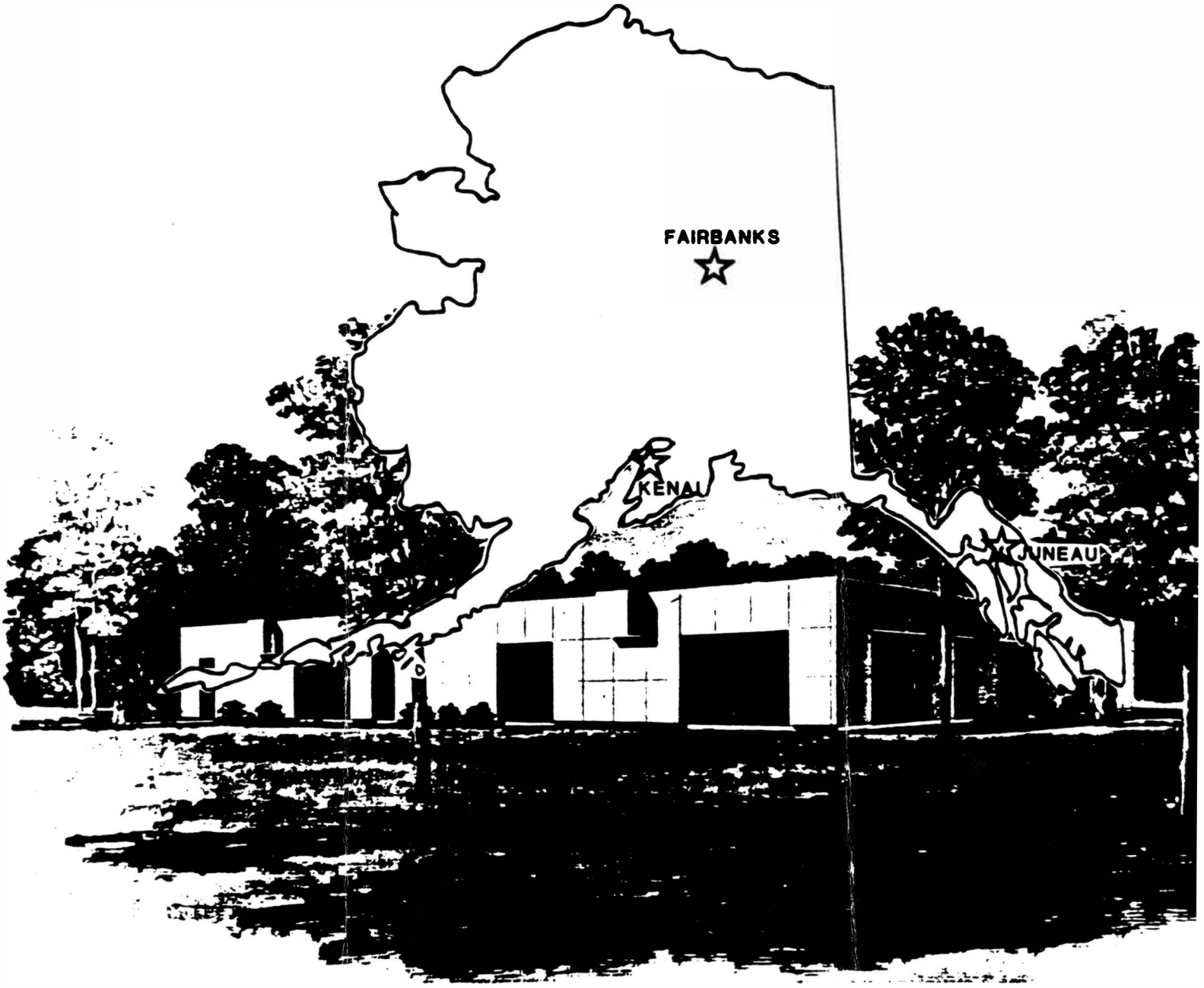
APRIL 1987

FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION

AIR TRAFFIC DIVISION

FSMP NEWSLETTER

AUTOMATED FLIGHT SERVICE STATIONS (AFSS's)



FOREWORD

The last issue of the Newsletter defined methods to identify and accomplish tasks necessary to transition into the regional Automated Flight Service Stations (AFSS).

This issue provides specifics on the status of the national and regional programs, and details the regional planning effort.

The opening of the Kenai AFSS is less than 12 months away. We must assure that our combined effort and cumulative experience precludes overlooking any requirement or activity necessary to a smooth transition. Our intent is to proceed cautiously. Every opportunity to minimize impact on the aviation community and our personnel is to be taken. The planning effort is to reflect use of common sense, practicality, cost versus benefit value, and operational efficiency.

To meet these objectives requires your expertise. Established employee working groups may wish to make the FSMP a regular agenda item. Facility managers are to actively encourage employee discussion and feedback. It is imperative that managers keep themselves informed and alert to program impact on their operational capabilities, users, and personnel. No employee should assume that the regional office is aware of every potential problem or requirement.

Be assured that neither our procedures nor plans are "locked in"—most remain in the developmental stage. We are very much aware that many of the more substantive program changes and suggestions were forwarded by employees or employee groups. Your comments and recommendations will receive full consideration, not only by the Program Manager, but by your representatives and peers on the Facility Transition Teams.

Comments and recommendations should be given to facility managers for consolidation and forwarding to the Air Traffic Associate Program Manager.

Henry A. Elias
Manager, Air Traffic Division

FLIGHT SERVICE MODERNIZATION PROGRAM
FSMP

FACILITY FSMP BINDER INDEX

Each Facility FSMP Binder should contain as a minimum the following:

o FAA Order 3330.41	Guidelines for effecting the National Flight Service Transition. (1/3/84) (CHG 1, 7/12/84)
o FAA Order 3330.42	Human Relations Considerations in Relocating FAA Employees from One Community to Another. (3/7/84) (CHG 1, 8/6/84) (AK SUP 1, 9/28/84)
o FSMP Newsletter	86-1, 86-2, 86-3, 87-1, and 87-2

REGIONAL EMPLOYEE PARTICIPATION

REGIONAL LEVEL TRANSITION TEAM

Composed of representatives from each division having operational or personnel concerns in the FSMP, this group will assure that each division is current and versed in the FSMP and prepared to provide advice and support as necessary. They met for the first time on April 17, 1987. We are particularly concerned that Flight Standards, Airports, Security, and Public Affairs personnel are sufficiently informed so as to be able to discuss regional FSMP activity during their normal contacts with the aviation community. Dottye Muhs, Management Analyst, Management Systems Division, was appointed chairperson. The next meeting is scheduled May 31, 1987.

DIVISION LEVEL TRANSITION TEAM

This team has been expanded considerably to meet program needs. Composed primarily of the Air Traffic and Airway Facilities AFSS Program Managers (Dick Mathews, AAL-517 and Leonard Grau, AAL-454A), their purpose is to coordinate the actions and resources necessary to effect the transition to the new AFSS's. Air Traffic has added Jim King, AAL-534, and Danny Syverson, AAL-533, of the AT Division, Operations, Procedures, and Airspace Branch. Terry Alexander, AAL-519, will backup the Program Manager. Airway Facilities has added two sub-groups, one to prepare cost estimates for establishment of the Kenai AFSS (John Cline, AAL-454E, Chairperson), and the Kenai AFSS Project Design/Implementation Team (Ron Cowles, AAL-450, Chairperson). These teams will meet as required.

FACILITY LEVEL TRANSITION TEAMS

The involvement and participation of FSS employees is essential to the success of the Regional FSMP. Extraordinary steps and time have been taken to establish a credible effort. The Kenai AFSS Transition Team has been established. The Juneau and Fairbanks Transition Teams will be assembled in August and December 1987 respectively.

Composed of representatives from facility management, staff, and specialists of the pertinent AFSS service area, their primary responsibility is to represent all personnel in the area of concern and bring to the program the practical type of expertise and experience not available elsewhere. While members of the Kenai team may be asked to provide advice, the teams at Juneau and Fairbanks will operate independently. Team members are selected by the AFSS Program Manager in coordination with regional and facility management and NAATS.

The Kenai AFSS Transition Team met for the first time on April 14, 1987.

It was difficult to select this team from amongst all of the qualified persons within this AFSS area--there were a number of considerations. We desired a fair, balanced team of management, staff, and specialists from both large and small, local and remote facilities. Representatives from facilities likely to be first impacted by the transition were needed. Both the regional office and NAATS were to be represented.

The regional office provided guidance only--there is no chairperson. All members carry equal weight. Current representatives are:

Larry Belisle	ATCS, ANC FSS
Rick Ericson	ASST. MGR TRNG, ANC FSS
Dick Mathews	AFSS Program Manager
Lee McCaw	ATCS, GKN FSS
Gail McWethy	ATCS, ENA FSS
Chris Morgan	Secretary, ANC FSS
Charles Muhs	ATM, ANC FSS
Earl Scott	ATM, MCG FSS

Their initial responsibilities are to draft the Kenai AFSS Transition Plan, determine the administrative furniture and office equipment requirements, and provide technical advice on the relocation from the Kenai FSS to the AFSS. Draft documents and reports will be forwarded to all FSS facilities for comment and their inputs by 6/12/87.

The core team will remain in existence throughout the transition period. It will be expanded or modified as necessary to meet program requirements. Meetings will be scheduled as necessary.

NATIONAL FSMP STATUS

The current National Flight Service System consists of:

32 Automated Flight Service Stations (Planned - 61)
260 Flight Service Stations (Down from 317)

A total of 26 FSS's have been relocated (Kenai FSS/AFSS will be a relocation) and 32 FSS's have been consolidated. While the agency remains firmly committed to this program, schedules submitted to Congress show extension of the consolidation effort through FY 1994 denoting a more evolutionary transition to the new facilities.

AFSS	SCHEDULED COMMISSIONING DATE	ACTUAL COMMISSIONING DATE
1. Bridgeport, CT		02/12/86
2. Cleveland, OH		02/12/86
3. Dayton, OH		02/12/86
4. Nashville, TN		04/01/86
5. Leesburg, VA		04/20/86
6. Macon, GA		04/20/86
7. Green Bay, WI		04/29/86
8. Terre Haute, IN		04/29/86
9. Denver, CO		05/08/86
10. Prescott, AZ		05/08/86
11. Reno, NV		05/08/86
12. Conroe, TX		05/28/86
13. DeRidder, LA		05/28/86
14. McAlester, OK		05/28/86
15. Columbia, MO		05/30/86
16. Cedar City, UT		06/05/86
17. Fort Dodge, IA		06/23/86
18. Saint Petersburg, FL		07/23/86
19. Hawthorne, CA		08/26/86
20. Riverside, CA		09/09/86
21. St. Louis, MO		09/29/86
22. Wichita, KS		09/29/86
23. Miami, FL		10/08/86
24. Columbus, NE		11/17/86
25. Lansing, MI		12/03/86
26. McMinnville, OR		12/18/86
27. Seattle, WA		01/15/87
28. Millville, NJ		02/02/87
29. Williamsport, PA		02/14/87
30. Louisville, KY		03/03/87
31. Altoona, PA		03/13/87
32. Islip, NY		04/09/87

	APSS	SCHEDULED COMMISSIONING DATE	ACTUAL COMMISSIONING DATE
33.	Kankakee, IL		04/21/87
34.	San Diego, CA	06/03/87	
35.	Princeton, MN	06/16/87	
36.	Anderson, SC	06/30/87	
37.	Fort Worth, TX	07/01/87	
38.	Grand Forks, ND	08/04/87	
39.	Jackson, TN	09/30/87	
40.	Burlington, VT	3RD QTR FY-87	
41.	Bangor, ME	3RD QTR FY-87	
42.	San Angelo, TX	4TH QTR FY-87	
43.	Anniston, AL	4TH QTR FY-87	
44.	Huron, SD	4TH QTR FY-87	
45.	**Kenai, AK**	**04/25/88**	
46.	Rancho Murieta, CA	4TH QTR FY-88	
47.	Oakland, CA	4TH QTR FY-88	
48.	Raleigh, NC	4TH QTR FY-88	
49.	Buffalo, NY	4TH QTR FY-88	
50.	Albuquerque, NM	1ST QTR FY-89	
51.	Jonesboro, AR	1ST QTR FY-89	
52	Casper, WY	1ST QTR FY-89	
53.	Gainesville, FL	2ND QTR FY-89	
54.	Boise, ID	2ND QTR FY-89	
55.	**Juneau, AK**	**04/89**	
56.	Greenwood, MS	3RD QTR FY-89	
57.	**Fairbanks, AK**	**09/89**	
58.	Elkins, WV	4TH QTR FY-89	
59.	Great Falls, MT	4TH QTR FY-89	
60.	San Juan, PR	4TH QTR FY-89	
61.	Honolulu, HI	1ST QTR FY-90	

REGIONAL PROGRAM

JUNEAU AFSS

Construction of this facility remains on schedule.

Solicitation for Construction Bid	Issued	04/20/87
Pre-Bid Conference	Planned	05/06/87
Bid Opening Date	Planned	06/03/87
Contract Award	Planned	06/24/87
Notice to Proceed	Planned	08/17/87
Facility Level Transition Team	**Planned**	**08/24/87**
Building Occupancy	Planned	08/88
Commissioning	Planned	05/89

FAIRBANKS AFSS

Construction of this facility remains on schedule--but it is very optimistic. The design requires a refrigerated foundation system. Preliminary construction must be performed during the mid-August through October time frame. This schedule permits the placement of thermoprobes before frozen ground conditions. Construction of the actual building would not begin until April, 1988. If this time frame cannot be met, preliminary construction would be delayed until August 1988.

Solicitation for Construction Bid	Planned	05/12/87
Pre-Bid Conference	Planned	05/28/87
Bid Opening Date	Planned	06/17/87
Contract Award	Planned	07/20/87
Notice To Proceed	Planned	08/17/87
Facility Level Transition Team	**Planned**	**12/07/87**
Building Occupancy	Planned	12/88
Commissioning	Planned	09/89

NOTE: Fairbanks FSS management, staff, and specialists have displayed considerable interest in the AFSS Program. An AFSS Committee to study and provide recommendations on the program has been put together, comprised of current Fairbanks FSS employees. Their considerable effort has been positive and of substantial help to the Program Manager. Committee officers are:

Chairman:	Pat Wilson
Vice Chairman:	Richard Carda
Secretary:	Lowell North

This committee meets every other week.

Both Juneau and Fairbanks AFSSs will have an off-white exterior with a horizontal accent stripe just down from the roof line. The color of this stripe as well as the interior colors will be subject to your concurrence. Existing specifications call for an earth tone decor (camel, tan, sand, etc.) with oak doors and trim.

KENAI AFSS

Construction is essentially complete. This facility was built by the City of Kenai for lease to the FAA at nominal cost ($1.00 per year). In exchange the city expects to receive the economic benefits derived from FAA families relocating to their city. City officials are aware that relocations will occur "over a period of years."

As promised we have tracked site visits to the new facility--management, staff, and specialists. We find near unanimous concurrence that we have a beautiful well constructed building.

To help you decide for yourself, Marshall Severson, AICS, ANC FSS, will video tape a "walk through" of the AFSS on May 11, 1987. At the same time, and using the AFSS training room, the Program Manager will provide an audio visual outline of the planned relocation of the FTA FSS into the AFSS. (Field Distribution Planned NLT - 5/31/87)

Building Occupancy	Planned	08/01/87
Operational	Planned	05/25/88

KENAI AFSS PROJECT OUTLINE

PHASE 1: To relocate the personnel, equipment, and responsibilities of the Kenai FSS into AFSS. This includes the responsibilities of the already remoted tie-in facilities (HOM FSS, FTA, and ANC ATCT's). In addition, remote capability for the HCG and CDB FSS's will be provided.

The facility is to be operational on or before April 25, 1988. "Operational" means that all equipment and systems in the AFSS have been thoroughly tested and accepted, and that all personnel, AT and AF, are fully trained and prepared to provide service.

We plan to commission operations in the new facility by virtue of relocating the existing Kenai FSS. Classification is not expected to change until automation equipment is operational.

PHASE 2: To provide remote capability for the remaining FSS's within the Kenai AFSS area of responsibility. Time frame 1988-1991.

PHASE 3: To begin the consolidation process. The date of initial consolidation/closing of any facility is indeterminate at this time--considerable flexibility must be maintained. While tentatively scheduled for the 1992/1994 time frame, we must be prepared and funded if the required automation system should become available sooner.

Until the arrival of automation, the existing FSS's shall maintain all services during the hours they are open.

Under this plan, the region can effect staffing and cost savings by reducing hours during low activity periods and/or the realignment of services. We will have the flexibility to react to staffing shortages while maintaining continuity of service.

During Phase 2, as positions are advertised, personnel can relocate to the AFSS on a volunteer basis. Sufficient staffing is expected to be relocated so as to meet our commitment to the City of Kenai in good faith and in relatively close alignment to their expectations. We foresee no forced relocations until consolidation begins in Phase 3.

There will be no abrupt change to our method of providing service. The aviation community will be able to adjust to the new facility and the automated concept over a period of years.

QUALITY OF SERVICE

The quality of service provided to the user (equal or better) will be a key factor in allowing the permanent closure of any existing facility. Prior to initiating Phase 1, the region will conduct an extensive evaluation of the type, level, and quality of air traffic service within the Kenai AFSS area of responsibility. This evaluation will be repeated soon after Phase 1 is completed, after each major effort in Phase 2, and before and after any facility consolidation/closing. The aviation community will be invited to participate in these evaluations. Technical or operational deficiencies will be given priority handling to preclude the loss of user or specialist confidence in the AFSS concept.

AFSS SERVICE AREA AND PLANNED CONSOLIDATION SCHEDULE

(Not a firm commitment; subject to change, budgetary and Congressional actions).

AFSS

KENAI AFSS	PLANNED CONSOLIDATION
McGRATH FSS	1ST QTR 1992
HOMER FSS	2ND QTR 1992
DILLINGHAM FSS	4TH QTR 1992
ILIAMNA FSS	4TH QTR 1992
BETHEL FSS	1ST QTR 1993
COLD BAY FSS	1ST QTR 1993
KING SALMON FSS	1ST QTR 1993
GULKANA FSS	1ST QTR 1994
TALKEETNA FSS	2ND QTR 1994
PALMER FSS	3RD QTR 1994
ANCHORAGE FSS	4TH QTR 1994

JUNEAU AFSS	PLANNED CONSOLIDATION
YAKUTAT FSS	1ST QTR 1992
CORDOVA FSS	4TH QTR 1992
SITKA FSS	4TH QTR 1992
KETCHIKAN FSS	2ND QTR 1993

FAIRBANKS AFSS	
NORTHWAY FSS	1ST QTR 1992
BIG DELTA FSS	2ND QTR 1992
BETTLES FSS	3RD QTR 1992
TANANA FSS	3RD QTR 1992
KOTZEBUE FSS	1ST QTR 1993
BARROW FSS	2ND QTR 1993
DEADHORSE FSS	3RD QTR 1994
NOME FSS	4TH QTR 1994

A NOTE FROM THE PROGRAM MANAGER

There is considerably more information available to put into this Newsletter. Many of you have asked for specific information on the AFSS equipment, how we are going to handle weather observations and Airport Advisory Service, personnel relocation policies, and so on. Rather than add considerably more length to this document I ask your patience.

The long promised Regional Transition Plan has been reviewed by the Human Resource Management Division and is back in Air Traffic for rewrite. This document addresses most of the personnel considerations and training requirements of the transition. It details the Flight Service Automation System (FSAS), much of the AFSS equipment (ICSS, graphics, DUATS, etc.), and provides considerable information on the consolidation process.

The Kenai AFSS Transition Team has completed their draft of the Kenai AFSS Transition Plan. Time considerations forced the team to split up and complete the draft in sections. It will require some editing to bring it all together. This plan details the actual transition from the FSS into the AFSS.

The video tape referred to earlier in this Newsletter will provide substantial information on the building, its equipment, furnishings, both administrative and operational, and the relocation plan.

Kenai FSS, in coordination with McGrath and Cold Bay FSS's, is developing a computerized graphics depiction of the AFSS interim consoles and their equipment by operational position.

My intent is to have both plans, the video tape, the depiction, and the draft administrative equipment/furnishings requirements in field distribution for your comment by June 12, 1987.

SUBJECT: Flight Service Modernization Program Comments

TO: Air Traffic Division Manager, AAL-500
THRU: Facility Manager
ATTN: AAL-517